

# **Town Center at Moreno Valley**

NOISE AND VIBRATION IMPACT ANALYSIS
CITY OF MORENO VALLEY

PREPARED BY:

Bill Lawson, PE, INCE blawson@urbanxroads.com (949) 584-3148

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# **LIST OF ABBREVIATED TERMS**

(1) Reference

ANSI American National Standards Institute

Calveno California Vehicle Noise

CEQA California Environmental Quality Act
CNEL Community Noise Equivalent Level

dBA A-weighted decibels

EPA Environmental Protection Agency
FHWA Federal Highway Administration
FTA Federal Transit Administration

INCE Institute of Noise Control Engineering

 $\begin{array}{ll} L_{eq} & & \text{Equivalent continuous (average) sound level} \\ L_{max} & & \text{Maximum level measured over the time interval} \end{array}$ 

mph Miles per hour

PPV Peak Particle Velocity

Project Town Center at Moreno Valley

REMEL Reference Energy Mean Emission Level

RMS Root-mean-square VdB Vibration Decibels



#### **EXECUTIVE SUMMARY**

Urban Crossroads, Inc. has prepared this noise study to determine the noise exposure and the necessary noise mitigation measures for the proposed Town Center at Moreno Valley Specific Plan ("Project"). The Project site is located on the northwest corner of the intersection of Nason Street and Alessandro Boulevard in the City of Moreno Valley.

This noise study has been prepared to satisfy applicable City of Moreno Valley noise standards and significance criteria based on Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) The results of this Noise and Vibration Impact Analysis are summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) Table ES-1 shows the findings of significance for each potential noise and/or vibration impact under CEQA before and after any required mitigation measures.

**TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS** 

Analusia	Report	Significance Findings		
Analysis	Section	Unmitigated	Mitigated	
Off-Site Traffic Noise	7	Less Than Significant	-	
On-Site Traffic Noise	8	_1	_1	
Operational Noise	10	Less Than Significant	-	
Construction Noise	11	Less Than Significant	-	
Construction Vibration	11	Less Than Significant	-	

<sup>&</sup>lt;sup>1</sup> Impacts of the environment on a project are excluded from CEQA.

#### **OFF-SITE TRAFFIC NOISE ANALYSIS**

Traffic generated by the operation of the proposed Project will influence the traffic noise levels in surrounding off-site areas. To quantify the traffic noise increases on the surrounding off-site areas, the changes in traffic noise levels on 28 roadway segments surrounding the Project site were calculated based on the change in the average daily traffic (ADT) volumes. The traffic noise levels provided in this analysis are based on the traffic forecasts found in *Town Center at Moreno Valley Traffic Analysis* prepared by Urban Crossroads, Inc. (2) The results of this analysis show that land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to Project-related traffic noise levels increases without mitigation.

#### **ON-SITE TRAFFIC NOISE ANALYSIS**

To the extent this analysis considers impacts in relation to future residents of the Project, it does so for informational purposes to show compliance with City regulations. Impacts of the environment on a project are excluded from CEQA unless the project itself "exacerbates" such impacts. (3) As such, any impact on the future residents of the Project is not an impact under



CEQA. However, an on-site exterior noise impact analysis has been completed to determine the traffic noise exposure and to identify potential necessary noise abatement measures for the proposed Town Center at Moreno Valley Specific Plan Project. It is expected that the primary source of noise impacts to the Project site will be traffic noise from Cottonwood Avenue, Nason Street, Alessandro Boulevard, Bay Avenue and Street A. The on-site exterior traffic noise analysis indicates that the noise sensitive residential land uses could experience *normally unacceptable* exterior noise levels of up to 73.6 dBA CNEL on Nason Street.

#### NOI-1: On-SITE TRAFFIC EXTERIOR NOISE ABATEMENT MEASURES

To reduce the effects of on-site traffic noise, the construction of 6-foot-high noise barriers is recommended for the private yards of single-family residential land use and outdoor common areas for multi-family residential land use represented by on-site receiver locations ON1, ON2, and ON7. With the recommended noise barriers shown on Exhibit ES-A, the future exterior noise levels at the outdoor living areas (backyards) of single-family residential uses will range from 57.6 to 64.7 dBA CNEL. This noise analysis shows that the recommended 6-foot-high noise barriers will satisfy the City of Moreno Valley 65 dBA CNEL normally acceptable exterior noise level guidelines for single-family residential use.

The recommended noise control barriers shall be constructed so that the top of each wall extends to the recommended height above the pad elevation of the lot it is shielding. When the road is elevated above the pad elevation, the barrier shall extend to the recommended height above the highest point between the residential home and the road. The barrier shall provide a weight of at least 4 pounds per square foot of face area with no decorative cutouts or line-of-sight openings between shielded areas and the roadways, or a minimum transmission loss of 20 dBA. (4) The barrier must present a solid face from top to bottom. Unnecessary openings or decorative cutouts shall not be made. All gaps (except for weep holes) should be filled with grout or caulking.

#### NOI-2: On-Site Traffic Interior Noise Abatement Measures

To satisfy the State of California's 45 dBA CNEL noise insulation standards, all residential land uses adjacent to Cottonwood Avenue, Nason Street, and Alessandro Boulevard will require a windows-closed condition and a means of mechanical ventilation (e.g. air conditioning). Upgraded windows with a minimum STC rating of 30 are required for the single-family residential land uses located west of Nason Street represented by the on-site receiver location ON2. With the following noise abatement measures, the on-site interior traffic noise levels would satisfy the 45 dBA CNEL interior noise requirements.

- Windows/Sliding Glass Doors: All residential units require windows and sliding glass doors that have well-fitted, well-weather-stripped assemblies, and the following sound transmission class (STC) ratings:
  - 1. Single-family residential land uses located west of Nason Street represented by the onsite receiver location ON2 require upgraded windows and sliding glass doors with minimum STC ratings of 30 (all windows/glass doors, all floors);
  - 2. All other residential lots require windows and sliding glass doors with minimum sound transmission class (STC) ratings of 27.



- Exterior Doors (Non-Glass): All exterior doors shall be well weather-stripped and have well-sealed perimeter gaps around the doors to achieve the STC ratings recommended below: (5)
  - Single-family residential land uses located west of Nason Street represented by the onsite receiver location ON2 require upgraded doors with minimum STC ratings of 30 (all floors);
  - 2. All other residential lots require doors with minimum sound transmission class (STC) ratings of 27.
- Exterior Walls: At any penetrations of exterior walls by pipes, ducts, or conduits, the space between the wall and pipes, ducts, or conduits shall be caulked or filled with mortar to form an airtight seal.
- <u>Roof</u>: Roof sheathing of wood construction shall be per manufacturer's specification or caulked plywood of at least one-half inch thick. Ceilings shall be per manufacturer's specification or well-sealed gypsum board of at least one-half inch thick. Insulation with at least a rating of R-19 shall be used in the attic space.
- Ventilation: Consistent with City of Moreno Valley Municipal Code Section 9.03.040[F][3], in all residential districts, air conditioners, heating, cooling and ventilating equipment and all other mechanical, lighting or electrical devices shall be operated so that noise levels do not exceed 60 dBA (Ldn) at the property line. Additionally, such equipment, including roof-mounted installation, shall be screened from surrounding properties and streets and shall not be located in the required front yard or street side yard. All equipment shall be installed and operated in accordance with other applicable city ordinances.
- <u>Future Noise Studies</u>: final noise studies shall be prepared for the future noise sensitive residential uses prior to obtaining building permits for the Project. Each noise study shall finalize the noise attenuation measures described in this Town Center at Moreno Valley Specific Plan Noise Analysis using the precise grading plans and actual building design specifications, and may include additional mitigation, if necessary, to meet the interior noise level standards for residential land uses. These noise studies would utilize any recommendations identified in this study and use the precise grading plans and actual building design specifications to identify any additional noise abatement measures, such as exterior noise barriers and/or building materials (e.g., sound transmission class ratings for windows and doors), if necessary, based on the site-specific noise impacts within these planning areas.



COTTONWOOD AVE ON1 ON8 ON3 Bay Avenue 4 ON9 -0----ALESSANDRO BLVD

**EXHIBIT ES-A: SUMMARY OF NOISE MITIGATION MEASURES** 



**LEGEND:** 

Site Boundary

Residential (Up to 30 du/ac)

On-Site Receiver Locations

Commercial/Civic Recommended 6-Foot High Noise Barrier

Open Space

# 1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Town Center at Moreno Valley ("Project").

This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, sets out the regulatory setting, presents the study methods and procedures for transportation related CNEL traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term stationary-source operational noise and short-term construction noise and vibration impacts.

#### 1.1 SITE LOCATION

The proposed Project is located on the northwest corner of the intersection of Nason Street and Alessandro Boulevard in the City of Moreno Valley, as shown on Exhibit 1-A. The Project site is currently undeveloped. There is a vacant parcel northeast of the Project site (southwest of the Nason Street and Cottonwood Avenue intersection), and an Eastern Municipal Water District booster station northwest of the Project site (southeast corner of Cottonwood Avenue and Letterman Street) that are not part of the Project. The area surrounding the Project generally consists of existing single-family residential homes.

#### 1.2 PROJECT DESCRIPTION

The Project involves a proposed Specific Plan, and a proposed Tentative Tract Map (TTM) to allow for the development of residential, commercial, and park uses. Because the proposed Specific Plan is designed to provide flexibility for development within the Specific Plan area, the actual type and amount of uses that would be developed at buildout of the Specific Plan are unknown. Therefore, a reasonable potential buildout development scenario has been developed for purposes of analysis. The proposed Project is planned to consist of the following land uses listed below. A preliminary land use plan for the proposed Project is shown on Exhibit 1-B. For the purposes of this analysis, it is expected that the Project would be developed in a single phase with an anticipated Opening Year of 2028.

- 800 residential dwelling units
- 4.8 acres of parks
- 106-room hotel
- 15,000 square feet of office use
- 30,000 square foot civic use
- 16,660 square feet of high turnover (sit-down) restaurant use
- 3,500 square feet of fast-food restaurant with drive-thru window
- 60,890 square feet of commercial retail
- 45,000 square feet of supermarket use



The existing 2006 Moreno Valley General Plan land use designation and zoning for the site is Public Facilities. Therefore, the proposed Project also involves a General Plan amendment and zone change. The proposed General Plan land use designations are Residential (30 du/acre maximum), Open Space, and Commercial. The proposed change of zone would amend the Public Facilities zoning to the TCMV Specific Plan (SP 222) zoning classification for the subject property.

However, the City of Moreno Valley is currently in the process of readopting the City's 2040 General Plan Update (2040 General Plan) and zoning. The General Plan land use designation and zoning proposed by the City is Downtown Center (DC) District. The proposed Town Center at Moreno Valley Specific Plan is consistent with the City's proposed Downtown Center (DC) District land use and zoning designations.

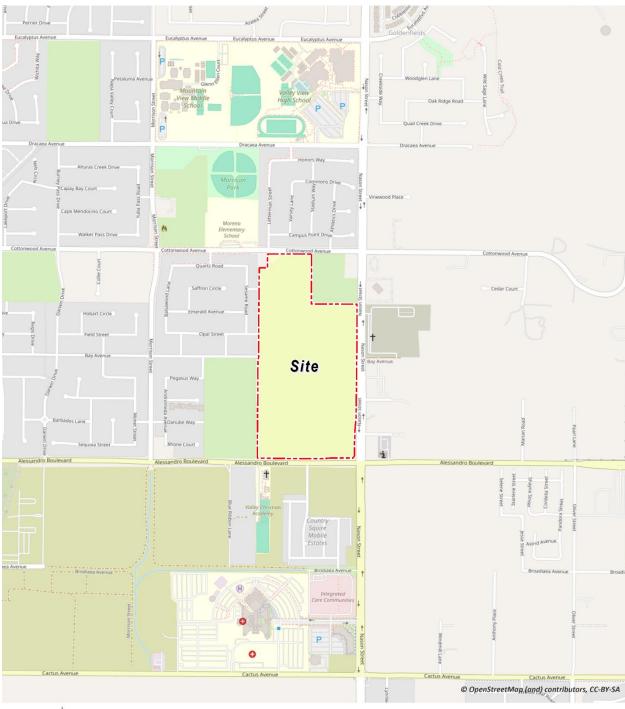
This report evaluates the impacts resulting from implementation of the proposed Project under the existing General Plan land use and zoning designations, which would require a General Plan Amendment and zone change, and the City's proposed General Plan land use and zoning designation, if applicable to the analysis.

<sup>&</sup>lt;sup>1</sup> In June 2021, the City Council of the City of Moreno Valley (City Council) approved and adopted the City's 2040 General Plan Update (2040 General Plan), a Change of Zone and Municipal Code Update, and its Climate Action Plan (CAP) and certified an EIR, State Clearinghouse No. 2020039022, as having been prepared in compliance with CEQA in connection with the approvals. A lawsuit entitled Sierra Club v. The City of Moreno Valley, Riverside Superior Court Case No. CVRI2103300, challenged the validity of the CAP and the EIR. In May 2024, the City Council set aside the 2021 approvals and certification, based on a March 2024 ruling and judgment of the court. The City is in the process of readopting the 2040 General Plan and issued a Notice of Preparation of a Revised Environmental Impact Report for MoVal 2040: The Moreno Valley Comprehensive General Plan Update, Municipal Code and Zoning (including Zoning Atlas) Amendments, and Climate Action Plan on July 30, 2024.



14556-15 TCMV Noise

# **EXHIBIT 1-A: LOCATION MAP**







COTTONWOOD AVE Marketplace Bay Avenue Town Center at Moreno Valley Specific Plan Alessandro Walk (TTM 38265) ALESSANDRO BLVD **LEGEND:** Site Boundary Residential (Up to 30 du/ac) Open Space Commercial/Civic

**EXHIBIT 1-B: PRELIMINARY LAND USE PLAN** 



# **2 FUNDAMENTALS**

Noise is simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

**EXHIBIT 2-A: TYPICAL NOISE LEVELS** 

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE	
THRESHOLD OF PAIN		140			
NEAR JET ENGINE		130	INTOLERABLE OR		
		120	DEAFENING	HEARING LOSS	
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110			
LOUD AUTO HORN		100			
GAS LAWN MOWER AT 1m (3 ft)		90	VERY NOISY		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80	VERT NOIST		
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	SPEECH INTERFERENCE	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60	1000	INTERPERENCE	
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	CLEED	
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		SLEEP DISTURBANCE	
QUIET SUBURBAN NIGHTTIME	LIBRARY	30			
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20	FAINT		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	NO EFFECT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0	VERT FAINT		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

#### 2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (6) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA



at approximately 1,000 feet, which can cause serious discomfort. (7) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

#### 2.2 Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used metric is the equivalent level ( $L_{eq}$ ). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in Aweighted decibels (dBA). The equivalent sound level ( $L_{eq}$ ) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period and is commonly used to describe the "average" noise levels within the environment.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite 24-hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time-of-day corrections require the addition of 5 decibels to dBA L<sub>eq</sub> sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L<sub>eq</sub> sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when noise can become more intrusive. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. The City of Moreno Valley relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

#### 2.3 SOUND PROPAGATION

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

#### 2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source. (6)

#### 2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually



sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (8)

#### 2.3.3 ATMOSPHERIC EFFECTS

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (6)

#### 2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby residents. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of-sight between the source and the receiver. This size of vegetation may provide up to 5 dBA of noise reduction. The Federal Highway Administration (FHWA) does not consider the planting of vegetation to be a noise abatement measure. (9)

#### 2.4 Noise Control

Noise control is the process of obtaining an acceptable noise environment for an observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to these three elements.

# 2.5 Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must block the line-of-sight path of sound from the noise source.



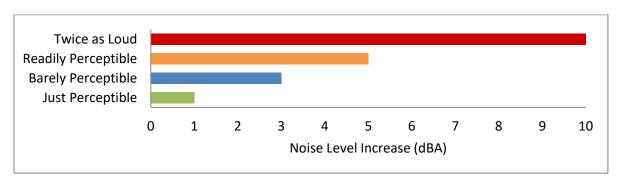
#### 2.6 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (10)

#### 2.7 COMMUNITY RESPONSE TO NOISE

Approximately sixteen percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints may occur. Twenty to thirty percent of the population will not complain even in very severe noise environments. (11 pp. 8-6) Thus, a variety of reactions can be expected from people exposed to any given noise environment.

Surveys have shown that community response to noise varies from no reaction to vigorous action for newly introduced noises averaging from 10 dB below existing to 25 dB above existing. (12) According to research originally published in the Noise Effects Handbook (11), the percentage of high annoyance ranges from approximately 0 percent at 45 dB or less, 10 percent are highly annoyed around 60 dB, and increases rapidly to approximately 70 percent being highly annoyed at approximately 85 dB or greater. Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA is considered barely perceptible, and changes of 5 dBA are considered readily perceptible. (8)



**EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION** 

#### 2.8 VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise Impact and Vibration Impact Assessment Manual* (12), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.

There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-C illustrates common vibration sources and the human and structural response to ground-borne vibration.



Velocity Typical Sources Level\* (50 ft from source) Human/Structural Response 100 Threshold, minor cosmetic damage Blasting from construction projects fragile buildings Bulldozers and other heavy tracked construction equipment Difficulty with tasks such as 90 reading a VDT screen Commuter rail, upper range 80 Residential annoyance, infrequent Rapid transit, upper range events (e.g. commuter rail) Commuter rail, typical Residential annoyance, frequent Bus or truck over bump events (e.g. rapid transit) Rapid transit, typical Limit for vibration sensitive equipment. Approx. threshold for Bus or truck, typical human perception of vibration 60 Typical background vibration 50

**EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION** 

\* RMS Vibration Velocity Level in VdB relative to 10-6 inches/second

Source: Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment Manual.



# 3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

### 3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). (13) The purpose of the Noise Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

#### 3.1.1 RESIDENTIAL CONSTRUCTION

The State of California's noise insulation standards for all residential units are codified in the California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Chapter 12, Section 1206. These noise standards are applied to new construction that contains dwelling units or sleeping units, such as residential and hotel or motel uses, in California for controlling interior noise levels resulting from exterior noise sources. For new buildings, the acceptable interior noise limit is 45 dBA CNEL in habitable rooms (14).

#### 3.1.2 Non-Residential Construction

The State of California's Green Building Standards Code contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. (15) These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other noise source. If the development falls within an airport or freeway 65 dBA CNEL noise contour, buildings shall be constructed to provide an interior noise level environment attributable to exterior sources that does not exceed an hourly equivalent level of 50 dBA L<sub>eq</sub> in occupied areas during any hour of operation.



#### 3.2 2006 CITY OF MORENO VALLEY GENERAL PLAN

The City of Moreno Valley Noise Element typically provides the standards for land use compatibility for community noise exposure. However, the City of Moreno Valley 2006 General Plan does not include a noise element or specific transportation-related noise standards. Rather, noise is considered in the Environmental Safety section of the General Plan Safety Element. (16) The OPR land use/noise compatibility standards are used by many California cities and counties and specify the maximum noise levels allowable for new developments impacted by transportation noise sources. The OPR land use/noise compatibility criteria, found in Figure 2 of the *General Plan Guidelines, Appendix D: Noise Element Guidelines,* identify the criteria for the Project land uses, as shown on Exhibit 3-A.

The purpose of the transportation noise criteria is to protect, create, and maintain an environment free from noise and vibration that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. City General Plan Policies (City of Moreno Valley General Plan, pp.9-31, 9-32) act to ensure that when exterior noise levels exceed 65 dBA CNEL at sensitive receivers, mitigation is provided to ensure that interior noise levels of 45 dBA CNEL are maintained. General Plan Policies in this regard are consistent with, and support, the California Building Code interior noise standards. The 2006 City of Moreno Valley General Plan Safety Element includes the following objectives and policies related to noise.

#### **Objective 6.3:**

Provide noise compatible land use relationships by establishing noise standards utilized for design and siting purposes.

#### **Policies:**

- 6.3.1 The following uses shall require mitigation to reduce noise exposure where current or future exterior noise levels exceed 20 CNEL above the desired interior noise level:
  - a. Single and multiple family residential buildings shall achieve an interior noise level of 45 CNEL or less. Such buildings shall include sound insulating windows, walls, roofs and ventilation systems. Sound barriers shall also be installed (e.g. masonry walls or walls with berms) between single-family residences and major roadways.
  - b. New libraries, hospitals and extended medical care facilities, places of worship and office uses shall be insulated to achieve interior noise levels of 50 CNEL or less.
  - c. New schools shall be insulated to achieve interior noise levels of 45 CNEL or less.
- 6.3.2 Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL.
- 6.3.3 Where the future noise environment is likely to exceed 70 CNEL due to overflights from the joint-use airport at March, new buildings containing uses that are not addressed under Policy 6.3.1 shall require insulation to achieve interior noise levels recommended in the March Air Reserve Base Air Installation Compatible Use Zone Report.
- 6.3.4 Encourage residential development heavily impacted by aircraft over flight noise, to transition to uses that are more noise compatible.



- 6.3.5 Enforce the California Administrative Code, Title 24 noise insulation standards for new multi-family housing developments, motels and hotels.
- 6.3.6 Building shall be limited in areas of sensitive receptors.

#### Objective 6.4

Review noise issues during the planning process and require noise attenuation measures to minimize acoustic impacts to existing and future surrounding land uses.

#### Policies:

6.4.1 Site, landscape and architectural design features shall be encouraged to mitigate noise impacts for new developments, with a preference for noise barriers that avoid freeway sound barrier walls.

#### Objective 6.5

Minimize noise impacts from significant noise generators such as, but not limited to, motor vehicles, trains, aircraft, commercial, industrial, construction, and other activities.

#### **Policies:**

- 6.5.1 New commercial and industrial activities (including the placement of mechanical equipment) shall be evaluated and designed to mitigate noise impacts on adjacent uses.
- 6.5.2 Construction activities shall be operated in a manner that limits noise impacts on surrounding uses.

#### 3.3 2040 City of Moreno Valley General Plan Noise Element

The currently proposed 2040 City of Moreno Valley General Plan includes a Noise Element with goals, policies, and actions that also seek to proactively address sources of noise in Moreno Valley, protect against excessive noise, and support the social and economic vitality of the community.

#### Goal N-1:

Design for a pleasant, healthy sound environment conductive to living and working.

#### **Policies**

- N.1-1. Protect occupants of existing and new buildings from exposure to excessive noise, particularly adjacent to freeways, major roadways, the railroad, and within areas of aircraft overflight.
- N.1-2. Guide the location and design of transportation facilities, industrial uses, and other potential noise generators to minimize the effects of noise on adjacent land uses.
- N.1-3. Apply the community noise compatibility standards (Table N-1) to all new development and major redevelopment projects outside the noise and safety compatibility zones established in the March Air Reserve Base/Inland Port Airport Land Use Compatibility (ALUC) Plan in order to protect against the adverse effects of noise exposure. Projects within the noise and safety compatibility zones are subject to the standards contained in the ALUC Plan.



- N.1-4. Require a noise study and/or mitigation measures if applicable for all projects that would expose people to noise levels greater than the "normally acceptable" standard and for any other projects that are likely to generate noise in excess of these standards.
- N.1-5. Noise impacts should be controlled at the noise source where feasible, as opposed to at receptor end with measures to buffer, dampen, or actively cancel noise sources. Site design, building orientation, building design, hours of operation, and other techniques, for new developments deemed to be noise generators shall be used to control noise sources.
- N.1-6. Require noise buffering, dampening, or active cancellation, on rooftop or other outdoor mechanical equipment located near residences, parks, and other noise sensitive land uses.
- N.1-7. Developers shall reduce the noise impacts on new development through appropriate means (e.g., double-paned or soundproof windows, setbacks, berming, and screening).

  Noise attenuation methods should avoid the use of visible sound walls where possible.

#### **Actions**

- N.1-A. Continue to review proposed projects for conformance with the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, including consideration of the Compatibility Zone Factors shown in Table MA-1 and the Basic Compatibility Criteria shown in Table MA-2, as may be amended.
- N.1-B. Require dedication of an aviation easement as a condition of development approval for projects within the noise and safety compatibility zones identified by the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, as may be amended. The intention of this action is to alert interested individuals, including property buyers and developers, to the proximity of aircraft operations and related noise and safety compatibility protections.
- N.1-C. Study the feasibility of using alternative pavement materials such as rubberized asphalt pavements on roadways to reduce noise generation. Update City standards as appropriate.

#### Goal N-2:

Ensure that noise does not have a substantial, adverse effect on the quality of life in the community.

#### **Policies**

- N.2-3. Limit the potential noise impacts of construction activities on surrounding land uses through noise regulations in the Municipal Code that address allowed days and hours of construction, types of work, construction equipment, and sound attenuation devices.
- N.2-4. Collaborate with the March Joint Powers Authority, March Inland Port Airport Authority, Riverside County Airport Land Use Commission, and other responsible agencies to formulate and apply strategies to address noise and safety compatibility protection from airport operations.

#### **Actions**

N.2-A. Continue to maintain performance standards in the Municipal Code to ensure that noise generated by proposed projects is compatible with surrounding land uses.

While the 2040 General Plan provides background and noise fundamentals, both the 2006 and 2040 General Plan rely on the transportation noise criteria that are derived from standards contained in the California Office of Planning and Research (OPR) *General Plan Guidelines*. (13)



The OPR land use/noise compatibility standards are used by many California cities and counties and specify the maximum noise levels allowable for new developments impacted by transportation noise sources. The OPR Community Noise Compatibility Matrix, found in Table N-1 of the General Plan Noise Element, describes the land use compatibility guidelines for the Project, as shown on Exhibit 3-A.

Table N-1: Community Noise Compatibility Matrix Community Noise Exposure (CNEL) Land Use Category Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings Residential - Low involved are of normal conventional construction, without any special noise Density Single Family, insulation requirements. Duplex, Mobile Homes Residential - Multiple Conditionally Acceptable: Family New construction or development should be undertaken only after a detailed analysis of the noise reduction requirement is A Transient Lodging: made and needed noise insulation features Hotels and Motels included in the design. Conventional construction, but with closed windows and Schools, Libraries, fresh air supply systems or air conditioning Churches, Hospitals, will normally suffice. **Nursing Homes** Normally Unacceptable: Auditoriums, Concert New construction or development Halls, Amphitheaters should generally be discouraged. If new construction or development does proceed, Sports Arena, Outdoor a detailed analysis of the noise reduction Spectator Sports requirements must be made and needed noise insulation features included in the design. Playground, Neighborhood Parks Clearly Unacceptable: New construction or development should Golf Courses, Riding generally not be undertaken. Stables, Water Recreation, Cemeteries Office Buildings, Businesses, Commercial and Professional Industrial.

**EXHIBIT 3-A: COMMUNITY NOISE COMPATIBILITY MATRIX** 

Source: Governor's Office of Planning and Research 2017.

The anticipated residential uses allowed by the proposed Specific Plan are considered *normally acceptable* with exterior noise levels of up to 65 dBA CNEL and *conditionally acceptable* up to 70 dBA CNEL. For *conditionally acceptable* land use, *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* 



Manufacturing, Utilities,

Agricultural

windows and fresh air supply systems or air conditioning will normally suffice. The residential uses allowed by the proposed Specific Plan are considered normally unacceptable with exterior noise of up to 75 dBA CNEL. For normally unacceptable land use, 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.

The planned park land use west of Nason Street is considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL, *conditionally acceptable* up to 75 dBA CNEL and *normally unacceptable* above 75 dBA CNEL. The analyzed hotel land use west of Nason Street is considered *normally acceptable* with exterior noise levels of up to 65 dBA CNEL, *conditionally acceptable* up to 70 dBA CNEL and *normally unacceptable* above 70 dBA CNEL. The planned Project commercial land uses located west of Nason Street are considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL, *conditionally acceptable* up to 77 dBA CNEL and *normally unacceptable* above 77 dBA CNEL. The civic land use allowed by the Specific Plan (analyzed as a library) located east of Street A is considered *normally acceptable* with exterior noise levels of up to 70 dBA CNEL, and *conditionally acceptable* up to 80 dBA CNEL.

#### 3.4 OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as within the Project site, stationary-source (operational) noise such as the expected outdoor seating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, park activities and ground air conditioning units are typically evaluated against standards established under a city's Municipal Code.

The City of Moreno Valley Municipal Code, Chapter 11.80 *Noise Regulation*, provides performance standards and noise control guidelines for determining and mitigating non-transportation or stationary-source noise impacts from operations at private properties. The City of Moreno Valley Municipal Code defines *Maximum Sound Levels* (in dB(A)) for Source Land Uses in Table 11.80.030-2 for *Residential* and *Commercial* land uses. As defined by the Municipal Code, Section 11.80.020 *Definitions, Commercial* land use *means all uses of land not otherwise classified as residential*, and *residential* land use *means all uses of land primarily for dwelling units, as well as hospitals, schools, colleges and universities, and places of religious assembly.* (17) For the purpose of this analysis, the operational noise activities from uses allowed by the proposed Town Center at Moreno Valley Specific Plan are limited to the *Commercial* land use. Based on this standard, the operational noise level limits for commercial land use, from Table 11.80.030-2, of 65 dBA Leq during the daytime (8:00 a.m. to 10:00 p.m.) hours and 60 dBA Leq during the nighttime (10:01 p.m. to 7:59 a.m.) hours shall apply to the operational noise source activities from the Project.

Further, Section 11.80.030(C) Prohibited Acts, Nonimpulsive Sound Decibel Limits, states: No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any nonimpulsive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source



of the sound, if the sound occurs on a privately owned property... (17) Therefore, at a distance of 200 feet from the property line, the Project's operational noise levels shall not exceed the 65 dBA Leq daytime and 60 dBA Leq nighttime noise level standards for commercial land uses, as shown on Table 3-1. The City of Moreno Valley Municipal Code also identifies continuous sound level limits in Table 11.80.030-1 based on the Center for Disease Control and Prevention and the National Institute for Occupational Safety and Health (NIOSH) noise exposure guidelines. A division of the U.S. Department of Health and Human Services, NIOSH identifies a noise level threshold based on the duration of exposure to the source. The City of Moreno Valley noise level threshold starts at 90 dBA for more than eight hours per day, and for every increase, the exposure time is reduced. The City of Moreno Valley identifies noise level thresholds of 92 dBA for more than 6 hours per day, 95 dBA for more than 4 hour per day, 97 dBA for more than 3 hours per day, and up to 100 dBA for more than 2 hours per day. However, this noise study uses the more restrictive City of Moreno Valley commercial noise level limits identified on Table 11.80.030-2 for source land uses in the Municipal Code, shown on Table 3-1 of this report, to evaluate the potential operational noise levels due to the operation of the Project.

TABLE 3-1: OPERATIONAL NOISE STANDARDS AT 200 FEET FROM THE SOURCE

City	Source	Noise Level Standards (dBA Leq) <sup>1</sup>		
City	Land use	Daytime	Nighttime	
Moreno Valley	Commercial	65	60	

<sup>&</sup>lt;sup>1</sup> City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation, Table 11.80.030-2 Maximum Sound Levels (in dB(A)) for Source Land Uses when measured at 200 feet from the property line of the source land use (Appendix 3.1). Leq represents a steady state sound level containing the same total energy as a time varying signal over a given period. "Daytime" = 8:00 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:59 a.m.

Please note that depending on what types of commercial land uses are developed in the Specific Plan, the following Ordinances may also apply to the project.

- Municipal Code Section 9.09.080 (C.6) Drive-in, drive-through, fast food and take-out restaurants.
- Municipal Code Section 9.09.070 (C.3) Vehicle repair facilities.
- Municipal Code Section 9.09.110 Recycling facilities.
- Municipal Code Section 9.09.270 (B.6) Outdoor dining.
- Municipal Code Section 9.09.260(A-B) Mixed Use Development (Noise Notification).
- Municipal Code Section 11.80.040 (H) Special provisions for temporary use and special event permits.

#### 3.5 CONSTRUCTION NOISE STANDARDS

To analyze noise impacts originating from the construction of the Town Center at Moreno Valley site, noise from construction activities is typically evaluated against standards established under a City's Municipal Code. The Municipal Code noise standards for construction are described below for the City of Moreno Valley to determine the potential noise impacts at the nearest receiver locations. The construction-related noise standards are shown on Table 3-2.



The Municipal Code noise standards for construction are described below for the City of Moreno Valley to determine the potential noise impacts at the nearest sensitive receiver locations. As a subset of its stationary-source noise regulations, the City Municipal Code establishes permitted hours of construction activity. More specifically, Municipal Code Section 11.80.030(D)(7), Construction and Demolition, provides the following:

No person shall operate, or cause operation of any tools or equipment used in construction, drilling, repair, alteration, or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee.

Therefore, based on Section 11.80.030(D)(7) construction regulations, a construction-related *noise disturbance* occurs if Project construction activity occurs outside of the permitted hours. However, for this analysis, the stationary-source noise level limits of 65 dBA L<sub>eq</sub> during the daytime hours and 60 dBA L<sub>eq</sub> during the nighttime hours are used as appropriate thresholds for the nearest sensitive land uses (e.g., residential homes) in the Project study area. In addition, grading operations shall be limited to the hours identified in Section 8.21.050(O) of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on weekends and holidays or as approved by the City Engineer. The City of Moreno Valley construction noise standards are shown on Table 3-2 and included in Appendix 3.1. As previously discussed in Section 3.3, the construction noise level threshold used in this noise study represents a conservative approach, since it is more restrictive than the continuous sound level limits of Table 11.80.030-1 of the City of Moreno Valley Municipal Code.

TABLE 3-2: CONSTRUCTION NOISE STANDARDS FROM THE SOURCE LAND USE

City	Permitted Hours of Construction Activity	Construction Noise Level Standard (dBA L <sub>eq</sub> ) <sup>2</sup>	
	Construction Activity	Daytime	Nighttime
Moreno Valley <sup>1</sup>	General Activity: 7:00 a.m. to 8:00 p.m. on any day.  Grading is limited to 7:00 a.m. to 6:00 p.m. Monday to Friday; 8:00 a.m. to 4:00 p.m. on weekends and holidays.		60³

<sup>&</sup>lt;sup>1</sup> City of Moreno Valley Municipal Code, Section 11.80.030 (D)(7) as shown in Appendix 3.1.

#### 3.6 VIBRATION STANDARDS

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. (12) In addition, the Final Environmental Impact Report for the MoVal 2040:



<sup>&</sup>lt;sup>2</sup> Acceptable threshold for determining the relative significance of short-term Project construction noise levels, based on the City of Moreno Valley stationary noise standards shown on Table 3-1.

<sup>&</sup>lt;sup>3</sup> Any nighttime construction activity requires an exemption from the City of Moreno Valley Municipal Code as indicated in Section 11.80.030 (E)(8) for a special event permit (Section 11.80.040). The special event permit application shall be submitted to the City of Moreno Valley Planning Department for approval and meet the requirements of Municipal Code Section 11.80.040.

<sup>&</sup>quot;Daytime" = 7:00 a.m. to 8:00 p.m.; "Nighttime" = 8:00 p.m. to 7:00 a.m.

Comprehensive Plan Update, Housing Element, and Climate Action Plan (GP FEIR) established that non-pile driving or foundation work construction phases that have the highest potential of producing vibration (such as jackhammering and other high-power tools) would be intermittent and would only occur for short periods of time for any individual development site. By use of administrative controls, such as scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties, perceptible vibration can be kept to a minimum and as such would result in a less than significant impact with respect to perception. (18)<sup>2</sup>

To analyze vibration impacts originating from the operation and construction of the uses allowed by the Town Center at Moreno Valley Specific Plan, vibration-generating activities are appropriately evaluated against standards established under a City's Municipal Code, if such standards exist. However, the City of Moreno Valley does not identify specific vibration level limits. Therefore, for analysis purposes, the Caltrans *Transportation and Construction Vibration Guidance Manual*, (19 p. 38) Table 19, vibration damage thresholds are used in this noise study to assess potential temporary construction-related vibration impacts at adjacent residential building locations. The Caltrans vibration damage thresholds are derived from the (FTA) *Transit Noise Impact and Vibration Impact Assessment Manual* (12) and consistent with the vibration criteria outlined in the GP FEIR. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).

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<sup>&</sup>lt;sup>2</sup> The information about vibration provided in the *Final Environmental Impact Report for the MoVal 2040: Moreno Valley Comprehensive Plan Update, Housing Element Update, and Climate Action Plan* remains applicable to the discussion of potential vibration impacts resulting from construction in the City. The court decision did not address this topical issue.

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# 4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

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

# 4.1 Noise Level Increases (Threshold A)

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. (20) This is primarily because of the wide variation in individual thresholds of annoyance and differing individual experiences with noise. Thus, an important way of determining a person's subjective reaction to a new noise is the comparison of it to the existing environment to which one has adapted—the so-called ambient environment. In general, the more a new noise exceeds the previously existing ambient noise level, the less acceptable the new noise will typically be judged.

#### 4.1.1 Transportation / Operational Noise (Substantial Permanent Noise Level Increase)

The Federal Interagency Committee on Noise (FICON) (21) developed guidance to be used for the assessment of project-generated increases in noise levels that consider the ambient noise level. The FICON recommendations are based on studies that relate aircraft noise levels to the percentage of persons highly annoyed by aircraft noise. Although the FICON recommendations were specifically developed to assess aircraft noise impacts, these recommendations are often used in environmental noise impact assessments involving the use of cumulative noise exposure metrics, such as the average-daily noise level (CNEL) and equivalent continuous noise level (Leq).

As previously stated, the approach used in this noise study recognizes that there is no single noise increase that renders a noise impact significant, based on a 2008 California Court of Appeal ruling on Gray v. County of Madera. (20) For example, if the ambient noise environment is quiet (<60 dBA) and the new noise source greatly increases the noise levels, an impact may occur if the noise criteria may be exceeded. Therefore, for this analysis, a readily perceptible 5 dBA or greater project-related noise level increase is considered a significant impact when the without project noise levels are below 60 dBA. Per the FICON, in areas where the without project noise levels



range from 60 to 65 dBA, a 3 dBA *barely perceptible* noise level increase appears to be appropriate for most people. When the without project noise levels already exceed 65 dBA, any increase in community noise louder than 1.5 dBA or greater is considered a significant impact if the noise criteria for a given land use is exceeded, since it likely contributes to an existing noise exposure exceedance.

The FICON guidance provides an established source of criteria to assess the impacts of substantial temporary or permanent increase in baseline ambient noise levels. Based on the FICON criteria, the amount to which a given noise level increase is considered acceptable is reduced when the without project (baseline) noise levels are already shown to exceed certain land-use specific exterior noise level criteria. The specific levels are based on typical responses to noise level increases of 5 dBA or *readily perceptible*, 3 dBA or *barely perceptible*, and 1.5 dBA depending on the underlying without project noise levels for noise-sensitive uses. The FICON levels of increases and their perceived acceptance at noise sensitive receiver locations are consistent with guidance outlined in the City of Moreno Valley General Plan Implementation Policy S-6d, the Federal Highway Administration (8 p. 9) and Caltrans (22 p. 2\_48).

#### 4.1.2 Construction Noise (Substantial Temporary Noise Level Increase)

To assess the noise-generating construction activities, the temporary noise level increases over the existing ambient conditions is considered under CEQA significance threshold A. For purposes of this analysis, the Caltrans *Traffic Noise Analysis Protocol* 12 dBA L<sub>eq</sub> *substantial* noise level increase threshold is used to assess temporary noise level increases. (23) Caltrans considers a substantial noise increase to occur when the project's predicted noise level exceeds the existing noise level by 12 dBA or more. The use of 12 dB is based on the concept that a 10 dB increase generally is perceived as a doubling of loudness. (6 pp. 3-2)

Although Caltrans recommendations were specifically developed to assess traffic noise impacts, the 12 dBA L<sub>eq</sub> substantial noise level increase threshold is used by other agencies to address the temporary noise level increases with the potential to exceed existing conditions. (23) Therefore, if the Project-related construction noise levels generate a temporary noise level increase above the existing ambient noise levels of up to 12 dBA L<sub>eq</sub>, then the Project construction noise level increases will be considered a potentially significant impact.

# 4.2 VIBRATION (THRESHOLD B)

As described in Section 3.6, vibration-generating activities are appropriately evaluated using the Caltrans vibration damage thresholds to assess potential temporary construction-related impacts at adjacent building locations. The nearest noise sensitive buildings adjacent to the Project site can best be described as "older residential structures" with a maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec).



# 4.3 CEQA Guidelines Not Further Analyzed (Threshold C)

CEQA Noise Threshold C applies when there are nearby public and private airports and/or air strips and focuses on land use compatibility of the Project to nearby airports and airstrips. The Project site is not located within two miles of an airport or airstrip. The closest airport is the March Air Reserve Base/Inland Port Airport (MARB/IPA) which is over 3 miles west of the Project site. As such, the Project site would not be exposed to excessive noise levels from airport operations, and therefore, impacts are considered *less than significant*, and no further noise analysis is conducted in relation to Appendix G to the CEQA Guidelines, Noise Threshold C.

#### 4.4 SIGNIFICANCE CRITERIA SUMMARY

As discussed above, for purposes of this analysis, noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-1 shows the significance criteria summary matrix that includes the allowable criteria used in this analysis to identify potentially significant incremental noise level increases.

**TABLE 4-1: SIGNIFICANCE CRITERIA SUMMARY** 

Analysis	Condition(s)	Significance Criteria <sup>7</sup>		
Analysis	Condition(s)	Daytime	Nighttime	
0, 6, 7	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase		
Off-Site Traffic <sup>1</sup>	If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase		
Traine	If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL	Project increase	
On-Site	Exterior Noise Compatibility Criteria <sup>2</sup>	See Exhibit 3-A		
Traffic	Interior Noise Level Standard <sup>3</sup>	45 dBA CNEL		
	At 200' from the property line of the source <sup>4</sup>	65 dBA L <sub>eq</sub>	60 dBA L <sub>eq</sub>	
Operational	If ambient is < 60 dBA Leq <sup>1</sup>	≥ 5 dBA L <sub>eq</sub> Project increase		
	If ambient is 60 - 65 dBA Leq <sup>1</sup>	≥ 3 dBA L <sub>eq</sub> Project increase		
	If ambient is > 65 dBA Leq <sup>1</sup>	≥ 1.5 dBA L <sub>eq</sub> Project increase		
Constanting	At 200' from the property line of the source <sup>4</sup>	65 dBA L <sub>eq</sub> 60 dBA L		
Construction	Exterior Noise Level Increase <sup>5</sup>	12 dBA L <sub>eq</sub>		
1EICON 1992	Vibration Level Threshold <sup>6</sup>	0.3 PPV	(in/sec)	

<sup>&</sup>lt;sup>1</sup> FICON, 1992



<sup>&</sup>lt;sup>2</sup> City of Moreno Valley General Plan Community Noise Compatibility Matrix, Table N-1 (Exhibit 3-A).

<sup>&</sup>lt;sup>3</sup> California Code of Regulations (CCR), Title 24, Building Standards Administrative Code, Chapter 12, Section 1206.

<sup>&</sup>lt;sup>4</sup> City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation, Table 11.80.030-2

<sup>&</sup>lt;sup>5</sup> Caltrans Traffic Noise Analysis Protocol, April 2020.

<sup>&</sup>lt;sup>6</sup> Caltrans Transportation and Construction Vibration Manual, April 2020 Table 19.

<sup>&</sup>lt;sup>7</sup> City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation, Table 11.80.030-2 defines "Daytime" = 8:00 a.m. to 10:00 p.m.: "Nighttime" = 10:01 p.m. to 7:59 a.m. City of Moreno Valley Municipal Code Section 11.80.030(D)(7) defines "Daytime" = 7:00 a.m. to 8:00 p.m.; "Nighttime" = 8:00 p.m. to 7:00 a.m.

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#### 5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at nine locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Thursday, December 4, 2024. Appendix 5.1 includes study area photos.

#### 5.1 Measurement Procedure and Criteria

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the equivalent daytime and nighttime hourly noise levels. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (24)

#### **5.2** Noise Measurement Locations

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources. (6) Further, FTA guidance states, that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community. (12)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (12) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels



and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

#### 5.3 Noise Measurement Results

The noise measurements presented below focus on the equivalent or the hourly energy average sound levels ( $L_{eq}$ ). The equivalent sound level ( $L_{eq}$ ) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the hourly daytime (8:00 a.m. to 10:00 p.m.) and nighttime (10:01 p.m. to 7:59 a.m.) noise levels at each noise level measurement location.

**TABLE 5-1: AMBIENT NOISE LEVEL MEASUREMENTS** 

Location <sup>1</sup>	Description	Energy Average Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	
		Daytime	Nighttime
L1	Located north of the site near the residence at 26783 Campus Point Drive	56.9	50.0
L2	Located east of the site near the residence at 13760 Nason Street.	71.6	65.1
L3	Located east of the site near the residence at 13860 Nason Street.	69.7	63.8
L4	Located south of the site near the residence at 26871 Alessandro Blvd.	47.8	41.8
L5	Located south of the site at the Valley Christian Academy located at 26755 Alessandro Blvd.	69.9	61.3
L6	Located west of the site near the residence at 26606 Danube Way	54.7	48.5
L7	Located west of the site near the residence at 26722 Bay Avenue.	57.8	54.6
L8	Located northwest of the site near the residence at 26656 Quartz Road.	57.2	50.0
L9	Located east of the site near the Moreno Elementary School at 13700 Nason Street.	58.6	48.7

 $<sup>^{\</sup>mbox{\tiny 1}}$  See Exhibit 5-A for the noise level measurement locations.

Table 5-1 provides the equivalent noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each of the daytime and nighttime hours.



<sup>&</sup>lt;sup>2</sup> Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.

<sup>&</sup>quot;Daytime" = 8:00 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:59 a.m.

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**EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS** 







## 6 TRAFFIC NOISE METHODS AND PROCEDURES

The following section outlines the methods and procedures used to estimate and analyze the future traffic noise environment. Consistent with the City of Moreno Valley *Land Use Compatibility* guidelines, all transportation-related noise levels are presented in terms of the 24-hour CNELs.

### 6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (25) The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California, the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. (26) Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. (27)

#### 6.1.1 OFF-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the Project's off-site transportation noise impacts. Table 6-1 identifies the 28 off-site study area roadway segments, the distance from the centerline to adjacent receiving land use based on the functional roadway classifications per the City of Moreno Valley General Plan Circulation Element, and the vehicle speeds. The ADT volumes used in this study are presented on Table 6-2 are based on the *Town Center at Moreno Valley Specific Plan Traffic Analysis prepared by Urban Crossroads, Inc* (2) for the following traffic conditions:

- Existing Without Project
- Existing With Project
- Opening Year Cumulative (OYC) (2028) Without Project
- Opening Year Cumulative (OYC) (2028) With Project
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project



**TABLE 6-1: OFF-SITE ROADWAY PARAMETERS** 

ID	Roadway	Segment	Classification <sup>1</sup>	Distance from Centerline to Receiving Land Use (Feet) <sup>3</sup>	Vehicle Speed (mph)
1	Perris Blvd.	n/o Alessandro Blvd.	Divided Arterial	55'	40
2	Perris Blvd.	s/o Alessandro Blvd.	Divided Arterial	55'	40
3	Kitching St.	n/o Alessandro Blvd.	Minor Arterial	44'	40
4	Kitching St.	s/o Alessandro Blvd.	Minor Arterial	44'	40
5	Lasselle St.	n/o Cottonwood Av.	Arterial	50'	40
6	Lasselle St.	s/o Cottonwood Av.	Arterial	50'	40
7	Lasselle St.	n/o Alessandro Blvd.	Arterial	50'	40
8	Lasselle St.	s/o Alessandro Blvd.	Arterial	50'	40
9	Nason St.	n/o Fir Av.	Divided Arterial	55'	40
10	Nason St.	s/o Fir Av.	Divided Arterial	55'	40
11	Nason St.	n/o Cottonwood Av.	Divided Arterial	55'	45
12	Nason St.	s/o Cottonwood Av.	Divided Arterial	55'	45
13	Nason St.	n/o Bay Av.	Divided Arterial	55'	45
14	Nason St.	s/o Bay Av.	Divided Arterial	55'	45
15	Nason St.	s/o Alessandro Blvd.	Divided Arterial	55'	45
16	Nason St.	s/o Cactus	Divided Arterial	55'	45
17	Eucalyptus Av.	e/o Nason St.	Arterial	50'	35
18	Cottonwood Av.	w/o Lasselle St.	Minor Arterial	44'	45
19	Bay Av.	w/o Lasselle St.	Collector	39'	30
20	Alessandro Blvd.	w/o Perris Blvd.	Divided Major Arterial	67'	45
21	Alessandro Blvd.	w/o Kitching St.	Divided Major Arterial	67'	45
22	Alessandro Blvd.	w/o Lasselle St.	Divided Major Arterial	67'	45
23	Alessandro Blvd.	e/o Lasselle St.	Divided Major Arterial	67'	50
24	Alessandro Blvd.	e/o Nason St.	Divided Arterial	55'	45
25	Cactus Av.	w/o Nason St.	Minor Arterial	44'	45
26	Cactus Av.	e/o Nason St.	Minor Arterial	44'	45
27	Iris Av.	w/o Nason St.	Divided Major Arterial	67'	50
28	Iris Av.	e/o Nason St.	Divided Major Arterial	67'	50

<sup>&</sup>lt;sup>1</sup> City of Moreno Valley General Plan Circulation Element



 $<sup>^{\</sup>rm 2}\,{\rm Distance}$  to receiving land use is based upon the right-of-way distances.

**TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES** 

				Avera	age Daily T	raffic Volu	ımes <sup>1</sup>	
ID	Roadway	Segment	Exis	ting	OYC (	2028)	Horizon Year (2045)	
			Without Project	With Project	Without Project	With Project	Without Project	With Project
1	Perris Blvd.	n/o Alessandro Blvd.	26,142	26,542	30,413	30,813	37,658	38,058
2	Perris Blvd.	s/o Alessandro Blvd.	31,008	31,408	35,334	35,734	47,980	48,380
3	Kitching St.	n/o Alessandro Blvd.	12,021	12,139	13,236	13,354	14,572	14,690
4	Kitching St.	s/o Alessandro Blvd.	12,615	12,733	13,879	13,997	15,278	15,396
5	Lasselle St.	n/o Cottonwood Av.	7,920	8,038	11,038	11,156	12,154	12,272
6	Lasselle St.	s/o Cottonwood Av.	8,719	8,837	12,812	12,930	14,105	14,223
7	Lasselle St.	n/o Alessandro Blvd.	9,429	9,547	14,124	14,242	15,548	15,666
8	Lasselle St.	s/o Alessandro Blvd.	15,027	15,427	19,122	19,522	21,075	21,475
9	Nason St.	n/o Fir Av.	32,620	39,150	53,935	60,465	59,329	65,859
10	Nason St.	s/o Fir Av.	25,565	32,377	46,640	53,452	51,304	58,116
11	Nason St.	n/o Cottonwood Av.	26,945	34,157	48,134	55,346	66,593	73,805
12	Nason St.	s/o Cottonwood Av.	24,817	30,337	42,620	48,140	57,461	62,981
13	Nason St.	n/o Bay Av.	25,049	30,569	40,272	45,792	57,461	62,981
14	Nason St.	s/o Bay Av.	25,100	28,426	39,955	43,281	43,951	47,277
15	Nason St.	s/o Alessandro Blvd.	23,604	24,360	30,426	31,182	33,468	34,224
16	Nason St.	s/o Cactus	16,007	16,527	20,030	20,550	22,034	22,554
17	Eucalyptus Av.	e/o Nason St.	12,782	13,182	13,836	14,236	24,492	24,892
18	Cottonwood Av.	w/o Lasselle St.	7,159	7,559	10,925	11,325	12,057	12,457
19	Bay Av.	w/o Lasselle St.	2,670	3,248	3,670	4,248	4,095	4,673
20	Alessandro Blvd.	w/o Perris Blvd.	27,499	27,967	35,338	35,806	65,227	65,695
21	Alessandro Blvd.	w/o Kitching St.	19,670	20,938	30,752	32,020	33,954	35,222
22	Alessandro Blvd.	w/o Lasselle St.	13,337	14,843	24,233	25,739	26,807	28,313
23	Alessandro Blvd.	e/o Lasselle St.	10,706	12,730	21,286	23,310	23,617	25,641
24	Alessandro Blvd.	e/o Nason St.	7,610	8,648	21,161	22,199	23,278	24,316
25	Cactus Av.	w/o Nason St.	15,040	15,158	17,131	17,249	18,844	18,962
26	Cactus Av.	e/o Nason St.	11,118	11,236	12,035	12,153	16,935	17,053
27	Iris Av.	w/o Nason St.	31,111	31,511	39,782	40,182	40,959	41,359
28	Iris Av.	e/o Nason St.	24,933	25,051	33,006	33,124	36,307	36,425

 $<sup>^{\</sup>mathrm{1}}$  Town Center at Moreno Valley Specific Plan Traffic Analysis, Urban Crossroads, Inc.

The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. In addition, the off-site traffic noise analysis is based on a PM peak hour to average daily traffic (peak-to-daily) relationship of 7.83%. Table 6-3 provides the time of day (daytime, evening, and nighttime) vehicle splits and Table 6-4 presents the traffic flow distributions (vehicle mix) used for this analysis. The vehicle mix provides the



hourly distribution percentages of automobile, medium trucks, and heavy trucks for input into the FHWA noise prediction model.

**TABLE 6-3: TIME OF DAY VEHICLE SPLITS** 

Vahiala Tura		Total of Time of		
Vehicle Type	Daytime	Evening	Nighttime	Day Splits
Autos	77.50%	12.90%	9.60%	100.00%
Medium Trucks	84.80%	4.90%	10.30%	100.00%
Heavy Trucks	86.50%	2.70%	10.80%	100.00%

<sup>&</sup>lt;sup>1</sup> Typical Southern California vehicle mix.

TABLE 6-4: TRAFFIC FLOW BY VEHICLE TYPE (VEHICLE MIX)

Classification		Total % Traffic Flow		Total
Classification	Autos	Medium Trucks	Heavy Trucks	Total
All Roadways <sup>1</sup>	97.42%	1.84%	0.74%	100.00%

<sup>&</sup>lt;sup>1</sup> Typical Southern California vehicle mix.

#### 6.1.2 ON-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

The traffic volumes shown on Table 6-5 reflect future long-range traffic conditions needed to assess the future on-site traffic noise environment and to identify potential noise abatement measures (if any) that address the worst-case future conditions. Table 6-5 presents the theoretical maximum roadway capacities and vehicle speeds used to estimate the conservative worst-case future on-site traffic noise conditions. To predict the future noise environment within the planned residential component of the Project site, receivers were placed 10 feet from the property line. The first-floor exterior noise level receivers were placed five feet above the pad elevation and 20 feet from the property line. All second-floor receivers were located 15 feet and potential third-floor receivers were located 25 feet above the proposed finished floor elevation. Table 6-5 presents the on-site roadway parameters used for this study.

**TABLE 6-5: ON-SITE ROADWAY PARAMETERS** 

Roadway	Classification <sup>1</sup>	Lanes	Average Daily Traffic Volume <sup>2</sup>	Vehicle Speed (mph)
Nason St.	Divided Arterial	4	63,000	45
Cottonwood Av.	Minor Arterial	4	10,500	45
Bay Av.	Collector	2	3,200	30
Alessandro Blvd.	Divided Major Arterial	6	25,950	50
Street A	Collector	2	2,050	30

 $<sup>^{\</sup>rm 1}$  Road classifications based upon the City of Moreno Valley General Plan Circulation Element.



<sup>&</sup>quot;Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

<sup>&</sup>lt;sup>2</sup> Town Center at Moreno Valley Specific Plan Traffic Analysis, Urban Crossroads, Inc.

## 7 OFF-SITE TRAFFIC NOISE ANALYSIS

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the Town Center at Moreno Valley Specific Plan Traffic Analysis prepared by Urban Crossroads, Inc. (2) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

### 7.1 Noise Contours

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at receiving land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area.

Tables 7-1 through 7-6 present a summary of the exterior dBA CNEL traffic noise levels without barrier attenuation. Roadway segments are analyzed from the without Project to the with Project conditions in each of the following timeframes:

- Existing
- Opening Year Cumulative (OYC) (2028)
- Horizon Year (2045)

Appendix 7.1 includes a summary of the dBA CNEL traffic noise level contours for each of the traffic scenarios.



**TABLE 7-1: EXISTING WITHOUT PROJECT CONTOURS** 

		_	Land Use (dBA)¹         70 dBA CNEL         65 dBA CNEL           Indro Blvd.         69.8         53         115           Indro Blvd.         67.4         29         63           Indro Blvd.         67.6         30         66           Indro Blvd.         65.0         23         50           Indro Blvd.         65.4         25         53           Indro Blvd.         65.8         26         56           Indro Blvd.         67.8         36         77           Indro Blvd.         70.7         62         133           Indro Blvd.         70.8         62         135           Indro Blvd.         70.9         63         135           Indro Blvd.         70.6         60         130           Indro Blvd.         70.6 </th <th>_</th>	_		
ID	Road	Segment	Land Use			60 dBA CNEL
1	Perris Blvd.	n/o Alessandro Blvd.	69.8	53	115	247
2	Perris Blvd.	s/o Alessandro Blvd.	70.5	60	128	277
3	Kitching St.	n/o Alessandro Blvd.	67.4	29	63	137
4	Kitching St.	s/o Alessandro Blvd.	67.6	30	66	141
5	Lasselle St.	n/o Cottonwood Av.	65.0	23	50	108
6	Lasselle St.	s/o Cottonwood Av.	65.4	25	53	115
7	Lasselle St.	n/o Alessandro Blvd.	65.8	26	56	121
8	Lasselle St.	s/o Alessandro Blvd.	67.8	36	77	165
9	Nason St.	n/o Fir Av.	70.7	62	133	286
10	Nason St.	s/o Fir Av.	69.7	52	113	243
11	Nason St.	n/o Cottonwood Av.	71.2	66	142	306
12	Nason St.	s/o Cottonwood Av.	70.8	62	135	290
13	Nason St.	n/o Bay Av.	70.9	63	135	292
14	Nason St.	s/o Bay Av.	70.9	63	136	292
15	Nason St.	s/o Alessandro Blvd.	70.6	60	130	280
16	Nason St.	s/o Cactus	68.9	47	100	216
17	Eucalyptus Av.	e/o Nason St.	65.7	26	55	119
18	Cottonwood Av.	w/o Lasselle St.	66.4	25	55	118
19	Bay Av.	w/o Lasselle St.	58.3	7	14	30
20	Alessandro Blvd.	w/o Perris Blvd.	70.5	72	155	334
21	Alessandro Blvd.	w/o Kitching St.	69.0	58	124	267
22	Alessandro Blvd.	w/o Lasselle St.	67.3	44	96	206
23	Alessandro Blvd.	e/o Lasselle St.	67.5	46	99	212
24	Alessandro Blvd.	e/o Nason St.	65.7	28	61	132
25	Cactus Av.	w/o Nason St.	69.6	42	90	193
26	Cactus Av.	e/o Nason St.	68.3	34	73	158
27	Iris Av.	w/o Nason St.	72.1	93	201	432
28	Iris Av.	e/o Nason St.	71.2	80	173	373

 $<sup>^{\</sup>rm 1}$  The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.



<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

**TABLE 7-2: EXISTING WITH PROJECT CONTOURS** 

	_		CNEL at Receiving	Ceciving and Use (dBA)¹         Centerline (Feet)           69.8         54         116         249           70.6         60         130         279           67.4         30         64         138           67.6         31         66         142           65.1         23         51         109           65.5         25         54         116           65.8         26         57         122           67.9         36         78         168           71.5         70         150         323           70.7         61         132         285           72.2         77         167         359           71.7         71         154         331           71.7         72         155         333           71.4         68         147         317           70.7         62         133         286           69.1         48         103         221           65.8         26         57         122           59.2         7         16         34           70.5         73         157         338	_	
ID	Road	Segment	Land Use (dBA) <sup>1</sup>			
1	Perris Blvd.	n/o Alessandro Blvd.	69.8	54	116	249
2	Perris Blvd.	s/o Alessandro Blvd.	70.6	60	130	279
3	Kitching St.	n/o Alessandro Blvd.	67.4	30	64	138
4	Kitching St.	s/o Alessandro Blvd.	67.6	31	66	142
5	Lasselle St.	n/o Cottonwood Av.	65.1	23	51	109
6	Lasselle St.	s/o Cottonwood Av.	65.5	25	54	116
7	Lasselle St.	n/o Alessandro Blvd.	65.8	26	57	122
8	Lasselle St.	s/o Alessandro Blvd.	67.9	36	78	168
9	Nason St.	n/o Fir Av.	71.5	70	150	323
10	Nason St.	s/o Fir Av.	70.7	61	132	285
11	Nason St.	n/o Cottonwood Av.	72.2	77	167	359
12	Nason St.	s/o Cottonwood Av.	71.7	71	154	331
13	Nason St.	n/o Bay Av.	71.7	72	155	333
14	Nason St.	s/o Bay Av.	71.4	68	147	317
15	Nason St.	s/o Alessandro Blvd.	70.7	62	133	286
16	Nason St.	s/o Cactus	69.1	48	103	221
17	Eucalyptus Av.	e/o Nason St.	65.8	26	57	122
18	Cottonwood Av.	w/o Lasselle St.	66.6	26	57	122
19	Bay Av.	w/o Lasselle St.	59.2	7	16	34
20	Alessandro Blvd.	w/o Perris Blvd.	70.5	73	157	338
21	Alessandro Blvd.	w/o Kitching St.	69.3	60	129	278
22	Alessandro Blvd.	w/o Lasselle St.	67.8	48	103	221
23	Alessandro Blvd.	e/o Lasselle St.	68.3	51	111	238
24	Alessandro Blvd.	e/o Nason St.	66.3	31	67	144
25	Cactus Av.	w/o Nason St.	69.7	42	90	194
26	Cactus Av.	e/o Nason St.	68.4	34	74	159
27	Iris Av.	w/o Nason St.	72.2	94	202	436
28	Iris Av.	e/o Nason St.	71.2	81	174	374

 $<sup>^{\</sup>rm 1}$  The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.



<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-3: OYC (2028) WITHOUT PROJECT NOISE CONTOURS

			(dBA)¹         CNEL         CNEL         CNEL           Slvd.         70.4         59         127         273           lvd.         71.1         65         140         302           Slvd.         67.8         31         68         146           lvd.         68.0         32         70         151           Av.         66.4         29         62         135           Av.         67.1         32         69         149           Slvd.         67.5         34         74         159           Ivd.         68.8         42         90         194           72.9         86         186         400           72.3         78         169         363           Av.         73.7         97         209         451           Av.         73.2         90         193         416           72.9         86         186         400           72.9         86         185         398           lvd.         71.7         72         154         332           69.9         54         117         251           68.2         34	_		
ID	Road	Segment	Land Use			60 dBA CNEL
1	Perris Blvd.	n/o Alessandro Blvd.	70.4	59	127	273
2	Perris Blvd.	s/o Alessandro Blvd.	71.1	65	140	302
3	Kitching St.	n/o Alessandro Blvd.	67.8	31	68	146
4	Kitching St.	s/o Alessandro Blvd.	68.0	32	70	151
5	Lasselle St.	n/o Cottonwood Av.	66.4	29	62	135
6	Lasselle St.	s/o Cottonwood Av.	67.1	32	69	149
7	Lasselle St.	n/o Alessandro Blvd.	67.5	34	74	159
8	Lasselle St.	s/o Alessandro Blvd.	68.8	42	90	194
9	Nason St.	n/o Fir Av.	72.9	86	186	400
10	Nason St.	s/o Fir Av.	72.3	78	169	363
11	Nason St.	n/o Cottonwood Av.	73.7	97	209	451
12	Nason St.	s/o Cottonwood Av.	73.2	90	193	416
13	Nason St.	n/o Bay Av.	72.9	86	186	400
14	Nason St.	s/o Bay Av.	72.9	86	185	398
15	Nason St.	s/o Alessandro Blvd.	71.7	72	154	332
16	Nason St.	s/o Cactus	69.9	54	117	251
17	Eucalyptus Av.	e/o Nason St.	66.0	27	58	126
18	Cottonwood Av.	w/o Lasselle St.	68.2	34	72	156
19	Bay Av.	w/o Lasselle St.	59.7	8	17	37
20	Alessandro Blvd.	w/o Perris Blvd.	71.6	85	183	395
21	Alessandro Blvd.	w/o Kitching St.	70.9	77	167	360
22	Alessandro Blvd.	w/o Lasselle St.	69.9	66	142	307
23	Alessandro Blvd.	e/o Lasselle St.	70.5	72	156	336
24	Alessandro Blvd.	e/o Nason St.	70.1	56	121	261
25	Cactus Av.	w/o Nason St.	70.2	45	98	211
26	Cactus Av.	e/o Nason St.	68.7	36	77	166
27	Iris Av.	w/o Nason St.	73.2	110	236	509
28	Iris Av.	e/o Nason St.	72.4	97	209	450

 $<sup>^{\</sup>rm 1}$  The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.



 $<sup>&</sup>quot;RW" = Location \ of \ the \ respective \ noise \ contour \ falls \ within \ the \ right-of-way \ of \ the \ road.$ 

TABLE 7-4: OYC (2028) WITH PROJECT NOISE CONTOURS

5	Dood	Sagmant	CNEL at Receiving		Distance to Contour from Centerline (Feet)			
ID	Road	Segment	Land Use (dBA) <sup>1</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL		
1	Perris Blvd.	n/o Alessandro Blvd.	70.5	59	128	276		
2	Perris Blvd.	s/o Alessandro Blvd.	71.1	66	141	304		
3	Kitching St.	n/o Alessandro Blvd.	67.8	32	68	147		
4	Kitching St.	s/o Alessandro Blvd.	68.0	33	70	151		
5	Lasselle St.	n/o Cottonwood Av.	66.5	29	63	136		
6	Lasselle St.	s/o Cottonwood Av.	67.1	32	69	150		
7	Lasselle St.	n/o Alessandro Blvd.	67.6	34	74	159		
8	Lasselle St.	s/o Alessandro Blvd.	68.9	42	91	197		
9	Nason St.	n/o Fir Av.	73.4	93	200	432		
10	Nason St.	s/o Fir Av.	72.9	86	185	398		
11	Nason St.	n/o Cottonwood Av.	74.3	107	230	495		
12	Nason St.	s/o Cottonwood Av.	73.7	97	209	451		
13	Nason St.	n/o Bay Av.	73.5	94	202	436		
14	Nason St.	s/o Bay Av.	73.2	90	195	420		
15	Nason St.	s/o Alessandro Blvd.	71.8	73	157	338		
16	Nason St.	s/o Cactus	70.0	55	119	256		
17	Eucalyptus Av.	e/o Nason St.	66.1	28	60	128		
18	Cottonwood Av.	w/o Lasselle St.	68.4	34	74	160		
19	Bay Av.	w/o Lasselle St.	60.4	9	19	41		
20	Alessandro Blvd.	w/o Perris Blvd.	71.6	86	185	398		
21	Alessandro Blvd.	w/o Kitching St.	71.1	80	172	369		
22	Alessandro Blvd.	w/o Lasselle St.	70.2	69	148	319		
23	Alessandro Blvd.	e/o Lasselle St.	70.9	77	166	357		
24	Alessandro Blvd.	e/o Nason St.	70.3	58	125	269		
25	Cactus Av.	w/o Nason St.	70.2	46	98	211		
26	Cactus Av.	e/o Nason St.	68.7	36	78	167		
27	Iris Av.	w/o Nason St.	73.3	110	238	513		
28	Iris Av.	e/o Nason St.	72.4	97	209	451		

 $<sup>^{\</sup>rm 1}$  The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.



<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-5: HORIZON YEAR (2045) WITHOUT PROJECT NOISE CONTOURS

5	Dood	Sagmant	CNEL at Receiving		Distance to Contour from Centerline (Feet)			
ID	Road	Segment	Land Use (dBA) <sup>1</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL		
1	Perris Blvd.	n/o Alessandro Blvd.	71.4	68	146	315		
2	Perris Blvd.	s/o Alessandro Blvd.	72.4	80	172	370		
3	Kitching St.	n/o Alessandro Blvd.	68.2	34	72	156		
4	Kitching St.	s/o Alessandro Blvd.	68.4	35	74	161		
5	Lasselle St.	n/o Cottonwood Av.	66.9	31	67	143		
6	Lasselle St.	s/o Cottonwood Av.	67.5	34	74	158		
7	Lasselle St.	n/o Alessandro Blvd.	67.9	36	78	169		
8	Lasselle St.	s/o Alessandro Blvd.	69.3	45	96	207		
9	Nason St.	n/o Fir Av.	73.3	92	198	426		
10	Nason St.	s/o Fir Av.	72.7	83	180	387		
11	Nason St.	n/o Cottonwood Av.	75.1	121	260	560		
12	Nason St.	s/o Cottonwood Av.	74.5	109	236	507		
13	Nason St.	n/o Bay Av.	74.5	109	236	507		
14	Nason St.	s/o Bay Av.	73.3	91	197	424		
15	Nason St.	s/o Alessandro Blvd.	72.1	76	164	354		
16	Nason St.	s/o Cactus	70.3	58	124	268		
17	Eucalyptus Av.	e/o Nason St.	68.5	40	85	184		
18	Cottonwood Av.	w/o Lasselle St.	68.7	36	77	167		
19	Bay Av.	w/o Lasselle St.	60.2	9	19	40		
20	Alessandro Blvd.	w/o Perris Blvd.	74.2	128	276	594		
21	Alessandro Blvd.	w/o Kitching St.	71.4	83	178	384		
22	Alessandro Blvd.	w/o Lasselle St.	70.4	71	152	328		
23	Alessandro Blvd.	e/o Lasselle St.	71.0	78	167	360		
24	Alessandro Blvd.	e/o Nason St.	70.6	60	129	278		
25	Cactus Av.	w/o Nason St.	70.6	48	104	224		
26	Cactus Av.	e/o Nason St.	70.1	45	97	209		
27	Iris Av.	w/o Nason St.	73.3	112	241	519		
28	Iris Av.	e/o Nason St.	72.8	103	222	479		

 $<sup>^{\</sup>rm 1}$  The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.



<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

TABLE 7-6: HORIZON YEAR (2045) WITH PROJECT NOISE CONTOURS

	Dood	Samanh	CNEL at Receiving	70 dBA CNEL         65 dBA CNEL         60 dBA CNEL           68         147         317           80         173         372           34         73         156           35         75         161           31         67         144           34         74         159           37         79         170           45         97         210           99         212         457           91         195         421           129         278         600           116         250         539           16         250         539           96         207         446           77         167         359           59         126         272           40         86         186           37         79         170           9         20         44           129         277         597           85         183         394           73         158         340           82         176         380           62         133         286	_	
ID	Road	Segment	Land Use (dBA) <sup>1</sup>			
1	Perris Blvd.	n/o Alessandro Blvd.	71.4	68	147	317
2	Perris Blvd.	s/o Alessandro Blvd.	72.5	80	173	372
3	Kitching St.	n/o Alessandro Blvd.	68.3	34	73	156
4	Kitching St.	s/o Alessandro Blvd.	68.5	35	75	161
5	Lasselle St.	n/o Cottonwood Av.	66.9	31	67	144
6	Lasselle St.	s/o Cottonwood Av.	67.5	34	74	159
7	Lasselle St.	n/o Alessandro Blvd.	68.0	37	79	170
8	Lasselle St.	s/o Alessandro Blvd.	69.3	45	97	210
9	Nason St.	n/o Fir Av.	73.8	99	212	457
10	Nason St.	s/o Fir Av.	73.3	91	195	421
11	Nason St.	n/o Cottonwood Av.	75.6	129	278	600
12	Nason St.	s/o Cottonwood Av.	74.9	116	250	539
13	Nason St.	n/o Bay Av.	74.9	116	250	539
14	Nason St.	s/o Bay Av.	73.6	96	207	446
15	Nason St.	s/o Alessandro Blvd.	72.2	77	167	359
16	Nason St.	s/o Cactus	70.4	59	126	272
17	Eucalyptus Av.	e/o Nason St.	68.6	40	86	186
18	Cottonwood Av.	w/o Lasselle St.	68.8	37	79	170
19	Bay Av.	w/o Lasselle St.	60.8	9	20	44
20	Alessandro Blvd.	w/o Perris Blvd.	74.2	129	277	597
21	Alessandro Blvd.	w/o Kitching St.	71.5	85	183	394
22	Alessandro Blvd.	w/o Lasselle St.	70.6	73	158	340
23	Alessandro Blvd.	e/o Lasselle St.	71.3	82	176	380
24	Alessandro Blvd.	e/o Nason St.	70.7	62	133	286
25	Cactus Av.	w/o Nason St.	70.6	49	105	225
26	Cactus Av.	e/o Nason St.	70.2	45	97	210
27	Iris Av.	w/o Nason St.	73.4	113	243	523
28	Iris Av.	e/o Nason St.	72.8	103	223	480

 $<sup>^{\</sup>rm 1}$  The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.



<sup>&</sup>quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.

## 7.2 EXISTING PROJECT TRAFFIC NOISE LEVEL INCREASES

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been included in this report to fully analyze all the existing traffic scenarios identified in the *Town Center at Moreno Valley Specific Plan Traffic Analysis*. This condition is provided solely for informational purposes and will not occur, since the Project will not be fully developed and occupied under Existing conditions. Table 7-1 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels are expected to range from 58.3 to 72.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 shows the Existing with Project conditions will range from 59.2 to 72.2 dBA CNEL. Table 7-7 shows that the Project off-site traffic noise level impacts will range from 0.0 to 1.0 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

# 7.3 OYC (2028) Project Traffic Noise Level Increases

Table 7-3 presents the Opening Year Cumulative (2028) without Project conditions CNEL noise levels. The Opening Year Cumulative (2028) without Project exterior noise levels are expected to range from 59.7 to 73.7 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 shows the Opening Year Cumulative (2028) with Project conditions will range from 60.4 to 74.3 dBA CNEL. Table 7-8 shows that the Project off-site traffic noise level increases will range from 0.0 to 0.7 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

# 7.4 HORIZON YEAR (2045) PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-5 presents the Horizon Year (2045) without Project conditions CNEL noise levels. The Horizon Year (2045) without Project exterior noise levels are expected to range from 60.2 to 75.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 shows the Horizon Year (2045) with Project conditions will range from 60.8 to 75.6 dBA CNEL. Table 7-9 shows that the Project off-site traffic noise level increases will range from 0.0 to 0.6 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.



TABLE 7-7: EXISTING WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment		EL at Receind Use (dB	_	Level	ental Noise Increase eshold <sup>2</sup>
			No Project	With Project	Project Addition	Limit	Exceeded?
1	Perris Blvd.	n/o Alessandro Blvd.	69.8	69.8	0.0	1.5	No
2	Perris Blvd.	s/o Alessandro Blvd.	70.5	70.6	0.1	1.5	No
3	Kitching St.	n/o Alessandro Blvd.	67.4	67.4	0.0	1.5	No
4	Kitching St.	s/o Alessandro Blvd.	67.6	67.6	0.0	1.5	No
5	Lasselle St.	n/o Cottonwood Av.	65.0	65.1	0.1	1.5	No
6	Lasselle St.	s/o Cottonwood Av.	65.4	65.5	0.1	1.5	No
7	Lasselle St.	n/o Alessandro Blvd.	65.8	65.8	0.0	1.5	No
8	Lasselle St.	s/o Alessandro Blvd.	67.8	67.9	0.1	1.5	No
9	Nason St.	n/o Fir Av.	70.7	71.5	0.8	1.5	No
10	Nason St.	s/o Fir Av.	69.7	70.7	1.0	1.5	No
11	Nason St.	n/o Cottonwood Av.	71.2	72.2	1.0	1.5	No
12	Nason St.	s/o Cottonwood Av.	70.8	71.7	0.9	1.5	No
13	Nason St.	n/o Bay Av.	70.9	71.7	0.8	1.5	No
14	Nason St.	s/o Bay Av.	70.9	71.4	0.5	1.5	No
15	Nason St.	s/o Alessandro Blvd.	70.6	70.7	0.1	1.5	No
16	Nason St.	s/o Cactus	68.9	69.1	0.2	1.5	No
17	Eucalyptus Av.	e/o Nason St.	65.7	65.8	0.1	1.5	No
18	Cottonwood Av.	w/o Lasselle St.	66.4	66.6	0.2	1.5	No
19	Bay Av.	w/o Lasselle St.	58.3	59.2	0.9	5.0	No
20	Alessandro Blvd.	w/o Perris Blvd.	70.5	70.5	0.0	1.5	No
21	Alessandro Blvd.	w/o Kitching St.	69.0	69.3	0.3	1.5	No
22	Alessandro Blvd.	w/o Lasselle St.	67.3	67.8	0.5	1.5	No
23	Alessandro Blvd.	e/o Lasselle St.	67.5	68.3	0.8	1.5	No
24	Alessandro Blvd.	e/o Nason St.	65.7	66.3	0.6	1.5	No
25	Cactus Av.	w/o Nason St.	69.6	69.7	0.1	1.5	No
26	Cactus Av.	e/o Nason St.	68.3	68.4	0.1	1.5	No
27	Iris Av.	w/o Nason St.	72.1	72.2	0.1	1.5	No
28	Iris Av.	e/o Nason St.	71.2	71.2	0.0	1.5	No

<sup>&</sup>lt;sup>1</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.



 $<sup>^{2}</sup>$  Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-8: OYC (2028) WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment		EL at Receind Use (dB	_	Incremental Noise Level Increase Threshold <sup>2</sup>		
			No Project	With Project	Project Addition	Limit	Exceeded?	
1	Perris Blvd.	n/o Alessandro Blvd.	70.4	70.5	0.1	1.5	No	
2	Perris Blvd.	s/o Alessandro Blvd.	71.1	71.1	0.0	1.5	No	
3	Kitching St.	n/o Alessandro Blvd.	67.8	67.8	0.0	1.5	No	
4	Kitching St.	s/o Alessandro Blvd.	68.0	68.0	0.0	1.5	No	
5	Lasselle St.	n/o Cottonwood Av.	66.4	66.5	0.1	1.5	No	
6	Lasselle St.	s/o Cottonwood Av.	67.1	67.1	0.0	1.5	No	
7	Lasselle St.	n/o Alessandro Blvd.	67.5	67.6	0.1	1.5	No	
8	Lasselle St.	s/o Alessandro Blvd.	68.8	68.9	0.1	1.5	No	
9	Nason St.	n/o Fir Av.	72.9	73.4	0.5	1.5	No	
10	Nason St.	s/o Fir Av.	72.3	72.9	0.6	1.5	No	
11	Nason St.	n/o Cottonwood Av.	73.7	74.3	0.6	1.5	No	
12	Nason St.	s/o Cottonwood Av.	73.2	73.7	0.5	1.5	No	
13	Nason St.	n/o Bay Av.	72.9	73.5	0.6	1.5	No	
14	Nason St.	s/o Bay Av.	72.9	73.2	0.3	1.5	No	
15	Nason St.	s/o Alessandro Blvd.	71.7	71.8	0.1	1.5	No	
16	Nason St.	s/o Cactus	69.9	70.0	0.1	1.5	No	
17	Eucalyptus Av.	e/o Nason St.	66.0	66.1	0.1	1.5	No	
18	Cottonwood Av.	w/o Lasselle St.	68.2	68.4	0.2	1.5	No	
19	Bay Av.	w/o Lasselle St.	59.7	60.4	0.7	5.0	No	
20	Alessandro Blvd.	w/o Perris Blvd.	71.6	71.6	0.0	1.5	No	
21	Alessandro Blvd.	w/o Kitching St.	70.9	71.1	0.2	1.5	No	
22	Alessandro Blvd.	w/o Lasselle St.	69.9	70.2	0.3	1.5	No	
23	Alessandro Blvd.	e/o Lasselle St.	70.5	70.9	0.4	1.5	No	
24	Alessandro Blvd.	e/o Nason St.	70.1	70.3	0.2	1.5	No	
25	Cactus Av.	w/o Nason St.	70.2	70.2	0.0	1.5	No	
26	Cactus Av.	e/o Nason St.	68.7	68.7	0.0	1.5	No	
27	Iris Av.	w/o Nason St.	73.2	73.3	0.1	1.5	No	
28	Iris Av.	e/o Nason St.	72.4	72.4	0.0	1.5	No	

<sup>&</sup>lt;sup>1</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.



<sup>&</sup>lt;sup>2</sup> Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-9: HORIZON YEAR 2040 WITH PROJECT TRAFFIC NOISE INCREASES

ID	Road	Segment		EL at Recei nd Use (dB	Incremental Noise Level Increase Threshold <sup>2</sup>		
			No Project	With Project	Project Addition	Limit	Exceeded?
1	Perris Blvd.	n/o Alessandro Blvd.	71.4	71.4	0.0	1.5	No
2	Perris Blvd.	s/o Alessandro Blvd.	72.4	72.5	0.1	1.5	No
3	Kitching St.	n/o Alessandro Blvd.	68.2	68.3	0.1	1.5	No
4	Kitching St.	s/o Alessandro Blvd.	68.4	68.5	0.1	1.5	No
5	Lasselle St.	n/o Cottonwood Av.	66.9	66.9	0.0	1.5	No
6	Lasselle St.	s/o Cottonwood Av.	67.5	67.5	0.0	1.5	No
7	Lasselle St.	n/o Alessandro Blvd.	67.9	68.0	0.1	1.5	No
8	Lasselle St.	s/o Alessandro Blvd.	69.3	69.3	0.0	1.5	No
9	Nason St.	n/o Fir Av.	73.3	73.8	0.5	1.5	No
10	Nason St.	s/o Fir Av.	72.7	73.3	0.6	1.5	No
11	Nason St.	n/o Cottonwood Av.	75.1	75.6	0.5	1.5	No
12	Nason St.	s/o Cottonwood Av.	74.5	74.9	0.4	1.5	No
13	Nason St.	n/o Bay Av.	74.5	74.9	0.4	1.5	No
14	Nason St.	s/o Bay Av.	73.3	73.6	0.3	1.5	No
15	Nason St.	s/o Alessandro Blvd.	72.1	72.2	0.1	1.5	No
16	Nason St.	s/o Cactus	70.3	70.4	0.1	1.5	No
17	Eucalyptus Av.	e/o Nason St.	68.5	68.6	0.1	1.5	No
18	Cottonwood Av.	w/o Lasselle St.	68.7	68.8	0.1	1.5	No
19	Bay Av.	w/o Lasselle St.	60.2	60.8	0.6	3.0	No
20	Alessandro Blvd.	w/o Perris Blvd.	74.2	74.2	0.0	1.5	No
21	Alessandro Blvd.	w/o Kitching St.	71.4	71.5	0.1	1.5	No
22	Alessandro Blvd.	w/o Lasselle St.	70.4	70.6	0.2	1.5	No
23	Alessandro Blvd.	e/o Lasselle St.	71.0	71.3	0.3	1.5	No
24	Alessandro Blvd.	e/o Nason St.	70.6	70.7	0.1	1.5	No
25	Cactus Av.	w/o Nason St.	70.6	70.6	0.0	1.5	No
26	Cactus Av.	e/o Nason St.	70.1	70.2	0.1	1.5	No
27	Iris Av.	w/o Nason St.	73.3	73.4	0.1	1.5	No
28	Iris Av.	e/o Nason St.	72.8	72.8	0.0	1.5	No

<sup>&</sup>lt;sup>1</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.



<sup>&</sup>lt;sup>2</sup> Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?



## 8 ON-SITE TRAFFIC NOISE ANALYSIS

An on-site exterior noise impact analysis has been completed to determine the noise exposure levels that would result from adjacent transportation noise sources in the Project study area, and to identify potential noise abatement measures that would achieve acceptable Project exterior and interior noise levels. The primary source of transportation noise affecting the Project site is anticipated to be from Cottonwood Avenue, Nason Street, Alessandro Boulevard, Bay Avenue and Street A. The Project would also be exposed to nominal traffic noise from the Project's other internal roads. However, due to the distance, and low traffic volume/speed, traffic noise from these roads will not make a substantive contribution to ambient noise conditions.

## 8.1 EXTERIOR NOISE ANALYSIS

Using the FHWA traffic noise prediction model and the parameters outlined in Tables 6-3 to 6-5, the expected future exterior noise levels for the on-site Project land uses were estimated at on-site receiver locations. To describe the on-site traffic noise impacts, nine on-site receiver locations were selected for analysis facing Cottonwood Avenue, Nason Street, Alessandro Boulevard, Bay Avenue and Street A as shown on Exhibit 8-A. Table 8-1 presents a summary of future on-site exterior traffic noise levels. The on-site traffic noise analysis calculations are provided in Appendix 8.1.

**TABLE 8-1: EXTERIOR NOISE LEVELS** 

Receiver Location <sup>1</sup>	Roadway	Land Use	Exterior Noise Level (dBA CNEL) <sup>2</sup>	Land Use Compatibility <sup>3</sup>
ON1	Cottonwood Av.	Residential	66.7	Conditionally Acceptable
ON2	Nason St.	Residential	73.6	Normally Unacceptable
ON3	Nason St.	Park	73.6	Conditionally Acceptable
ON4	Nason St.	Hotel	73.6	Normally Unacceptable
ON5	Nason St.	Commercial	73.6	Conditionally Acceptable
ON6	Alessandro Blvd.	Commercial	70.2	Conditionally Acceptable
ON7	Alessandro Blvd.	Residential	70.2	Normally Unacceptable
ON8	Bay Av.	Residential	57.7	Normally Acceptable
ON9	Street A	Civic (Library)	55.7	Normally Acceptable

<sup>&</sup>lt;sup>1</sup>On-site receiver locations shown on Exhibit 8-A.



<sup>&</sup>lt;sup>2</sup> Exterior on-site traffic noise level calculations are included in Appendix 8.1.

<sup>&</sup>lt;sup>3</sup> Based on the General Plan land use compatibility guidelines as shown on Exhibit 3-A. For conditionally acceptable land use, 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. For Normally Unacceptable land use, 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.

ONB ASSON ST. ON8
Bay Avenue STIRRETTA ON9 ON7 ALESSANDRO BLVD ON6 **LEGEND:** Site Boundary Residential (Up to 30 du/ac) Commercial/Civic On-Site Receiver Locations Open Space

**EXHIBIT 8-A: ON-SITE RECEIVER LOCATIONS** 



All future residential uses will require detailed analysis of the noise reduction requirements to ensure that needed noise insulation features are included in the design. These final noise studies would utilize any recommendations identified in this study in combination with precise grading plans and actual building design specifications to identify any additional noise abatement measures, such as exterior noise barriers and/or building materials (e.g., sound transmission class ratings for windows and doors), if necessary. The final noise study requirements are detailed in the Executive Summary.

#### 8.1.1 RESIDENTIAL LAND USE

The on-site exterior traffic noise analysis indicates that the noise sensitive outdoor living areas (backyards) for residential land uses would experience unmitigated exterior noise levels of up to 73.6 dBA CNEL on Nason Street. Based on City of Moreno Valley *Community Noise Compatibility Matrix* shown on Exhibit 3-A, the land uses within the Project are considered as *normally unacceptable* with exterior noise levels ranging from 70 to 75 dBA CNEL. For *normally unacceptable* land use, *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.* 

Noise-sensitive exterior areas are generally limited to private yards of single-family residential land use and outdoor common areas for multi-family residential land use. To satisfy the City of Moreno Valley 65 dBA CNEL *normally acceptable* exterior noise level guidelines the construction of 6-foot-high noise barriers is recommended for the private yards of single-family residential land use and outdoor common areas for multi-family residential land use represented by on-site receiver locations ON1, ON2, and ON7. With the recommended noise barriers shown on Exhibit ES-A, Table 8-2 shows that the future exterior noise levels with noise abatement measures will range from 57.6 to 64.7 dBA CNEL. This noise analysis shows that the recommended 6-foot-high noise barriers will satisfy the City of Moreno Valley 65 dBA CNEL *normally acceptable* exterior noise level guidelines for residential uses.

**TABLE 8-2: EXTERIOR NOISE LEVELS WITH NOISE ABATEMENT MEASURES** 

Receiver Location <sup>1</sup>	Roadway	Land Use	Barrier Height (Feet)	Exterior Noise Level (dBA CNEL) <sup>2</sup>	Land Use Compatibility <sup>3</sup>
ON1	Cottonwood Av.	Residential	6'	57.6	Normally Acceptable
ON2	Nason St.	Residential	6'	64.7	Normally Acceptable
ON7	Alessandro Blvd.	Residential	6'	61.4	Normally Acceptable
ON8	Bay Av.	Residential	0'	57.7	Normally Acceptable

<sup>&</sup>lt;sup>1</sup>On-site receiver locations shown on Exhibit 8-A.



<sup>&</sup>lt;sup>2</sup> Exterior on-site traffic noise level calculations are included in Appendix 8.1.

<sup>&</sup>lt;sup>3</sup> Based on the General Plan land use compatibility guidelines as shown on Exhibit 3-A.

#### NOI-1: On-Site Traffic Exterior Noise Abatement Measures

To reduce the on-site traffic noise level impacts, the construction of 6-foot-high noise barriers is recommended for the private yards of single-family residential land use and outdoor common areas for multi-family residential land use represented by the on-site receiver locations ON1, ON2, and ON7. With the noise abatement measures detailed in the Executive Summary and shown on Exhibit ES-A, the Project will satisfy the City of Moreno Valley 65 dBA CNEL *normally acceptable* exterior noise level guidelines for the residential land uses.

#### 8.1.2 PARK

Based on City of Moreno Valley *Community Noise Compatibility Matrix* shown on Exhibit 3-A, the planned park land use west of Nason Street represent by Receiver Location ON3 is considered *conditionally acceptable* with exterior noise levels of 73.6 dBA CNEL. However, it is expected that the Park will be limited to daytime activities with no receivers at this location that will experience the nighttime noise levels encapsulated within the future 24-hour unmitigated exterior CNEL noise levels.

#### 8.1.3 HOTEL

The analyzed hotel land use west of Nason Street is considered *normally unacceptable* with exterior noise levels of 73.6 dBA CNEL. For *normally unacceptable* land use, *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. The reasonable worst-case exterior noise level represented by Receiver Location ON4 describes the unmitigated exterior noise levels at the right-of-way boundary. Actual noise levels for hotel uses will be calculated at the building locations that will include additional setbacks from the right-of-way and site design to reduce the potential noise exposure. In addition, hotel buildings often incorporate additional noise-reducing design elements such as double-glazed windows, sealed doors, and sound-absorbing insulation to enhance acoustic comfort for guests.* 

### 8.1.4 COMMERCIAL

The planned Project commercial land uses west of Nason Street and north of Alessandro Boulevard are considered *conditionally acceptable* with exterior noise levels ranging from 70.2 to 73.6 dBA CNEL. For *conditionally acceptable* land use, *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.* Based on the City of Moreno Valley *Community Noise Compatibility Matrix,* the Project commercial land use represented by Receiver Locations ON5 and ON6 will satisfy the interior noise requirements using conventional construction.



## 8.1.5 CIVIC USE/LIBRARY

The analyzed civic land use/library located east of Street A is considered *normally acceptable* with exterior noise levels of up to 55.7 dBA CNEL. Located east of A street, Receiver Location ON9 shows that the Civic Use/Library is considered satisfactory with buildings of normal conventional construction, without any special insulation requirements.

### **8.2** Interior Noise Analysis

To ensure that the interior noise levels comply with the interior noise level standards, future exterior noise levels were calculated at the estimated at the first, second and third floor building façade locations for planned residential locations.

### 8.2.1 Noise Reduction Methodology

The interior noise level is the difference between the predicted exterior noise level at the building facade and the noise reduction of the structure. Typical building construction will provide a Noise Reduction (NR) of approximately 12 dBA with "windows open" and a minimum 25 dBA noise reduction with "windows closed." (8) (28) However, sound leaks, cracks and openings within the window assembly can greatly diminish its effectiveness in reducing noise. Several methods are used to improve interior noise reduction, including: [1] weather-stripped solid core exterior doors; [2] upgraded dual glazed windows; [3] mechanical ventilation/air conditioning; and [4] exterior wall/roof assembles free of cut outs or openings.

### 8.2.2 Interior Noise Level Assessment

To provide the necessary interior noise level reduction, Tables 8-3, 8-4 and 8-5 indicate that Project residential land uses adjacent to Cottonwood Avenue, Nason Street, Alessandro Boulevard will require a windows-closed condition and a means of mechanical ventilation (e.g. air conditioning). Table 8-3 shows that the future first floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 31.4 to 41.3 dBA CNEL. Table 8-4 shows that the future second-floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 31.3 to 44.3 dBA CNEL. Table 8-5 shows that the future third-floor interior noise levels with the recommended exterior noise abatement measures are expected to range from 30.9 to 44.1 dBA CNEL.

The interior noise assessment shows that the residential land use represented by the on-site receiver locations ON1, ON7 and ON8 can be satisfied using standard windows with a minimum STC rating of 27. However, upgraded windows and sliding glass doors with minimum STC rating of 30 are required for the residential land uses located west of Nason Street represented by the on-site receiver location ON2.

#### **NOI-2: On-Site Traffic Interior Noise Abatement Measures**

To satisfy the State of California's 45 dBA CNEL noise insulation standards, all residential land uses adjacent to Cottonwood Avenue, Nason Street, Alessandro Boulevard will require a windows-closed condition and a means of mechanical ventilation (e.g. air conditioning).



Upgraded windows and sliding glass doors with minimum STC rating of 30 are required for the residential land uses located west of Nason Street represented by the on-site receiver location ON2.

In addition, a final noise study shall be prepared for the noise sensitive residential land uses prior to obtaining building permits for the project. This report would finalize the noise attenuation measures described in this study using the precise grading plans and actual building design specifications and may include additional noise abatement, if necessary, to meet the interior noise level standards.



## TABLE 8-3: FIRST FLOOR INTERIOR NOISE LEVELS (CNEL)

Receiver Location <sup>1</sup>	Land Use <sup>1</sup>	Noise Level at Façade <sup>2</sup>	Required Interior Noise Reduction <sup>3</sup>	Estimated Interior Noise Reduction <sup>4</sup>	Upgraded Windows <sup>5</sup>	Interior Noise Level <sup>6</sup>	Threshold <sup>7</sup>	Threshold Exceeded?
ON1	Residential	58.9	13.9	25.0	No	33.9	45	No
ON2	Residential	66.3	21.3	25.0	No	41.3	45	No
ON7	Residential	63.2	18.2	25.0	No	38.2	45	No
ON8	Residential	56.4	11.4	25.0	No	31.4	45	No

<sup>&</sup>lt;sup>1</sup>On-site receiver locations shown on Exhibit 8-A.



<sup>&</sup>lt;sup>2</sup> Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning). See Appendix 8.1.

<sup>&</sup>lt;sup>3</sup> Noise reduction to satisfy the interior noise level threshold.

<sup>&</sup>lt;sup>4</sup> A minimum of 25 dBA noise reduction is assumed with standard building construction and approximately 2 dBA less than the STC rating for upgraded windows.

<sup>&</sup>lt;sup>5</sup> Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

<sup>&</sup>lt;sup>6</sup> Estimated interior noise level with minimum STC rating for all windows.

<sup>&</sup>lt;sup>7</sup> Interior noise level threshold: 45 dBA CNEL for residential use (California Code of Regulations, Title 24, Building Standards Administrative Code)

TABLE 8-4: SECOND FLOOR INTERIOR NOISE LEVELS (CNEL)

Receiver Location <sup>1</sup>	Land Use <sup>1</sup>	Noise Level at Façade <sup>2</sup>	Required Interior Noise Reduction <sup>3</sup>	Estimated Interior Noise Reduction <sup>4</sup>	Upgraded Windows <sup>5</sup>	Interior Noise Level <sup>6</sup>	Threshold <sup>7</sup>	Threshold Exceeded?
ON1	Residential	65.3	20.3	25.0	No	40.3	45	No
ON2	Residential	72.3	27.3	28.0	Yes	44.3	45	No
ON7	Residential	69.0	24.0	25.0	No	44.0	45	No
ON8	Residential	56.3	11.3	25.0	No	31.3	45	No

<sup>&</sup>lt;sup>1</sup>On-site receiver locations shown on Exhibit 8-A.



<sup>&</sup>lt;sup>2</sup> Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning). See Appendix 8.1.

<sup>&</sup>lt;sup>3</sup> Noise reduction to satisfy the interior noise level threshold.

<sup>&</sup>lt;sup>4</sup> A minimum of 25 dBA noise reduction is assumed with standard building construction and approximately 2 dBA less than the STC rating for upgraded windows.

<sup>&</sup>lt;sup>5</sup> Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

<sup>&</sup>lt;sup>6</sup> Estimated interior noise level with minimum STC rating for all windows.

<sup>&</sup>lt;sup>7</sup> Interior noise level threshold: 45 dBA CNEL for residential use (California Code of Regulations, Title 24, Building Standards Administrative Code)

TABLE 8-5: THIRD FLOOR INTERIOR NOISE LEVELS (CNEL)

Receiver Location <sup>1</sup>	Land Use <sup>1</sup>	Noise Level at Façade <sup>2</sup>	Required Interior Noise Reduction <sup>3</sup>	Estimated Interior Noise Reduction <sup>4</sup>	Upgraded Windows <sup>5</sup>	Interior Noise Level <sup>6</sup>	Threshold <sup>7</sup>	Threshold Exceeded?
ON1	Residential	65.0	20.0	25.0	No	40.0	45	No
ON2	Residential	72.1	27.1	28.0	Yes	44.1	45	No
ON7	Residential	68.8	23.8	25.0	No	43.8	45	No
ON8	Residential	55.9	10.9	25.0	No	30.9	45	No

<sup>&</sup>lt;sup>1</sup>On-site receiver locations shown on Exhibit 8-A.



<sup>&</sup>lt;sup>2</sup> Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g. air conditioning). See Appendix 8.1.

<sup>&</sup>lt;sup>3</sup> Noise reduction to satisfy the interior noise level threshold.

<sup>&</sup>lt;sup>4</sup> A minimum of 25 dBA noise reduction is assumed with standard building construction and approximately 2 dBA less than the STC rating for upgraded windows.

<sup>&</sup>lt;sup>5</sup> Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?

<sup>&</sup>lt;sup>6</sup> Estimated interior noise level with minimum STC rating for all windows.

<sup>&</sup>lt;sup>7</sup> Interior noise level threshold: 45 dBA CNEL for residential use (California Code of Regulations, Title 24, Building Standards Administrative Code)



# 9 OFF-SITE RECEIVER LOCATIONS

To assess the potential for long-term operational and short-term construction noise impacts, the following off-site receiver locations, as shown on Exhibit 9-A, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise-sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses that are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

To describe the potential off-site Project noise levels, nine receiver locations in the vicinity of the Project site were identified. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

- R1: Location R1 represents the existing noise sensitive residence at 26873 Campus Point Drive, approximately 92 feet north of the Project site. R1 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the existing noise sensitive residence at 13760 Nason Street, approximately 164 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R2 is placed at the building façade. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing noise sensitive residence at 13980 Nason Street, approximately 211 feet east of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the building façade. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the existing noise sensitive residence at 26871 Alessandro Boulevard, approximately 453 feet south of the Project site. R4 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5: Location R5 represents the Valley Christian Academy located at 26755 Alessandro, approximately 163 feet south of the Project site. Since there are no private outdoor living areas facing the Project site, receiver R5 is placed at the building façade. A 24-hour noise



- measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R6: Location R6 represents the existing noise sensitive residence at 26606 Danube Way, approximately 675 feet west of the Project site. R6 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
- R7: Location R7 represents the existing noise sensitive residence at 26722 Bay Avenue, approximately 26 feet west of the Project site. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R7 is placed at the building façade. Location R7 can also be used to represent the potential future noise sensitive receivers within the Alessandro Walk (Tentative Tract Map 38265) residential development located west of the Project site and north of Alessandro Boulevard.
- R8: Location R8 represents the Moreno Valley Unified School District Early Learning Academy located at 26700 Cottonwood Avenue, approximately 296 feet northwest of the Project site. R8 is placed at the closest classroom. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R9: Location R9 represents the relocated Moreno Elementary School located at 13700 Nason Street, approximately 220 feet east of the Project site. R9 is placed at the building façade facing the Project. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.



COTTONWOOD AVE 675 AUSSANDRO BIVD **LEGEND:** Site Boundary Receiver Locations Existing 6-Foot High Barrier — Distance from receiver to Project site boundary (in feet)

**EXHIBIT 9-A: OFF-SITE RECEIVER LOCATIONS** 





## 10 OPERATIONAL NOISE IMPACTS

This section analyzes the potential stationary-source operational noise impacts at the nearest receiver locations, identified in Section 9, resulting from the operation of uses allowed by the Town Center at Moreno Valley Specific Plan. Exhibit 10-A identifies the representative noise source activities used to assess the commercial and park land use noise source activities.

### **10.1** OPERATIONAL NOISE SOURCES

This operational noise analysis is intended to describe noise level impacts associated with the expected typical daytime and nighttime activities from the planned commercial and park land uses within the Project site. Consistent with the Project land use plan shown on Exhibit 10-A, the on-site Project-related noise sources are expected to include: outdoor seating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, park activities and ground air conditioning units.

### **10.2** REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on Table 10-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume a conservative noise environment with the outdoor seating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, park activities and ground air conditioning units all operating at the same time. These sources of noise activity will likely vary throughout the day.

### **10.2.1 MEASUREMENT PROCEDURES**

The reference noise level measurements presented in this section were collected using a Larson Davis LxT Type 1 precisions sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (24)



ALESSANDRO BLVD

**EXHIBIT 10-A: OPERATIONAL NOISE SOURCE LOCATIONS** 





**TABLE 10-1: REFERENCE NOISE LEVEL MEASUREMENTS** 

Noise Source <sup>1</sup>	Noise Source	Min./	Hour <sup>2</sup>	Reference Noise	Sound Power Level (dBA) <sup>3</sup>	
Noise Source	Height (Feet)	Day	Night	Level @50 feet (dBA L <sub>eq</sub> )		
Outdoor Seating Activity	4'	60'	0'	59.8	91.5	
Trash Enclosure Activity	5'	10'	10'	56.8	89.0	
Roof-Top Air Conditioning Units	5'	39'	28'	57.2	88.9	
Parking Lot Activity	5'	60'	30'	56.1	87.8	
Park Activities	5'	60'	0'	49.4	81.1	
Ground Air Conditioning Units	3'	39	28	44.4	76.0	

<sup>&</sup>lt;sup>1</sup> As measured by Urban Crossroads, Inc.

### 10.2.1 OUTDOOR SEATING ACTIVITY

To describe the outdoor common area courtyards activity areas, a reference noise level measurement was taken. At 50 feet, the reference noise level is 59.8 Dba  $L_{\rm eq}$  at a noise source height of 5 feet. The reference noise level measurement includes outdoor eating, drinking, laughing and talking. Given the commercial nature of the land use, outdoor seating activities are anticipated to take place mainly during daytime hours when the businesses are operational.

### 10.2.2 TRASH ENCLOSURE ACTIVITY

To describe the noise levels associated with a trash enclosure activity, Urban Crossroads collected a reference noise level measurement at an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, and trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the Project site. The measured reference noise level at the uniform 50-foot reference distance is 56.8 Dba Leq for the trash enclosure activity. The reference noise level describes the expected noise source activities associated with the trash enclosures for the Project's proposed buildings. Typical trash enclosure activities are estimated to occur for 10 minutes per hour.

## 10.2.3 ROOF-TOP AIR CONDITIONING UNITS

To assess the noise levels created by the roof-top air conditioning units, reference noise level measurements were collected from a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise level is 57.2 dBA L<sub>eq</sub>. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for an average of 39 minutes



<sup>&</sup>lt;sup>2</sup> Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Daytime" = 8:00 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:59 a.m.

<sup>&</sup>lt;sup>3</sup> Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source.

per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. For this noise analysis, the air conditioning units are expected to be located on the roof of the proposed building. This reference noise level describes the expected roof-top air conditioning units located 5 feet above the roof for the planned air conditioning units at the Project site.

#### 10.2.4 PARKING LOT ACTIVITY

To describe the on-site parking lot activity a reference noise level of 56.1 Dba  $L_{eq}$  at 50 feet is used. Parking lot activities are expected to take place during the full hour (60 minutes) throughout the daytime and evening hours with 30 minutes of activity during the nighttime hours. The parking lot noise levels are mainly due to cars pulling in and out of parking spaces.

#### 10.2.5 PARK ACTIVITIES

To represent the potential noise level impacts associated with the Project's park activities, a reference noise level measurement was collected at the Founders Park in the unincorporated community of Ladera Ranch in the County of Orange. The reference noise levels collected at the Founders Park are expected to reflect the noise level activities within the open space-recreation land use areas of the Project site, since the reference noise level measurement includes girls' youth soccer games, coaches shouting instructions, and parents speaking on cell phones at five feet from the noise level measurement location, and background noise levels from kids playing on swing sets and people cheering and clapping at 50 feet from the noise level measurement location. Using the uniform reference distance of 50 feet, the reference park activity noise level is 49.4 dBA Leq. The playground activities are estimated to occur for 60 minutes during the peak hour conditions.

### 10.2.6 GROUND AIR CONDITIONING UNITS

To assess the noise levels created by the air conditioning units, reference noise levels were taken from equipment specifications for a 3- to 5-ton residential packaged air conditioning unit (Carrier 50VR-A). At a uniform reference distance of 50 feet, the units would generate a reference noise level of 44.4 dBA  $L_{eq}$ . The air conditioning units were modeled 5 feet above ground, operating 39 minutes per hour during the daytime and 28 minutes at nighttime, which represents the typical maximum operating time for properly sized AC systems.

### 10.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels.

Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source. Consistent with the ISO 9613-2 protocol, the CadnaA noise



prediction model relies on the reference sound power level ( $L_w$ ) to describe individual noise sources. While sound pressure levels (e.g.,  $L_{eq}$ ) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels ( $L_w$ ) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment. The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces.

#### 10.4 Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include outdoor seating activity, trash enclosure activity, roof-top air conditioning units, parking lot activity, park activities and ground air conditioning units, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations and at 200 feet from the property line of the source. Table 10-2 shows the Project operational noise levels during the daytime hours of 8:00 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 29.5 to 49.9 dBA Leq.

TABLE 10-2: DAYTIME PROJECT OPERATIONAL NOISE LEVELS

Noise Source <sup>1</sup>		Operational Noise Levels by Receiver Location (dBA Leq)								
Noise Source	R1	R2	R3	R4	R5	R6	R7	R8	R9	@200'
Outdoor Seating Activity	26.1	38.8	46.5	41.2	37.2	21.4	23.2	24.1	33.5	24.1
Trash Enclosure Activity	12.4	31.9	27.6	25.8	13.9	8.0	10.8	9.9	22.7	9.9
Roof-Top Air Conditioning Units	28.4	39.1	42.0	36.4	33.7	26.0	29.6	26.2	34.4	26.2
Parking Lot Activity	31.2	43.6	45.5	41.0	31.7	25.0	27.4	28.3	36.5	28.3
Park Activities	21.8	33.2	21.7	23.7	12.3	10.2	14.2	13.9	30.5	13.9
Ground Air Conditioning Units	28.4	23.1	21.8	20.1	24.8	14.9	42.6	22.6	23.4	22.6
Total (All Noise Sources)	35.2	46.3	49.9	44.9	39.7	29.5	43.0	31.9	40.4	31.9

<sup>&</sup>lt;sup>1</sup> See Exhibit 10-A for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1.

Table 10-3 shows the Project operational noise levels during the nighttime hours of 10:01 p.m. to 7:59 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 25.8 to 43.8 dBA  $L_{\rm eq}$ . The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity (Table 10-1). Appendix 10.1 includes the detailed noise model inputs including the existing perimeter walls used to estimate the Project operational noise levels presented in this section.

**TABLE 10-3: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS** 



Noise Source <sup>1</sup>		Oper	ational	Noise L	evels by	/ Receiv	er Loca	tion (dB	A Leq)	Leq)						
Noise Source-	R1	R2	R3	R4	R5	R6	R7	R8	R9	@200'						
Outdoor Seating Activity	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Trash Enclosure Activity	11.4	30.9	26.6	24.9	12.9	7.0	9.9	8.9	21.8	21.8						
Roof-Top Air Conditioning Units	26.0	36.6	39.6	34.0	31.3	23.6	27.2	23.8	32.0	32.0						
Parking Lot Activity	27.2	39.6	41.5	37.0	27.7	21.0	23.4	24.4	32.5	32.5						
Park Activities	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0						
Ground Air Conditioning Units	26.0	20.7	19.3	17.7	22.4	12.5	40.2	20.1	20.9	20.9						
Total (All Noise Sources)	31.3	41.8	43.8	39.0	33.3	25.8	40.5	28.0	35.6	35.6						

<sup>&</sup>lt;sup>1</sup> See Exhibit 10-A for the noise source locations. CadnaA noise model calculations are included in Appendix 10.1.

#### 10.5 Project Operational Noise Level Compliance

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Moreno Valley exterior noise level standards at nearby noise-sensitive receiver locations. Table 10-4 shows the operational noise levels associated with Town Center at Moreno Valley Project will satisfy the City of Moreno Valley 65 dBA Leq daytime and 60 dBA Leq nighttime exterior noise level standards at all nearby receiver locations and at 200 feet from the property line of the source. Therefore, the operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.

**TABLE 10-4: OPERATIONAL NOISE LEVEL COMPLIANCE** 

Receiver Location <sup>1</sup>	_	perational s (dBA Leq) <sup>2</sup>		l Standards Leq) <sup>3</sup>			
Location	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime	
R1	35.2	31.3	65	60	No	No	
R2	46.3	41.8	65	60	No	No	
R3	49.9	43.8	65	60	No	No	
R4	44.9	39.0	65	60	No	No	
R5	39.7	33.3	65	60	No	No	
R6	29.5	25.8	65	60	No	No	
R7	43.0	40.5	65	60	No	No	
R8	31.9	28.0	65	60	No	No	
R9	40.4	35.6	65	60	No	No	
@200'	31.9	35.6	65	60	No	No	

 $<sup>^{\</sup>rm 1}\,\mbox{See}$  Exhibit 9-A for the off-site receiver locations.



<sup>&</sup>lt;sup>2</sup> Proposed Project operational noise levels as shown on Tables 10-2 and 10-3.

<sup>&</sup>lt;sup>3</sup> Exterior noise level standards for source (commercial) land use, as shown on Table 4-1.

<sup>&</sup>lt;sup>4</sup> Do the estimated Project operational noise source activities exceed the noise level standards?

<sup>&</sup>quot;Daytime" = 8:00 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:59 a.m.

#### 10.6 Project Operational Noise Level Increases

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby off-site receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. (6) Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10log_{10}[10^{SPL1/10} + 10^{SPL2/10} + ... 10^{SPLn/10}]$$

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Tables 10-5 and 10-6, respectively. As indicated on Tables 10-5 and 10-6, the Project will generate a daytime operational noise level increases ranging from 0.0 to 1.8 dBA L<sub>eq</sub> at the nearest receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented in Table 4-1. Therefore, the incremental Project operational noise level increase is considered *less than significant* at all receiver locations.



TABLE 10-5: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	35.2	L1	56.9	56.9	0.0	5.0	No
R2	46.3	L2	71.6	71.6	0.0	1.5	No
R3	49.9	L3	69.7	69.7	0.0	1.5	No
R4	44.9	L4	47.8	49.6	1.8	5.0	No
R5	39.7	L4	47.8	48.4	0.6	5.0	No
R6	29.5	L5	69.9	69.9	0.0	1.5	No
R7	43.0	L6	54.7	55.0	0.3	5.0	No
R8	31.9	L1	56.9	56.9	0.0	5.0	No
R9	40.4	L2	71.6	71.6	0.0	1.5	No
@200'	31.9	L3	69.7	69.7	0.0	1.5	No

<sup>&</sup>lt;sup>1</sup> See Exhibit 9-A for the receiver locations.



<sup>&</sup>lt;sup>2</sup> Total Project daytime operational noise levels as shown on Table 10-2.

<sup>&</sup>lt;sup>3</sup> Reference noise level measurement locations as shown on Exhibit 5-A.

<sup>&</sup>lt;sup>4</sup> Observed daytime ambient noise levels as shown on Table 5-1.

<sup>&</sup>lt;sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>&</sup>lt;sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>&</sup>lt;sup>7</sup> Significance increase criteria as shown on Table 4-1.

TABLE 10-6: NIGHTTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	31.3	L1	50.0	50.1	0.1	5.0	No
R2	41.8	L2	65.1	65.1	0.0	1.5	No
R3	43.8	L3	63.8	63.8	0.0	3.0	No
R4	39.0	L4	41.8	43.6	1.8	5.0	No
R5	33.3	L4	41.8	42.4	0.6	5.0	No
R6	25.8	L5	61.3	61.3	0.0	3.0	No
R7	40.5	L6	48.5	49.1	0.6	5.0	No
R8	28.0	L1	50.0	50.0	0.0	5.0	No
R9	35.6	L2	65.1	65.1	0.0	1.5	No
@200'	35.6	L3	63.8	63.8	0.0	3.0	No

<sup>&</sup>lt;sup>1</sup> See Exhibit 9-A for the receiver locations.



<sup>&</sup>lt;sup>2</sup> Total Project nighttime operational noise levels as shown on Table 10-3.

<sup>&</sup>lt;sup>3</sup> Reference noise level measurement locations as shown on Exhibit 5-A.

<sup>&</sup>lt;sup>4</sup> Observed nighttime ambient noise levels as shown on Table 5-1.

<sup>&</sup>lt;sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>&</sup>lt;sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>&</sup>lt;sup>7</sup> Significance increase criteria as shown on Table 4-1.

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#### 11 CONSTRUCTION IMPACTS

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 11-A shows the construction noise source activity in relation to the nearest sensitive receiver locations previously described in Section 9.

To support the Project, off-site storm drain improvements will be developed. The off-site storm drain will be installed along Alessandro west of the Project site and within the existing public right-of-way (ROW). It is expected that the off-site storm drain improvements would proceed linearly along the existing roadway and would not take place at one location for the entire duration of construction. Construction noise from this work would, therefore, be relatively short term because it would take place for only a matter of days. As storm drain construction work moves linearly along the alignment within the existing ROW and farther from sensitive uses, noise levels would be reduced. To prevent high levels of construction noise from impacting noise-sensitive land uses, City of Moreno Valley Municipal Code Section 11.80.030(D)(7) limits general construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 8:00 p.m. In addition, grading operations are limited to the hours identified in Section 8.21.050(O) of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on weekends and holidays or as approved by the City Engineer.

#### 11.1 CONSTRUCTION NOISE LEVELS

The FTA *Transit Noise and Vibration Impact Assessment Manual* recognizes that construction projects are accomplished in several different stages and outlines the procedures for assessing noise impacts during construction. Each stage has a specific equipment mix, depending on the work to be completed during that stage. As a result of the equipment mix, each stage has its own noise characteristics; some stages have higher continuous noise levels than others, and some have higher impact noise levels than others. The Project construction activities are expected to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

#### 11.2 CONSTRUCTION REFERENCE NOISE LEVELS

To describe construction noise activities, this construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. (29) The RCNM equipment database, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to



estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

665' **LEGEND:** Limits of Construction Activity • Receiver Locations

**EXHIBIT 11-A: CONSTRUCTION NOISE SOURCE LOCATIONS** 



Existing 6-Foot High Barrier

Distance from receiver to construction activity (in feet)

#### 11.3 CONSTRUCTION NOISE ANALYSIS

Using the reference construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts at the nearby sensitive receiver locations were completed. Consistent with FTA guidance for general construction noise assessment, Table 11-1 presents the combined noise levels for the loudest construction equipment, assuming they operate at the same time. As shown on Table 11-2, the construction noise levels are expected to range from 45.7 to 60.6 dBA  $L_{eq}$  at the nearby receiver locations and 56.3 dBA  $L_{eq}$  at 200 feet from the property line of the source. Appendix 11.1 includes the detailed CadnaA construction noise model inputs.

**TABLE 11-1: CONSTRUCTION REFERENCE NOISE LEVELS** 

Construction Stage	Reference Construction Equipmnet <sup>1</sup>	Reference Noise Level @ 50 Feet (dBA L <sub>eq</sub> )	Composite Reference Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>	Reference Power Level (dBA L <sub>w</sub> ) <sup>3</sup>	
611	Tractor	80			
Site Preparation	Backhoe	74	84.0	115.6	
Treparation	Grader	81			
	Scraper	80			
Grading	Excavator	77	83.3	114.9	
	Dozer	78			
	Crane	73		112.2	
Building Construction	Generator	78	80.6		
Construction	Front End Loader	75			
	Paver	74			
Paving	Dump Truck	72	77.8	109.5	
	Roller	73			
	Man Lift	68			
Architectural Coating	Compressor (air)	74	76.2	107.8	
Coating	Generator (<25kVA)	70			

<sup>&</sup>lt;sup>1</sup> FHWA Road Construction Noise Model.

#### 11.4 Construction Noise Level Compliance

The construction noise analysis shows that noise levels at the nearby receiver locations will satisfy the City of Moreno Valley daytime 65 dBA  $L_{eq}$  significance threshold during Project construction activities as shown on Table 11-3. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations and at 200 feet from the property line of the source.



<sup>&</sup>lt;sup>2</sup> Represents the combined noise level for all equipment assuming they operate at the same time consistent with FTA Transit Noise and Vibration Impact Assessment guidance.

<sup>&</sup>lt;sup>3</sup> Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings.

**TABLE 11-2: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY** 

	Construction Noise Levels (dBA Leq)								
Receiver Location <sup>1</sup>	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels <sup>2</sup>			
R1	57.2	56.5	53.8	51.1	49.4	57.2			
R2	57.4	56.7	54.0	51.3	49.6	57.4			
R3	56.0	55.3	52.6	49.9	48.2	56.0			
R4	52.7	52.0	49.3	46.6	44.9	52.7			
R5	56.4	55.7	53.0	50.3	48.6	56.4			
R6	45.7	45.0	42.3	39.6	37.9	45.7			
R7	60.6	59.9	57.2	54.5	52.8	60.6			
R8	50.6	49.9	47.2	44.5	42.8	50.6			
R9	55.4	54.7	52.0	49.3	47.6	55.4			
@200'	56.3	55.6	52.9	50.2	48.5	56.3			

<sup>&</sup>lt;sup>1</sup> Noise receiver locations are shown on Exhibit 11-A.

**TABLE 11-3: CONSTRUCTION NOISE LEVEL COMPLIANCE** 

	Const	Construction Noise Levels (dBA L <sub>eq</sub> )							
Receiver Location <sup>1</sup>	Highest Construction Noise Levels <sup>2</sup>	Threshold <sup>3</sup>	Threshold Exceeded? <sup>4</sup>						
R1	57.2	65	No						
R2	57.4	65	No						
R3	56.0	65	No						
R4	52.7	65	No						
R5	56.4	65	No						
R6	45.7	65	No						
R7	60.6	65	No						
R8	50.6	65	No						
R9	55.4	65	No						
@200'	56.3	65	No						

<sup>&</sup>lt;sup>1</sup> Noise receiver locations are shown on Exhibit 11-A.



 $<sup>^2</sup>$  Construction noise level calculations based on distance from the construction activity, which is measured from the Project site boundary to the nearest receiver locations. CadnaA construction noise model inputs are included in Appendix 11.1.

<sup>&</sup>lt;sup>2</sup> Highest construction noise level calculations based on distance from the construction noise source activity to the nearest receiver locations as shown on Table 11-2.

<sup>&</sup>lt;sup>3</sup> Construction noise level thresholds as shown on Table3-2.

<sup>&</sup>lt;sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?

#### 11.5 TEMPORARY CONSTRUCTION NOISE LEVEL INCREASES

To describe the temporary Project construction noise level contributions to the existing ambient noise environment, the Project construction noise levels were combined with the existing ambient noise levels measurements at the nearest off-site receiver locations. The difference between the combined Project-construction and ambient noise levels is used to describe the construction noise level increase.

Temporary noise level increases that would be experienced at sensitive receiver locations when Project construction-source noise is added to the ambient daytime conditions are presented on Table 11-4. A temporary noise level increase of 12 dBA is considered a *potentially significant* impact based on Caltrans' substantial noise level increase criteria. (28)

**TABLE 11-4: DAYTIME CONSTRUCTION NOISE LEVEL INCREASES** 

Receiver Location <sup>1</sup>	Highest Project Construction Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded?
R1	57.2	L1	56.9	60.1	3.2	12	No
R2	57.4	L2	71.6	71.8	0.2	12	No
R3	56.0	L3	69.7	69.9	0.2	12	No
R4	52.7	L4	47.8	53.9	6.1	12	No
R5	56.4	L4	47.8	57.0	9.2	12	No
R6	45.7	L5	69.9	69.9	0.0	12	No
R7	60.6	L6	54.7	61.6	6.9	12	No
R8	50.6	L1	56.9	57.8	0.9	12	No
R9	55.4	L2	71.6	71.7	0.1	12	No
@200'	56.3	L3	69.7	69.9	0.2	12	No

<sup>&</sup>lt;sup>1</sup> Construction noise source and receiver locations are shown on Exhibit 11-A

#### 11.6 CUMULATIVE CONSTRUCTION NOISE ANALYSIS

It is expected that the nearest sensitive receiver locations may also experience additional background construction noise impacts due to construction activities associated with other projects. A review of the cumulative development summary in the Project Traffic Impact Analysis (2), includes two adjacent cumulative projects. This includes Alessandro Walk (Tentative Tract Map 38265) located northeast of the Project site (represented by Receiver Location R7) and the Cottonwood & Nason located northeast of the Project site as shown on Exhibit 11-B. Using the highest the reference construction equipment noise levels for grading activity and the CadnaA noise prediction model, calculations of the Project cumulative construction noise level impacts



<sup>&</sup>lt;sup>2</sup> Total Project daytime construction noise levels as shown on Table 11-3.

<sup>&</sup>lt;sup>3</sup> Reference noise level measurement locations as shown on Exhibit 5-A.

<sup>&</sup>lt;sup>4</sup> Observed daytime ambient noise levels as shown on Table 5-1.

<sup>&</sup>lt;sup>5</sup> Represents the combined ambient conditions plus the Project construction activities.

 $<sup>^{6}</sup>$  The noise level increase expected with the addition of the proposed Project construction activities.

<sup>&</sup>lt;sup>7</sup> Caltrans Traffic Noise Analysis Protocol.

at the nearby sensitive receiver locations were completed. The actual timing of construction for each project is not known at this time. However, to present the conservative condition, Table 11-4 presents a summary of the cumulative noise levels assuming all projects are constructed concurrently. Appendix 11.2 includes the detailed CadnaA cumulative construction noise model inputs.

**TABLE 11-5: CONSTRUCTION NOISE LEVEL COMPLIANCE** 

	Constr	uction Noise Levels (d	BA Leq)	
Receiver Location <sup>1</sup>	Cumulative <sup>2</sup>	Combined Cumulative + Project <sup>3</sup>	Threshold <sup>4</sup>	Threshold Exceeded? <sup>5</sup>
R1	60.1	61.9	65	No
R2	53.3	58.8	65	No
R3	50.3	57.0	65	No
R4	51.5	55.2	65	No
R5	56.4	59.4	65	No
R6	61.2	61.3	65	No
R7	59.1	62.9	65	No
R8	52.7	54.8	65	No
R9	57.2	59.4	65	No
@200'	50.3	57.3	65	No

<sup>&</sup>lt;sup>1</sup> Noise receiver locations are shown on Exhibit 11-A.

The cumulative construction noise analysis on Table 11-5 shows that the nearby receiver locations will satisfy the City of Moreno Valley daytime 65 dBA L<sub>eq</sub> significance threshold during the concurrent cumulative construction activities. Therefore, the noise impacts due to Project construction noise is considered *less than significant* at all receiver locations and at 200 feet from the property line of the source. In addition, Municipal Code Section 11.80.030(D)(7) limits general construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 8:00 p.m. Because construction activities are typically limited to weekdays, during daylight hours, the direct and cumulative construction noise impacts are considered a nuisance or annoying, rather than a significant impact upon surrounding land uses.



<sup>&</sup>lt;sup>2</sup> Cumulative construction noise levels from planned nearby developments as shown on Exhibit 11-B.

<sup>&</sup>lt;sup>3</sup> Combined cumulative, and Project related construction noise levels (assuming concurrent construction activity).

<sup>&</sup>lt;sup>4</sup> Does the combined cumulative and Project related construction noise levels exceed the construction noise level threshold?

COTTONWOOD AVE Cottonwood & Nason Moreno Elementary School Town Center at Moreno Valley Specific Plan Alessandro Walk (TTM) 88265) ALESSANDRO BLVD ⊕ RE LEGEND: Limits of Project Construction Activity Receiver Locations Potential Cumulative Construction Activity

**EXHIBIT 11-B: CUMULATIVE CONSTRUCTION NOISE SOURCE LOCATIONS** 



#### 11.7 CONSTRUCTION VIBRATION ANALYSIS

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. Construction vibration is generally associated with pile driving and rock blasting. However, no pile driving, or rock blasting activities are planned for the Project. Ground vibration levels associated with various types of construction equipment are summarized on Table 11-6. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation: PPV<sub>equip</sub> = PPV<sub>ref</sub> x (25/D)<sup>1.5</sup>

TABLE 11-6: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	PPV (in/sec) at 25 feet
Small bulldozer	0.003
Jackhammer	0.035
Loaded Trucks	0.076
Large bulldozer	0.089

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Table 11-7 presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 12 to 665 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.001 to 0.268 in/sec PPV.

Based on maximum acceptable continuous vibration threshold of 0.3 PPV (in/sec), the typical Project construction vibration levels will fall below the building damage thresholds at all the noise sensitive receiver locations. Therefore, the Project-related vibration impacts are considered *less than significant* during typical construction activities at the Project site. Moreover, the vibration levels reported at the sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.



**TABLE 11-7: PROJECT CONSTRUCTION VIBRATION LEVELS** 

	Distance to	Typical Construction Vibration Levels PPV (in/sec) <sup>3</sup>					Thresholds	Thresholds
Receiver <sup>1</sup>	Const. Activity (Feet) <sup>2</sup>	Small bulldozer	Jackhammer	Loaded Trucks	Large bulldozer	Highest Vibration Level	PPV (in/sec) <sup>4</sup>	Exceeded? <sup>5</sup>
R1	59'	0.001	0.010	0.021	0.025	0.025	0.3	No
R2	82'	0.001	0.006	0.013	0.015	0.015	0.3	No
R3	115'	0.000	0.004	0.008	0.009	0.009	0.3	No
R4	366'	0.000	0.001	0.001	0.002	0.002	0.3	No
R5	78'	0.001	0.006	0.014	0.016	0.016	0.3	No
R6	665'	0.000	0.000	0.001	0.001	0.001	0.3	No
R7	12'	0.009	0.105	0.229	0.268	0.268	0.3	No
R8	187'	0.000	0.002	0.004	0.004	0.004	0.3	No
R9	136'	0.000	0.003	0.006	0.007	0.007	0.3	No
@200'	200'	0.000	0.002	0.003	0.004	0.004	0.3	No

<sup>&</sup>lt;sup>1</sup> Receiver locations are shown on Exhibit 11-A.



<sup>&</sup>lt;sup>2</sup> Distance from receiver location to Project construction boundary (Project site boundary).

<sup>&</sup>lt;sup>3</sup> Based on the Vibration Source Levels of Construction Equipment (Table 11-6).

 $<sup>^4</sup>$  Caltrans Transportation and Construction Vibration Guidance Manual, April 2020, Table 19, p. 38.

<sup>&</sup>lt;sup>5</sup> Does the peak vibration exceed the acceptable vibration thresholds?

<sup>&</sup>quot;PPV" = Peak Particle Velocity

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## 13 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Town Center at Moreno Valley Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 584-3148.

Bill Lawson, P.E., INCE
Principal
URBAN CROSSROADS, INC.
1133 Camelback #8329
Newport Beach, CA 92658
(949) 581-3148
blawson@urbanxroads.com



#### **EDUCATION**

Master of Science in Civil and Environmental Engineering California Polytechnic State University, San Luis Obispo • December, 1993

Bachelor of Science in City and Regional Planning California Polytechnic State University, San Luis Obispo • June, 1992

#### **PROFESSIONAL REGISTRATIONS**

PE – Registered Professional Traffic Engineer – TR 2537 • January, 2009

AICP – American Institute of Certified Planners – 013011 • June, 1997–January 1, 2012

PTP – Professional Transportation Planner • May, 2007 – May, 2013

INCE – Institute of Noise Control Engineering • March, 2004

#### **PROFESSIONAL AFFILIATIONS**

ASA – Acoustical Society of America ITE – Institute of Transportation Engineers

#### **PROFESSIONAL CERTIFICATIONS**

Certified Acoustical Consultant – County of San Diego • March, 2018 Certified Acoustical Consultant – County of Orange • February, 2011 FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February, 2013



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## **APPENDIX 3.1:**

CITY OF MORENO VALLEY MUNICIPAL CODE



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Moreno Valley, CA Municipal Code

Title 11 PEACE, MORALS AND SAFETY

## **Chapter 11.80 NOISE REGULATION**

- 11.80.010 Legislative findings.
- 11.80.020 Definitions.
- 11.80.030 Prohibited acts.
- 11.80.040 Special provisions for temporary use and special event permits.
- 11.80.050 Measurement or assessment of sound.
- 11.80.060 Violation.

## 11.80.010 Legislative findings.

It is found and declared that:

- A. Excessive sound within the limits of the city is a condition which has existed for some time, and the amount and intensity of such sound is increasing.
- B. Such excessive sound is a detriment to the public health, safety, and welfare and quality of life of the residents of the city.
- C. The necessity in the public interest for the provisions and prohibitions hereinafter contained and enacted is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, safety, welfare and quality of life of the city and its inhabitants. (Ord. 740 § 1.2, 2007)

## 11.80.020 Definitions.

For purposes of this chapter, certain words and phrases used herein are defined as follows:

"A-weighted sound level" means the sound pressure level in decibels as measured with a sound level meter using the A-weighting network. The unit of measurement is the dB(A).

"Commercial" means all uses of land not otherwise classified as residential, as defined in this section.

"Construction" means any site preparation, and/or any assembly, erection, repair, or alteration, excluding demolition, of any structure, or improvements to real property.

"Continuous airborne sound" means sound that is measured by the slow-response setting of a meter manufactured to the specifications of ANSI Section 1.4-1983 (R2006) "Specification for Sound Level Meters," or its successor.

"Daytime" means eight a.m. to ten p.m. the same day.

"Decibel" (dB) means a unit for measuring the amplitude of sound, equal to twenty (20) times the logarithm to the base ten (10) of the ratio of the pressure of the sound measured to the reference pressure, which is twenty (20) microPascals (twenty (20) microNewtons per square meter.)

"Demolition" means any dismantling, intentional destruction or removal of structures or other improvements to real property.

"Disturb" means to interrupt, interfere with, or hinder the enjoyment of peace or quiet or the normal listening activities or the sleep, rest or mental concentration of the hearer.

"Emergency" means any occurrence or set of circumstances involving actual or imminent physical trauma or significant property damage which necessitates immediate action. Economic loss alone shall not constitute an emergency. It shall be the burden of an alleged violator to prove an "emergency."

"Emergency work" means any work made necessary to restore property to a safe condition following an emergency, or to protect persons or property threatened by an imminent emergency, to the extent such work is, in fact, necessary to protect persons or property from exposure to imminent danger or damage.

"Frequency" means the number of complete oscillation cycles per unit of time.

"Impulsive sound" means sound of short duration, usually less than one second, with an abrupt onset and rapid decay. Examples of sources of impulsive sound include explosions, drop forge impacts, and discharge of firearms.

"Nighttime" means 10:01 p.m. to 7:59 a.m. the following day.

"Noise disturbance" means any sound which:

- 1. Disturbs a reasonable person of normal sensitivities;
- 2. Exceeds the sound level limits set forth in this chapter; or
- 3. Is plainly audible as defined in this section. Where no specific distance is set forth for the determination of audibility, references to noise disturbance shall be deemed to mean plainly audible at a distance of two hundred (200) feet from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property.

"Person" means any person, person's firm, association, copartnership, joint venture, corporation, or any entity public or private in nature.

"Plainly audible" means that the sound or noise produced or reproduced by any particular source, can be clearly distinguished from ambient noise by a person using his/her normal hearing faculties.

"Public right-of-way" means any street, avenue, boulevard, sidewalk, bike path or alley, or similar place normally accessible to the public which is owned or controlled by a governmental entity.

"Public space" means any park, recreational or community facility, or lot which contains at least one building that is open to the general public during its hours of operation.

"Residential" means all uses of land primarily for dwelling units, as well as hospitals, schools, colleges and universities, and places of religious assembly.

"Sound" means an oscillation in pressure, particle displacement, particle velocity or other physical parameter, in a medium with internal forces that causes compression and rarefaction of that medium capable of producing an auditory impression. The description of sound may include any characteristic of such sound, including duration, intensity and frequency.

"Sound level" means the weighted sound pressure level as measured in dB(A) by a sound level meter and as specified in American National Standards Institute (ANSI) specifications for sound-level meters (ANSI Section 1.4-1971 (R1976)). If the frequency weighting employed is not indicated, the A-weighting shall apply.

"Sound level meter" means an instrument, demonstrably capable of accurately measuring sound levels as defined above.

All technical definitions not defined above shall be in accordance with applicable publications and standards of the American National Standards Institute (ANSI). (Ord. 740 § 1.2, 2007)

## 11.80.030 Prohibited acts.

- A. General Prohibition. It is unlawful and a violation of this chapter to maintain, make, cause, or allow the making of any sound that causes a noise disturbance, as defined in Section 11.80.020.
  - B. Sound causing permanent hearing loss.
- 1. Sound level limits. Based on statistics from the Center for Disease Control and Prevention and the National Institute for Occupational Safety and Health, Table 1 and Table 1-A specify sound level limits which, if exceeded, will have a high probability of producing permanent hearing loss in anyone in the area where the sound levels are being exceeded. No sound shall be permitted within the city which exceeds the parameters set forth in Tables 11.80.030-1 and 11.80.030-1-A of this chapter:

Table 11.80.030-1

#### **MAXIMUM CONTINUOUS SOUND LEVELS\***

**Duration per Day** 

Continuous Sound level Hours [db(A)]

8	90
6	92
4	95
3	97
2	100
1.5	102
1	105
0.5	110
0.25	115

Table 11.80.030-1A

## MAXIMUM IMPULSIVE SOUND LEVELS

Number of Repetitions per 24- Hour Period	Sound level [dB(A)]	
1	145	
10	135	
100	125	

- 2. Exemptions. No violation shall exist if the only persons exposed to sound levels in excess of those listed in Tables 11.80.030-1 and 11.80.030-1A are exposed as a result of:
  - a. Trespass;
  - b. Invitation upon private property by the person causing or permitting the sound; or
  - c. Employment by the person or a contractor of the person causing or permitting the sound.

<sup>\*</sup> When the daily sound exposure is composed of two or more periods of sound exposure at different levels, the combined effect of all such periods shall constitute a violation of this section if the sum of the percent of allowed period of sound exposure at each level exceeds 100 percent

C. Nonimpulsive Sound Decibel Limits. No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any nonimplusive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property. Any source of sound in violation of this subsection shall be deemed prima facie to be a noise disturbance.

Table 11.80.030-2

MAXIMUM SOUND LEVELS (IN dB(A)) FOR SOURCE LAND USES

Resid	dential	Comr	nercial
Daytime	Nighttime	Daytime	Nighttime
60	55	65	60

- D. Specific Prohibitions. In addition to the general prohibitions set out in subsection A of this section, and unless otherwise exempted by this chapter, the following specific acts, or the causing or permitting thereof, are regulated as follows:
- 1. Motor Vehicles. No person shall operate or cause to be operated a public or private motor vehicle, or combination of vehicles towed by a motor vehicle, that creates a sound exceeding the sound level limits in Table 11.80.030-2 when the vehicle(s) are not otherwise subject to noise regulations provided for by the California Vehicle Code.
- 2. Radios, Televisions, Electronic Audio Equipment, Musical Instruments or Similar Devices from a Stationary Source. No person shall operate, play or permit the operation or playing of any radio, tape player, television, electronic audio equipment, musical instrument, sound amplifier or other mechanical or electronic sound making device that produces, reproduces or amplifies sound in such a manner as to create a noise disturbance. However, this subsection shall not apply to any use or activity exempted in subsection E of this section and any use or activity for which a special permit has been issued pursuant to Section 11.80.040.
- 3. Radios, Electronic Audio Equipment, or Similar Devices from a Mobile Source Such as a Motor Vehicle. Sound amplification or reproduction equipment on or in a motor vehicle is subject to regulation in accordance with the California Vehicle Code when upon the public right-of-way. When upon public space or publicly owned property other than the public right-of-way or upon private property open to the public, sound amplification or reproduction equipment shall not be operated in such a manner that it is plainly audible at a distance of fifty (50) feet in any direction from the vehicle.
- 4. Portable, Hand-Held Music or Sound Amplification or Reproduction Equipment. Such equipment shall not be operated on a public right-of-way, public space or other publicly owned property in such a manner as to be plainly audible at a distance of fifty (50) feet in any direction from the operator.

- 5. Loudspeakers and Public Address Systems.
- a. Except as permitted by Section 11.80.040, no person shall operate, or permit the operation of, any loudspeaker, public address system or similar device, for any commercial purpose:
- 1. Which produces, reproduces or amplifies sound in such a manner as to create a noise disturbance; or
  - 2. During nighttime hours on a public right-of-way, public space or other publicly owned property.
- b. No person shall operate, or permit the operation of, any loudspeaker, public address system or similar device, for any noncommercial purpose, during nighttime hours in such a manner as to create a noise disturbance.
- 6. Animals. No person shall own, possess or harbor an animal or bird that howls, barks, meows, squawks, or makes other sounds that:
  - a. Create a noise disturbance;
- b. Are of frequent or continued duration for ten (10) or more consecutive minutes and are plainly audible at a distance of fifty (50) feet from the real property line of the source of the sound; or
- c. Are intermittent for a period of thirty (30) or more minutes and are plainly audible at a distance of fifty (50) feet from the real property line of the source of the sound.
- 7. Construction and Demolition. No person shall operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee. This section shall not apply to the use of power tools as provided in subsection (D)(9) of this section.
- 8. Emergency Signaling Devices. No person shall intentionally sound or permit the sounding outdoors of any fire, burglar or civil defense alarm, siren or whistle, or similar stationary emergency signaling device, except for emergency purposes or for testing as follows:
- a. Testing of a stationary emergency signaling device shall not occur between seven p.m. and seven a.m. the following day;
- b. Testing of a stationary emergency signaling device shall use only the minimum cycle test time, in no case to exceed sixty (60) seconds:
- c. Testing of a complete emergency signaling system, including the functioning of the signaling device and the personnel response to the signaling device, shall not occur more than once in each calendar month. Such testing shall only occur only on weekdays between seven a.m. and seven p.m. and shall be exempt from the time limit specified in subsection (D)(8)(2) of this section.

- 9. Power Tools. No person shall operate or permit the operation of any mechanically, electrically or gasoline motor-driven tool during nighttime hours so as to cause a noise disturbance across a residential real property boundary.
- 10. Pumps, Air Conditioners, Air-Handling Equipment and Other Continuously Operating Equipment. Notwithstanding the general prohibitions of subsection a of this section, no person shall operate or permit the operation of any pump, air conditioning, air-handling or other continuously operating motorized equipment in a state of disrepair or in a manner which otherwise creates a noise disturbance distinguishable from normal operating sounds.
- E. Exemptions. The following uses and activities shall be exempt from the sound level regulations except the maximum sound levels provided in Tables 11.80.030-1 and 11.80.030-1A:
- 1. Sounds resulting from any authorized emergency vehicle when responding to an emergency call or acting in time of an emergency.
  - 2. Sounds resulting from emergency work as defined in Section 11.80.020
- 3. Any aircraft operated in conformity with, or pursuant to, federal law, federal air regulations and air traffic control instruction used pursuant to and within the duly adopted federal air regulations; and any aircraft operating under technical difficulties in any kind of distress, under emergency orders of air traffic control, or being operated pursuant to and subsequent to the declaration of an emergency under federal air regulations.
- 4. All sounds coming from the normal operations of interstate motor and rail carriers, to the extent that local regulation of sound levels of such vehicles has been preempted by the Noise Control Act of 1972 (42 U.S.C. § 4901 et seq.) or other applicable federal laws or regulations
- 5. Sounds from the operation of motor vehicles, to the extent they are regulated by the California Vehicle Code.
- 6. Any constitutionally protected noncommercial speech or expression conducted within or upon a any public right-of-way, public space or other publicly owned property constituting an open or a designated public forum in compliance with any applicable reasonable time, place and manner restrictions on such speech or expression or otherwise pursuant to legal authority.
- 7. Sounds produced at otherwise lawful and permitted city-sponsored events, organized sporting events, school assemblies, school playground activities, by permitted fireworks, and by permitted parades on public right-of-way, public space or other publicly owned property.
- 8. An event for which a temporary use permit or special event permit has been issued under other provisions of this code, where the provisions of Section 11.80.040 are met, the permit granted expressly grants an exemption from specific standards contained in this chapter, and the permittee and all persons under the permittee's reasonable control actually comply with all conditions of such permit. Violation of any condition of such a permit related to sound or sound equipment shall be a violation of this chapter and punishable as such.

F. Nothing in this chapter shall be construed to limit, modify or repeal any other regulation elsewhere in this code relating to the regulation of noise sources, nor shall any such other regulation be read to permit the emission of noise in violation of any provision of this chapter. (Ord. 740 § 1.2, 2007)

# 11.80.040 Special provisions for temporary use and special event permits.

The exemption by permit set forth in Section 11.80.030(E)(8) shall be subject to the following requirements and conditions:

- A. The permit application shall include the name, address and telephone number of the permit applicant; the date, hours and location for which the permit is requested; and the nature of the event or activity. It shall also specify the types of sounds and/or sound equipment to be permitted, the proposed duration of such sound, the specific standards from which the sound is to be exempted, and the reasons for each requested exemption.
- B. The permit shall be issued provided the proposed activity meets the requirements of this section and the issuing official determines that the sound to be emitted at the event as proposed would not be detrimental to the public health, safety or welfare, that the event cannot reasonably achieve its legitimate aims and purposes without the exemption and that the sound levels proposed will not unreasonably damage the peace and quiet enjoyment of the lawful users of surrounding properties, nor constitute a public nuisance.
- C. The official issuing the permit may prescribe any reasonable conditions or requirements he/she deems necessary to minimize noise disturbances upon the community or the surrounding neighborhood, and/or to protect the health, safety or welfare of the public, including participants in the permitted event, including use of mufflers, screens or other sound-attenuating devices.
- D. Any permit granted must be in writing and shall contain all conditions upon which the permit shall be effective.
- E. No more than six events requiring a sound limit exemption may be held at any particular location upon privately owned or controlled property per calendar year, provided further that the number of events shall not exceed the number permitted under the regulations for the type of permit issued. For purposes of this subsection, "location" means a legal parcel of real property or a complete shopping or commercial center or mall sharing common parking and access even if comprised of multiple legal parcels.
- F. The exemption from sound limits under such permit shall not exceed maximum period of four hours in one twenty-four (24) hour day.
- G. The permit will only be granted for hours between nine a.m. and ten p.m. on all days other than Friday and Saturday; and, on Friday and Saturday, between the hours of nine a.m. and one a.m. of the following day, except in the following circumstances:
- 1. A permit may be granted for hours between nine a.m. on New Year's Eve and one a.m. the following day (New Year's Day).

- 2. A permit may be granted for hours between nine a.m. and two a.m. the following day if there are no residences, hospitals, or nursing homes within a 0.5 mile radius of the property where the function is taking place.
- H. Functions for which the permits are issued shall be limited to a continuous airborne sound level not to exceed seventy (70) dB(A), as measured two hundred (200) feet from the real property boundary of the source property if on private property, or from the source if on public right-of-way, public space or other publicly owned property. (Ord. 740 § 1.2, 2007)

## 11.80.050 Measurement or assessment of sound.

- A. Measurement With Sound Meter.
- 1. The measurement of sound shall be made with a sound level meter meeting the standards prescribed by ANSI Section 1.4-1983 (R2006). The instruments shall be maintained in calibration and good working order. A calibration check shall be made of the system at the time of any sound level measurement. Measurements recorded shall be taken so as to provide a proper representation of the source of the sound. The microphone during measurement shall be positioned so as not to create any unnatural enhancement or diminution of the measured sound. A windscreen for the microphone shall be used at all times. However, a violation of this chapter may occur without the occasion of the measurements being made as otherwise provided.
- 2. The slow meter response of the sound level meter shall be used in order to best determine the average amplitude.
- 3. The measurement shall be made at any point on the property into which the sound is being transmitted and shall be made at least three feet away from any ground, wall, floor, ceiling, roof and other plane surface.
- 4. In case of multiple occupancy of a property, the measurement may be made at any point inside the premises to which any complainant has right of legal private occupancy; provided that the measurement shall not be made within three feet of any ground, wall, floor, ceiling, roof or other plane surface.
- 5. All measurements of sound provided for in this chapter will be made by qualified officials of the city who are designated by the city manager or designee to operate the apparatus used to make the measurements.
- B. Assessment Without Sound Level Meter. Any police officer, code enforcement officer, or other official designated by the city manager or designee who hears a noise or sound that is plainly audible, as defined in Section 11.80.020, in violation of this chapter, may enforce this chapter and shall assess the noise or sound according to the following standards:
- 1. The primary means of detection shall be by means of the official's normal hearing faculties, not artificially enhanced.

- 2. The official shall first attempt to have a direct line of sight and hearing to the vehicle or real property from which the sound or noise emanates so that the official can readily identify the offending source of the sound or noise and the distance involved. If the official is unable to have a direct line of sight and hearing to the vehicle or real property from which the sound or noise emanates, then the official shall confirm the source of the sound or noise by approaching the suspected vehicle or real property until the official is able to obtain a direct line of sight and hearing, and confirm the source of the sound or noise that was heard at the place of the original assessment of the sound or noise.
- 3. The official need not be required to identify song titles, artists, or lyrics in order to establish a violation. (Ord. 740 § 1.2, 2007)

## 11.80.060 Violation.

- A. Violation of Sound Level Limits. Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine not to exceed one thousand dollars (\$1,000.00) and/or six months in the county jail, or both. Notwithstanding the foregoing, any violation of the provisions of this chapter may, in the discretion of the citing officer or the city attorney, be cited and/or prosecuted as an infraction or be subject to civil citation pursuant to Chapter 1.10.
- B. Joint and Several Responsibility. In addition to the person causing the offending sound, the owner, tenant or lessee of property, or a manager, overseer or agent, or any other person lawfully entitled to possess the property from which the offending sound is emitted at the time the offending sound is emitted, shall be responsible for compliance with this chapter if the additionally responsible party knows or should have known of the offending noise disturbance. It shall not be a lawful defense to assert that some other person caused the sound. The lawful possessor or operator of the premises shall be responsible for operating or maintaining the premises in compliance with this chapter and may be cited regardless of whether or not the person actually causing the sound is also cited.
- C. Violation May be Declared a Public Nuisance. The operation or maintenance of any device, equipment, instrument, vehicle or machinery in violation of any provisions of this chapter which endangers the public health, safety and quality of life of residents in the area is declared to be a public nuisance, and may be subject to abatement summarily or by a restraining order or injunction issued by a court of competent jurisdiction. (Ord. 824 § 1.2, 2011; Ord. 740 § 1.2, 2007)

## **Contact:**

Moreno Valley City Clerk: (951) 413-3001

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**APPENDIX 5.1:** 

**STUDY AREA PHOTOS** 



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## JN: 14556 Study Area Photos

L1\_E 33, 55' 29.010000"117, 11' 33.210000"



L1\_N 33, 55' 28.990000"117, 11' 33.130000"



L1\_S 33, 55' 29.010000"117, 11' 33.180000"



L1\_W 33, 55' 13.570000"117, 11' 28.510000"



L2\_E 33, 55' 13.410000"117, 11' 28.570000"



L2\_N 33, 55' 13.460000"117, 11' 28.540000"



## JN: 14556 Study Area Photos

L2\_S 33, 55' 13.460000"117, 11' 28.540000"



12\_W 33, 54' 59.070000"117, 11' 38.180000"



L3\_E 33, 55' 7.640000"117, 11' 29.040000"



L3\_N 33, 55' 7.700000"117, 11' 29.060000"



L3\_S 33, 55' 7.700000"117, 11' 29.060000"



L3\_W 33, 55' 7.640000"117, 11' 29.060000"



## JN: 14556 Study Area Photos

L4\_E 33, 54' 59.130000"117, 11' 38.180000"



L4\_N 33, 54' 59.110000"117, 11' 38.180000"



L4\_S 33, 55' 28.990000"117, 11' 33.130000"



L4\_W 33, 54' 59.140000"117, 11' 38.210000"



L5\_E 33, 55' 3.510000"117, 11' 53.040000"



L5\_N 33, 55' 3.550000"117, 11' 52.990000"



## JN: 14556 Study Area Photos

L5\_\$ 33, 55' 3.520000"117, 11' 53.010000"



L5\_W 33, 55' 3.510000"117, 11' 53.040000"



L6\_E 33, 55' 15.660000"117, 11' 45.240000"



L6\_N 33, 55' 15.720000"117, 11' 45.270000"



L6\_S 33, 55' 15.660000"117, 11' 45.270000"



L6\_W 33, 55' 15.660000"117, 11' 45.210000"



# APPENDIX 5.2:

**NOISE LEVEL MEASUREMENT WORKSHEETS** 



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### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L1 - Located north of the site near the residence at 26783 Meter: Piccolo II JN: 14556 Source: Campus Point Drive Analyst: Z. Ibrahim Project: Town Center at Moreno Valley Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 Hourly 155.0 55.0 45.0 40.0 65. 53.2 49.8 56. 57 56. 49.2 55. 40 40.0 35.0 0 2 3 7 8 9 20 22 23 1 4 5 6 10 11 12 13 14 15 16 17 18 19 21 **Hour Beginning** Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Adj. L ea Hour L<sub>ea</sub> L min L eq Adj. L max 54.7 60.7 50.7 56.7 47.3 56.3 55.9 53.4 47.9 47.6 47.4 50.7 10.0 0 51.4 49.6 1 40.3 49.1 36.0 48.7 48.1 46.3 44.5 39.7 37.9 36.3 36.2 36.1 40.3 10.0 50.3 2 50.2 49.3 47.7 46.8 39.5 43.1 10.0 53.1 43.1 39.5 49.8 43.5 41.4 39.8 39.6 47.2 50.3 10.0 60.3 Night 3 50.3 54.7 47.1 54.5 54.2 53.4 52.6 51.1 49.6 47.7 47.4 4 46.4 54.2 41.5 53.9 53.4 51.8 50.3 46.5 44.4 42.0 41.8 41.6 46.4 10.0 56.4 5 46.9 46.5 51.7 10.0 51.7 59.3 46.4 59.0 58.7 57.3 55.8 51.8 49.7 47.3 61.7 10.0 6 55.1 65.0 45.1 64.5 63.9 62.2 60.4 544 51.0 46.4 45.7 45.2 55.1 65.1 51.7 72.9 72.3 70.7 69.4 66.4 63.5 53.0 51.9 65.1 65.1 73.7 53.6 0.0 65.1 8 57.1 50.9 51.0 57.1 57.1 65.6 65.2 64.8 63.1 61.5 56.8 54.7 51.9 51.3 0.0 9 56.5 65.0 51.6 64.8 64.3 62.8 61.0 55.8 53.5 52.0 51.9 51.7 56.5 0.0 56.5 10 60.6 59.0 52.5 50.9 50.6 54.9 0.0 54.9 54.9 63.0 50.5 62.8 62.3 54.3 51.1 11 54.0 65.3 41.5 64.9 64.1 60.9 58.9 52.7 47.7 42.8 42.2 41.7 54.0 0.0 54.0 12 42.4 59.5 48.9 43.1 42.6 54.3 0.0 54.3 54.3 64.5 63.9 63.2 61.4 53.8 43.9 13 53.2 63.8 43.0 63.4 62.9 60.8 58.1 51.3 47.6 44.0 43.5 43.1 53.2 0.0 53.2 Dav 14 56.8 66.4 43.7 66.0 65.2 64.1 63.2 55.2 51.1 45.6 44.9 44.0 56.8 0.0 56.8 15 60.5 43.1 42.4 55.3 66.1 42.3 65.7 65.1 63.0 53.8 49.3 43.9 55.3 0.0 55.3 16 54.6 65.1 42.3 64.7 64.1 61.7 59.8 53.5 49.5 44.0 43.1 42.4 54.6 0.0 54.6 17 56.2 67.5 42.8 67.2 66.5 63.9 61.7 53.2 49.4 44.7 43.8 42.9 56.2 0.0 56.2 18 51.7 60.7 43.2 60.4 60.0 58.1 56.3 51.3 48.5 44.8 44.1 43.4 51.7 0.0 51.7 19 54.4 64.9 46.0 64.0 61.5 59.2 52.8 49.9 47.1 46.7 46.2 54.4 5.0 59.4 64.5 20 49.8 58.3 43.7 57.9 57.3 55.6 54.0 49.7 47.6 44.8 44.3 43.8 49.8 5.0 54.8 21 51.1 59.2 45.1 58.9 58.5 56.7 55.0 50.9 49.2 46.3 45.8 45.3 51.1 5.0 56.1 22 10.0 49.2 56.0 43.6 55.8 55.4 54.0 52.7 49.7 47.8 44.7 44.2 43.8 49.2 59.2 Night 23 47.0 53.8 40.4 53.3 52.8 51.5 50.8 48.1 45.6 41.5 40.9 40.5 47.0 10.0 57.0 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max $L_{min}$ L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime 57.9 54.0 Nighttime Min 49.8 58.3 41.5 57.3 55.6 49.7 47.6 42.8 42.2 41.7 **CNEL** Dav Max 65.1 73.7 51.7 72.9 72.3 70.7 69.4 66.4 63.5 53.6 53.0 51.9 (7am-10pm) (10pm-7am) **Energy Average** 56.9 Average 64.2 63.6 61.7 59.8 54.1 50.9 46.7 46.1 45.5 56.9 58.6 50.0 40.3 49.1 48.7 48.1 46.3 44.5 39.7 37.9 36.3 36.2 36.1 Min 36.0 Night 55.1 65.0 47.3 64.5 63.9 62.2 60.4 54.4 51.0 47.9 47.6 47.4 Max



51.9

48.5

46.3

43.7

43.4

43.1

Average

55.1

54.6

53.2

50.0

### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L2 - Located east of the site near the residence at 13760 Nason Meter: Piccolo II JN: 14556 Project: Town Center at Moreno Valley Source: Street. Analyst: Z. Ibrahim Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 89 Hourly 155.0 55.0 45.0 40.0 40.0 35.0 0 2 3 4 6 7 8 9 10 12 19 20 21 22 23 1 5 11 13 14 15 16 17 18 **Hour Beginning** Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Adj. L ea Hour L<sub>ea</sub> L max L min L eq Adj. 69.4 59.4 38.7 67.5 65.0 40.4 39.7 38.9 59.4 10.0 0 71.3 70.8 70.2 56.4 47.3 1 58.0 70.2 35.4 69.8 69.1 66.5 64.0 52.5 43.2 36.3 35.8 35.5 58.0 10.0 68.0 2 65.2 63.2 36.9 36.3 57.3 10.0 67.3 57.3 68.8 36.2 68.3 67.6 54.9 47.0 38.2 Night 41.8 63.6 10.0 73.6 3 63.6 74.3 41.6 73.9 73.3 71.4 69.7 61.5 55.8 44.4 43.0 4 64.6 75.6 44.1 75.3 74.8 72.1 70.2 63.5 56.5 47.0 45.7 44.3 64.6 10.0 74.6 5 72.5 49.8 49.0 67.1 10.0 77.1 67.1 76.7 48.8 76.2 75.7 73.8 67.6 61.3 50.9 77.7 56.4 80.1 6 70.1 78.0 54.6 77.2 75.7 74.8 71.5 67.2 58.1 54.9 70.1 10.0 73.6 80.1 79.7 79.3 77.9 77.2 75.2 72.1 62.5 73.6 62.2 65.1 63.9 0.0 73.6 8 72.4 79.3 79.0 78.5 77.2 76.4 74.0 70.9 59.5 72.4 72.4 58.7 62.7 61.2 0.0 9 70.6 79.1 53.8 78.7 78.1 76.2 75.2 71.8 67.4 57.8 55.8 54.2 70.6 0.0 70.6 67.9 10 73.9 81.3 79.2 71.9 56.8 54.9 73.9 0.0 73.9 85.8 54.7 85.0 84.1 58.8 11 70.0 77.6 52.9 77.3 76.9 75.5 74.7 71.5 67.2 56.8 54.6 53.1 70.0 0.0 70.0 12 77.3 76.5 75.1 74.3 56.6 55.0 69.8 0.0 69.8 69.8 54.7 76.9 71.3 67.7 58.6 13 70.4 78.6 54.9 78.0 77.5 75.7 74.5 71.6 68.3 59.5 57.6 55.2 70.4 0.0 70.4 Dav 14 71.2 77.8 57.9 77.4 77.0 75.8 75.1 72.8 69.7 62.1 60.3 58.1 71.2 0.0 71.2 15 75.8 75.0 73.0 60.4 58.7 71.5 71.5 71.5 78.1 58.4 77.8 77.4 70.4 62.2 0.0 16 72.1 78.3 60.0 77.9 77.5 76.2 75.5 73.6 71.2 64.1 62.2 60.3 72.1 0.0 72.1 17 80.9 72.6 72.6 72.6 61.5 80.1 79.2 77.6 76.0 73.5 71.2 65.3 63.5 61.8 0.0 18 72.1 81.1 57.8 80.2 79.6 77.9 76.1 73.1 69.8 61.6 59.8 58.1 72.1 0.0 72.1 55.4 70.9 75.9 19 70.9 80.3 55.1 79.5 78.7 76.8 75.3 72.0 67.7 58.7 56.8 5.0 20 70.3 78.1 53.8 77.7 77.2 75.8 74.9 71.8 67.3 57.6 55.5 53.9 70.3 5.0 75.3 68.7 73.7 21 68.7 77.0 53.3 76.6 76.1 74.4 73.5 69.9 65.5 57.0 55.2 53.6 5.0 22 10.0 66.3 75.3 50.0 74.9 74.4 72.6 71.4 67.1 61.9 53.4 51.5 50.3 66.3 76.3 Night 23 63.5 73.5 44.7 73.1 72.7 70.7 69.2 63.5 57.2 47.3 46.2 44.9 63.5 10.0 73.5 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max $L_{min}$ L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime Nighttime Min 68.7 77.0 52.9 76.6 76.1 74.4 73.5 69.9 65.5 56.8 54.6 53.1 **CNEL** Dav Max 73.9 85.8 62.2 85.0 84.1 81.3 79.2 75.2 72.1 65.3 63.9 62.5 (7am-10pm) (10pm-7am) 57.0 **Energy Average** 71.6 Average 78.8 78.3 76.6 75.5 72.5 69.0 60.5 58.7



71.6

65.1

73.8

35.5

54.9

44.0

63.2

74.8

68.9

65.2

75.7

70.6

52.5

71.5

62.1

43.2

67.2

55.3

36.3

58.1

46.2

35.8

56.4

45.0

68.8

78.0

Average

68.3

77.7

73.3

35.4

54.6

67.6

77.2

72.8

57.3

70.1

65.1

Min

Max

**Energy Average** 

Night

### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L3 - Located east of the site near the residence at 13860 Nason Meter: Piccolo II JN: 14556 Project: Town Center at Moreno Valley Source: Street. Analyst: Z. Ibrahim Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 68.3 69 99 Hourly 155.0 55.0 45.0 40.0 40.0 35.0 0 2 3 4 6 7 8 9 10 12 18 19 20 21 22 23 1 5 11 13 14 15 16 17 **Hour Beginning** Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% L<sub>eq</sub> Adj. L ea Hour L<sub>ea</sub> L max L min Adj. 42.0 57.9 68.7 65.6 63.3 42.8 41.3 57.9 10.0 67.9 0 69.1 41.2 68.2 56.3 49.9 1 56.8 68.0 39.1 67.7 67.2 64.8 62.0 54.9 48.5 40.7 39.8 39.2 56.8 10.0 66.8 2 62.8 60.4 53.8 38.9 38.4 54.8 10.0 64.8 54.8 65.2 38.3 64.9 64.6 47.1 39.3 Night 44.4 60.8 10.0 70.8 3 60.8 70.6 43.0 70.3 69.8 68.2 66.8 60.0 53.7 45.9 45.1 4 63.2 73.4 46.9 73.0 72.5 70.4 68.7 62.8 57.6 49.5 48.4 47.2 63.2 10.0 73.2 5 50.6 66.3 10.0 66.3 75.2 50.4 74.9 74.4 72.7 71.5 67.0 62.1 53.8 52.4 76.3 73.8 66.9 56.7 10.0 6 69.3 76.9 56.5 76.6 76.1 74.6 70.7 59.1 57.8 69.3 79.3 71.7 77.2 77.0 76.7 75.9 75.3 73.3 70.8 63.1 61.9 71.7 71.7 61.7 64.4 0.0 8 70.9 76.4 75.4 74.8 72.4 59.0 70.9 70.9 76.8 58.7 76.6 69.7 62.6 61.0 0.0 9 69.4 77.4 55.5 77.0 76.5 75.1 73.8 70.6 59.1 57.4 55.9 69.4 0.0 69.4 66.6 10 82.3 57.0 78.6 76.4 70.8 58.6 57.3 71.6 0.0 71.6 71.6 81.9 81.2 67.3 59.9 11 69.1 76.9 54.6 76.6 76.1 74.4 73.3 70.5 66.7 58.0 56.2 54.9 69.1 0.0 69.1 12 75.0 73.6 72.8 70.0 57.5 56.2 68.5 0.0 68.5 68.5 75.2 56.0 74.6 66.4 58.8 13 68.5 75.6 57.4 75.3 74.9 73.6 72.8 69.9 66.5 60.0 58.8 57.6 68.5 0.0 68.5 Dav 14 69.6 75.6 57.2 75.4 75.0 74.3 73.7 71.2 68.1 60.8 59.1 57.5 69.6 0.0 69.6 15 74.3 73.4 60.5 59.2 69.5 76.1 59.0 75.9 75.4 70.9 67.9 61.6 69.5 0.0 69.5 16 69.6 75.7 58.1 75.4 75.0 74.0 73.5 71.3 68.2 61.3 59.6 58.3 69.6 0.0 69.6 17 68.5 59.8 70.3 70.3 70.3 77.3 59.5 77.1 76.7 75.5 74.4 71.6 62.0 60.8 0.0 18 71.2 82.7 58.0 82.3 81.3 77.0 75.3 70.6 67.1 60.4 59.1 58.2 71.2 0.0 71.2 75.5 73.3 19 68.3 76.3 56.7 76.0 73.7 72.7 69.5 65.6 58.9 57.9 56.8 68.3 5.0 20 68.1 75.7 56.0 75.4 75.0 73.4 72.4 69.4 65.6 58.6 57.3 56.1 68.1 5.0 73.1 21 71.4 54.0 66.7 74.8 53.9 74.5 74.0 72.4 67.8 63.7 56.4 66.7 5.0 71.7 22 10.0 64.2 72.6 50.7 72.3 71.9 70.5 69.4 64.8 60.5 53.3 51.8 50.9 64.2 74.2 Night 23 61.6 71.2 46.5 70.9 70.4 68.6 66.8 61.4 56.8 48.7 47.5 46.7 61.6 10.0 71.6 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max $L_{min}$ L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime Nighttime Min 66.7 74.8 53.9 74.5 74.0 72.4 71.4 67.8 63.7 56.4 55.2 54.0 **CNEL** Dav Max 71.7 82.7 61.7 82.3 81.3 78.6 76.4 73.3 70.8 64.4 63.1 61.9 (7am-10pm) (10pm-7am) **Energy Average** 69.7 Average 76.8 76.3 74.7 73.7 70.7 67.2 60.2 58.8 57.5 72.2 69.7 63.8 54.8 65.2 64.9 64.6 62.8 60.4 53.8 47.1 39.3 38.9 38.4 Min 38.3



73.8

67.0

70.7

61.3

66.9

55.9

59.1

48.1

57.8

47.1

56.7

46.2

76.9

Average

56.5

76.6

71.0

76.1

70.6

74.6

68.7

69.3

63.8

Max

**Energy Average** 

Night

### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L4 - Located south of the site near the residence at 26871 Meter: Piccolo II JN: 14556 Source: Alessandro Blvd. Analyst: Z. Ibrahim Project: Town Center at Moreno Valley Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 Hourly 155.0 55.0 45.0 40.0 ₩. 50. 42 43 8. 48. 45 45. 37 37 43 37 40.0 35.0 0 7 8 20 21 22 23 1 2 3 4 5 6 9 10 11 12 13 14 15 16 17 18 19 **Hour Beginning** Adj. L eq Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% L<sub>eq</sub> Hour L<sub>ea</sub> L min Adj. L max 34.4 47.8 42.2 33.9 41.9 41.5 40.8 40.4 34.8 34.0 37.8 10.0 0 37.8 38.7 37.3 1 37.2 42.9 33.0 42.6 42.2 41.2 40.5 38.0 35.9 33.6 33.3 33.1 37.2 10.0 47.2 2 42.7 41.0 40.3 32.2 32.0 36.6 10.0 46.6 36.6 32.0 42.4 42.0 37.4 35.0 32.5 34.2 37.8 10.0 47.8 Night 3 37.8 42.3 34.1 42.0 41.6 40.9 40.4 38.7 37.1 34.8 34.5 4 41.1 46.5 36.7 46.2 45.8 44.9 44.2 41.9 40.0 37.4 37.1 36.8 41.1 10.0 51.1 5 48.9 47.9 47.4 44.5 42.0 41.5 45.0 10.0 45.0 49.2 41.4 48.6 45.8 42.3 55.0 48.2 47.5 44.9 10.0 6 44 9 49.4 41.3 49.2 49.0 45.6 44.1 42.2 41.8 41.4 54.9 48.6 55.5 55.1 54.0 53.0 43.8 43.4 43.0 48.6 56.0 42.9 48.8 46.6 0.0 48.6 8 50.3 54.5 53.8 53.2 47.4 46.1 50.3 50.3 45.9 54.1 52.7 51.2 49.8 46.8 0.0 9 47.1 55.5 41.2 54.8 54.2 52.7 51.8 47.9 43.6 41.9 41.6 41.3 47.1 0.0 47.1 10 40.4 50.9 50.3 49.0 48.1 44.5 43.0 40.9 40.5 44.4 44.4 44.4 51.4 41.2 0.0 11 44.4 52.3 39.4 51.5 50.8 49.4 48.6 44.4 42.4 40.3 39.9 39.6 44.4 0.0 44.4 12 52.7 49.6 48.0 42.2 40.1 39.8 39.5 44.3 0.0 44.3 44.3 39.4 52.2 51.6 44.3 13 42.4 48.3 38.9 47.8 47.2 45.9 45.1 43.1 41.5 39.6 39.3 39.0 42.4 0.0 42.4 Dav 14 43.5 50.3 38.8 49.9 49.4 48.2 47.2 43.9 42.0 39.7 39.3 38.9 43.5 0.0 43.5 15 52.9 40.4 48.2 57.1 40.0 55.9 54.7 51.8 48.6 46.2 42.6 41.7 48.2 0.0 48.2 16 54.1 63.2 43.9 62.2 61.4 60.0 59.0 54.4 51.3 46.6 45.7 44.5 54.1 0.0 54.1 17 52.3 47.8 52.7 44.3 51.8 50.7 50.0 48.5 47.3 45.1 44.8 44.4 47.8 0.0 47.8 18 48.4 53.4 45.1 53.0 52.5 51.7 51.2 48.8 47.7 45.8 45.6 45.2 48.4 0.0 48.4 42.5 19 45.0 50.8 42.4 49.9 49.0 47.6 47.0 45.6 44.5 43.0 42.8 45.0 5.0 50.0 20 45.9 50.0 42.6 49.6 49.1 48.4 48.1 46.8 45.6 43.4 43.0 42.6 45.9 5.0 50.9 21 49.8 44.8 48.9 42.0 48.6 48.2 47.4 46.9 45.5 44.3 42.6 42.3 42.0 44.8 5.0 22 10.0 43.6 47.3 40.3 47.1 46.7 46.2 45.9 44.4 43.1 41.2 40.8 40.4 43.6 53.6 Night 23 42.2 47.4 37.6 47.1 46.8 45.9 45.2 43.3 41.2 38.6 38.1 37.7 42.2 10.0 52.2 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max $L_{min}$ L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime 47.8 45.9 Nighttime Min 42.4 48.3 38.8 47.2 45.1 43.1 41.5 39.6 39.3 38.9 **CNEL** Dav Max 54.1 63.2 45.9 62.2 61.4 60.0 59.0 54.4 51.3 47.4 46.8 46.1 (7am-10pm) (10pm-7am) **Energy Average** 47.8 Average 52.5 51.9 50.7 49.9 47.1 45.2 42.9 42.5 42.0 47.8 50.2 36.6 42.2 41.9 41.5 40.8 40.3 37.4 35.0 32.5 32.2 32.0 Min 32.0 Night 45.0 49.4 41.4 49.2 49.0 48.2 47.5 45.8 44.5 42.3 42.0 41.5 Max



43.5

41.5

39.8

37.5

37.1

36.8

Average

45.3

44.9

44.1

41.8

### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L5 - Located south of the site at the Valley Christian Academy Meter: Piccolo II JN: 14556 Project: Town Center at Moreno Valley Source: located at 26755 Alessandro Blvd. Analyst: Z. Ibrahim Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 69 89 89 Hourly 155.0 55.0 45.0 40.0 40.0 35.0 0 2 3 7 8 9 10 12 18 19 20 21 22 23 1 4 5 6 11 13 14 15 16 17 **Hour Beginning** Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Adj. L ea Hour L<sub>ea</sub> L max L min L eq Adj. 59.1 72.5 70.9 66.9 64.0 53.4 43.4 37.7 37.3 36.8 59.1 10.0 69.1 0 36.7 71.9 1 58.7 71.8 35.7 71.5 70.6 67.2 63.9 49.9 41.0 36.3 36.0 35.7 58.7 10.0 68.7 2 52.3 65.1 60.8 58.2 43.9 34.7 34.5 52.3 10.0 62.3 34.5 64.6 63.8 37.3 34.9 Night 3 58.7 56.2 36.4 50.6 10.0 60.6 50.6 63.0 36.3 62.7 62.0 45.0 39.6 36.9 36.7 4 57.5 71.0 38.7 70.5 69.2 64.5 62.2 53.3 44.7 39.7 39.3 38.8 57.5 10.0 67.5 5 42.7 65.3 43.7 43.0 59.9 10.0 69.9 59.9 70.9 70.6 70.0 67.4 58.5 53.0 44.5 47.5 68.9 49.2 47.8 10.0 73.5 6 63.5 73.2 72.8 72.3 70.4 63.8 58 2 50.6 63.5 77.5 53.8 77.1 76.3 74.5 73.5 65.3 56.7 55.2 54.0 68.7 0.0 68.7 69.9 68.7 8 73.4 80.7 77.2 56.5 54.2 52.2 73.4 73.4 86.2 51.5 85.7 84.6 71.0 66.8 0.0 9 68.9 78.6 49.5 78.2 77.4 75.0 73.8 69.7 65.0 53.5 51.4 49.8 68.9 0.0 68.9 10 68.5 77.9 47.8 77.6 77.0 74.8 73.5 52.8 50.6 48.2 68.5 0.0 68.5 69.3 64.1 11 68.5 77.5 51.0 77.1 76.4 74.5 73.3 69.6 64.8 55.9 54.1 51.3 68.5 0.0 68.5 12 69.5 79.6 79.2 78.4 75.5 73.7 70.1 54.4 52.3 69.5 0.0 69.5 52.0 65.9 56.7 13 68.8 77.7 48.4 77.3 76.7 74.7 73.5 69.9 65.4 54.0 51.4 48.7 68.8 0.0 68.8 Dav 14 68.9 78.5 52.3 78.0 77.1 74.3 72.9 70.0 66.0 56.7 54.6 52.5 68.9 0.0 68.9 15 77.9 74.7 73.5 70.9 58.0 55.5 69.7 55.1 77.5 76.8 67.8 60.1 69.7 0.0 69.7 16 70.9 78.7 58.8 78.3 77.6 75.6 74.7 72.2 69.2 62.0 60.6 59.0 70.9 0.0 70.9 17 80.3 79.9 78.9 76.2 74.9 72.7 58.8 71.6 71.6 58.3 70.2 62.9 60.8 0.0 71.6 18 70.5 77.8 55.9 77.4 76.8 75.2 74.3 71.9 69.0 60.5 58.3 56.2 70.5 0.0 70.5 19 73.8 52.1 69.6 74.6 69.6 78.3 51.8 77.9 77.1 75.0 70.8 67.0 55.7 53.5 5.0 20 68.7 77.5 48.4 77.0 76.3 74.6 73.6 70.2 65.2 52.2 50.2 48.6 68.7 5.0 73.7 21 75.5 47.5 67.9 72.9 67.9 76.6 47.2 76.1 73.8 73.0 69.4 63.7 50.9 48.8 5.0 22 44.7 10.0 66.1 76.9 76.5 75.6 73.0 71.4 65.9 58.7 46.9 45.6 44.8 66.1 76.1 Night 23 64.1 76.1 42.2 75.7 74.9 71.6 69.5 61.9 53.3 43.3 42.8 42.3 64.1 10.0 74.1 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max $L_{min}$ L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime Nighttime Min 67.9 76.6 47.2 76.1 75.5 73.8 72.9 69.3 63.7 50.9 48.8 47.5 **CNEL** Dav Max 73.4 86.2 58.8 85.7 84.6 80.7 77.2 72.7 70.2 62.9 60.8 59.0 (7am-10pm) (10pm-7am) **Energy Average** 69.9 Average 78.3 77.5 75.3 73.9 70.5 66.3 56.5 54.4 52.4



69.9

61.3

71.2

34.5

47.8

40.0

56.2

71.4

64.4

43.9

65.9

55.1

37.3

58.7

47.7

34.9

50.6

41.2

34.7

49.2

40.6

63.0

76.9

Average

62.7

76.5

70.8

34.5

47.5

62.0

75.6

69.9

58.7

73.0

66.7

50.6

66.1

61.3

Min

Max

Night

### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L6 - Located west of the site near the residence at 26606 Meter: Piccolo II JN: 14556 Project: Town Center at Moreno Valley Source: Danube Way Analyst: Z. Ibrahim Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 Hourly 155.0 55.0 45.0 40.0 6 55. 55. 22 53. 40.0 35.0 0 2 3 7 8 9 19 20 22 23 1 4 5 6 10 11 12 13 14 15 16 17 18 21 **Hour Beginning** Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Adj. L ea Hour $L_{eq}$ L max L min L eq Adj. 59.4 49.4 39.0 58.9 55.7 54.0 47.4 40.0 39.7 39.2 49.4 10.0 0 62.7 61.0 43.8 1 43.6 52.7 37.2 52.2 51.5 49.8 48.1 43.1 40.4 37.9 37.6 37.3 43.6 10.0 53.6 2 48.2 46.5 45.5 37.2 36.8 41.4 10.0 51.4 41.4 36.8 48.0 47.6 41.9 39.2 37.4 38.1 37.9 41.2 10.0 51.2 Night 3 41.2 47.6 37.8 47.0 46.5 45.3 44.5 41.6 40.0 38.4 4 47.1 55.5 40.2 55.1 54.6 53.2 51.5 47.2 44.3 41.3 40.8 40.3 47.1 10.0 57.1 5 49.0 42.9 54.3 53.2 49.2 47.0 43.9 43.5 43.0 49.0 10.0 59.0 56.0 55.6 55.3 56.1 55.0 44.9 44.2 10.0 6 51.0 58.1 44 1 57.8 57.4 51.8 49.1 45.6 51.0 61.0 55.1 61.3 59.8 58.7 56.0 49.7 49.0 48.3 55.1 62.0 48.1 61.8 53.3 0.0 55.1 8 55.5 49.9 60.5 59.5 58.9 50.6 50.0 55.5 55.5 61.1 60.8 56.5 54.2 51.1 0.0 9 55.3 63.9 47.1 63.3 62.6 60.9 59.9 55.8 52.3 48.5 47.8 47.3 55.3 0.0 55.3 10 60.1 47.7 59.6 58.6 57.8 52.7 48.9 48.4 47.9 54.1 54.1 54.1 59.9 55.1 0.0 11 54.0 60.3 47.3 60.1 59.7 58.7 58.0 55.0 52.3 48.7 48.1 47.5 54.0 0.0 54.0 12 55.5 48.9 61.5 59.1 53.0 49.5 49.0 55.5 0.0 55.5 64.6 64.4 63.6 55.4 50.0 13 55.6 65.3 47.1 64.4 63.7 61.7 60.1 55.4 52.7 48.7 48.0 47.3 55.6 0.0 55.6 Dav 14 54.9 47.6 61.3 60.9 59.6 58.8 55.8 53.3 49.5 48.7 47.8 54.9 0.0 54.9 61.8 15 59.5 58.7 48.7 47.8 55.1 55.1 61.3 47.5 61.0 60.6 56.4 53.8 49.5 0.0 55.1 16 55.3 61.7 48.3 61.3 60.9 59.8 58.9 56.3 53.8 49.9 49.2 48.5 55.3 0.0 55.3 17 48.4 55.6 55.6 62.0 48.3 61.7 61.3 60.1 59.3 56.8 54.0 49.8 49.0 0.0 55.6 18 54.2 59.9 47.5 59.7 59.4 58.7 58.1 55.5 52.8 48.9 48.3 47.7 54.2 0.0 54.2 19 57.0 53.0 61.4 46.0 60.9 60.3 58.6 53.5 50.7 47.0 46.6 46.0 53.0 5.0 58.0 20 52.5 58.3 46.7 58.0 57.6 56.8 56.0 53.4 51.1 47.9 47.4 46.9 52.5 5.0 57.5 21 53.0 58.0 53.0 59.7 47.7 59.1 58.5 57.2 56.2 53.7 51.8 48.9 48.4 47.8 5.0 22 10.0 51.5 57.8 46.2 57.5 57.2 56.4 55.5 52.3 49.7 47.1 46.7 46.3 51.5 61.5 Night 23 49.9 58.0 43.4 57.5 56.9 55.1 53.8 50.3 47.8 44.6 44.1 43.5 49.9 10.0 59.9 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max $L_{min}$ L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime 58.0 56.0 50.7 Nighttime Min 52.5 58.3 46.0 57.6 56.8 53.4 47.0 46.6 46.0 **CNEL** Dav Max 55.6 65.3 49.9 64.4 63.7 61.7 60.1 56.8 54.2 51.1 50.6 50.0 (7am-10pm) (10pm-7am) **Energy Average** 54.7 Average 61.2 60.7 59.4 58.4 55.4 52.8 49.1 48.5 47.9 48.5 57.0 54.7 41.2 47.6 47.0 46.5 45.3 44.5 41.6 39.2 37.4 37.2 36.8 Min 36.8 Night 51.5 62.7 46.2 61.0 58.9 56.4 55.5 52.3 49.7 47.1 46.7 46.3 Max



51.2

47.2

44.6

41.8

41.4

41.0

Average

54.6

54.0

52.5

48.5

### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L7 - Located west of the site near the residence at 26722 Bay Meter: Piccolo II JN: 14556 Analyst: Z. Ibrahim Project: Town Center at Moreno Valley Source: Avenue. Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 Hourly 155.0 55.0 45.0 40.0 61. 56.8 59. 59 58. 51.8 57. 56. 50. 53. 43. 40.0 35.0 0 2 3 7 8 9 10 20 22 23 1 4 5 6 11 12 13 14 15 16 17 18 19 21 **Hour Beginning** Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Adj. L ea Hour L<sub>ea</sub> L max L min L eq Adj. 40.3 53.8 39.9 61.9 59.5 44.0 40.7 40.0 53.8 10.0 63.8 0 67.2 66.6 65.2 46.8 1 43.6 52.9 38.2 52.3 51.4 48.0 46.7 43.6 41.6 39.0 38.6 38.3 43.6 10.0 53.6 2 41.5 48.5 46.0 44.9 37.2 41.5 10.0 51.5 49.8 37.1 49.2 41.8 39.5 37.6 37.4 38.1 42.4 10.0 52.4 Night 3 42.4 51.1 38.1 50.5 49.6 47.2 45.9 42.6 40.2 38.6 38.4 4 47.9 58.1 40.9 57.5 56.4 53.5 51.6 47.9 45.2 41.7 41.3 40.9 47.9 10.0 57.9 5 54.0 47.5 43.7 43.3 50.0 10.0 60.0 50.0 59.5 43.2 58.7 57.7 55.3 50.0 44.3 62.9 69.3 49.5 10.0 72.9 6 62.9 74.7 49.0 73.3 72.4 68.2 63.9 52.2 49.8 49.1 70.4 69.3 68.5 59.7 53.0 52.5 61.5 61.5 52.3 66.8 65.3 62.7 53.4 61.5 0.0 8 55.7 54.4 59.6 59.6 59.6 65.6 54.2 65.0 64.4 63.2 62.6 60.7 58.5 55.1 0.0 9 58.3 64.7 53.6 64.0 63.3 61.9 61.2 59.2 57.2 54.8 54.3 53.8 58.3 0.0 58.3 10 58.9 62.6 55.0 54.4 58.9 58.9 65.6 54.2 64.9 64.2 61.6 59.6 58.1 55.5 0.0 11 55.9 62.4 50.5 61.9 61.3 60.0 59.1 56.7 54.8 51.9 51.4 50.7 55.9 0.0 55.9 12 69.9 68.0 64.9 62.9 54.4 53.8 59.8 0.0 59.8 59.8 53.6 69.1 59.4 57.6 55.0 13 61.3 72.9 51.7 71.9 70.8 68.4 66.7 59.0 55.8 53.1 52.6 51.9 61.3 0.0 61.3 Dav 14 57.4 64.6 63.8 63.2 61.8 60.9 58.1 55.9 53.0 52.4 51.8 57.4 0.0 57.4 51.5 15 60.1 50.2 56.8 63.6 49.7 63.1 62.5 61.2 57.6 55.6 52.1 51.3 56.8 0.0 56.8 16 56.5 66.4 49.3 65.9 65.1 61.9 59.9 56.2 54.1 50.7 50.1 49.4 56.5 0.0 56.5 17 48.4 54.5 63.3 48.3 62.4 61.5 59.3 57.7 54.8 52.8 49.6 49.0 54.5 0.0 54.5 18 55.0 62.9 47.7 62.5 62.1 61.1 60.4 54.1 52.0 48.9 48.3 47.9 55.0 0.0 55.0 19 51.8 59.6 46.4 59.0 58.2 56.3 55.3 52.3 50.3 47.2 46.8 46.5 51.8 5.0 56.8 20 50.9 58.1 45.6 57.5 56.9 55.1 54.1 51.6 49.6 46.7 46.2 45.7 50.9 5.0 55.9 21 52.0 57.0 52.0 59.2 47.2 58.6 55.4 54.7 52.8 51.0 48.2 47.8 47.4 5.0 22 10.0 51.1 59.8 46.5 59.0 58.0 55.8 54.7 51.1 49.4 47.3 46.9 46.6 51.1 61.1 Night 23 50.0 59.0 44.7 58.7 58.2 55.5 53.2 49.8 47.8 45.5 45.1 44.8 50.0 10.0 60.0 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max $L_{min}$ L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime 54.1 Nighttime Min 50.9 58.1 45.6 57.5 56.9 55.1 51.6 49.6 46.7 46.2 45.7 **CNEL** Dav Max 61.5 72.9 54.2 71.9 70.8 68.4 66.7 62.7 59.7 55.7 55.1 54.4 (7am-10pm) (10pm-7am) **Energy Average** 57.8 Average 63.9 63.2 61.3 60.2 57.0 54.9 51.7 51.2 50.6 61.8 57.8 54.6 41.5 49.8 49.2 48.5 46.0 44.9 41.8 39.5 37.6 37.4 37.2 Min 37.1 Night 62.9 74.7 49.0 73.3 72.4 69.3 68.2 63.9 52.2 49.8 49.5 49.1 Max



53.2

48.6

45.3

42.7

42.4

42.0

Average

58.4

57.5

54.7

54.6

### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L8 - Located northwest of the site near the residence at 26656 Meter: Piccolo II JN: 14556 Project: Town Center at Moreno Valley Source: Quartz Road Analyst: Z. Ibrahim Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 Hourly 155.0 55.0 45.0 40.0 58.0 58.0 59. 58. 56. 27 27 56. 57. 56. 53 40.0 35.0 0 2 3 7 8 9 10 20 22 23 1 4 5 6 11 12 13 14 15 16 17 18 19 21 **Hour Beginning** Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Adj. L ea Hour $L_{eq}$ L max L min L eq Adj. 44.8 44.8 54.8 56.1 35.8 55.9 55.3 52.1 49.4 42.4 38.9 36.1 35.9 10.0 0 36.3 49.0 10.0 1 42.0 52.7 35.2 52.2 51.8 46.7 39.9 37.0 35.7 35.5 35.3 42.0 52.0 2 41.1 52.1 48.6 46.1 33.8 33.7 41.1 10.0 51.1 33.6 51.7 51.3 38.1 35.2 33.9 Night 34.8 43.1 10.0 53.1 3 43.1 54.0 34.8 53.6 53.2 50.6 48.1 40.7 37.6 35.2 35.0 4 48.4 58.6 37.1 58.4 57.9 55.5 53.5 47.9 42.2 37.8 37.4 37.2 48.4 10.0 58.4 5 40.5 47.1 40.6 51.9 10.0 61.9 51.9 61.7 61.4 60.9 58.7 57.1 51.7 41.6 41.1 59.2 42.9 54.5 10.0 64.5 6 54.5 63.9 42.7 63.6 63.1 60.9 54.8 51.0 447 43.8 57.3 61.7 57.8 54.8 49.3 48.2 47.1 57.3 65.7 46.9 65.4 64.9 63.1 0.0 57.3 8 59.3 68.5 48.0 67.9 67.3 49.4 48.3 59.3 59.3 65.0 63.6 59.6 56.4 50.6 0.0 9 58.5 67.9 46.4 67.3 66.7 64.5 63.3 59.0 55.0 48.9 47.8 46.7 58.5 0.0 58.5 10 58.0 47.5 65.3 63.6 62.5 49.7 48.7 47.7 58.0 58.0 66.2 65.7 58.7 55.5 0.0 11 58.6 69.6 44.8 69.2 68.8 65.9 63.4 57.2 53.5 47.4 46.2 45.0 58.6 0.0 58.6 12 45.5 62.3 60.5 53.4 46.8 45.7 56.3 0.0 56.3 56.3 65.7 65.4 64.8 56.4 48.1 13 55.9 65.0 44.8 64.5 63.8 61.9 60.5 56.3 53.2 47.4 46.3 45.0 55.9 0.0 55.9 Dav 14 56.2 64.6 44.7 64.3 63.8 61.9 60.7 56.9 53.2 47.1 46.0 44.9 56.2 0.0 56.2 15 62.5 57.9 57.9 57.9 68.0 46.5 67.5 66.8 64.8 57.4 54.4 49.1 47.8 46.7 0.0 16 58.0 65.9 48.3 65.5 64.9 63.4 62.4 58.7 55.6 50.7 49.5 48.5 58.0 0.0 58.0 17 47.5 57.9 57.9 57.9 66.7 47.3 66.4 65.8 63.8 62.2 58.4 55.2 49.8 48.5 0.0 18 56.6 65.6 45.9 65.3 64.8 63.0 61.1 56.7 53.7 47.9 46.9 46.0 56.6 0.0 56.6 19 55.6 45.0 64.9 61.9 60.1 55.6 52.4 46.8 46.1 45.2 55.6 5.0 60.6 65.4 64.2 20 54.3 63.1 42.8 62.8 62.2 60.4 58.9 54.8 51.4 44.7 43.7 42.9 54.3 5.0 59.3 21 58.3 53.3 63.0 41.4 62.7 62.1 60.0 57.9 53.4 49.3 43.2 42.3 41.6 53.3 5.0 22 10.0 51.9 62.2 41.5 61.9 61.4 58.8 56.6 51.5 47.4 42.5 41.9 41.6 51.9 61.9 Night 23 51.9 62.6 42.9 62.3 61.9 59.6 56.9 49.9 46.7 43.6 43.4 43.0 51.9 10.0 61.9 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max L min L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime 57.9 Nighttime Min 53.3 63.0 41.4 62.7 62.1 60.0 53.4 49.3 43.2 42.3 41.6 **CNEL** Dav Max 59.3 69.6 48.3 69.2 68.8 65.9 63.6 59.6 56.4 50.7 49.5 48.5 (7am-10pm) (10pm-7am) **Energy Average** 57.2 Average 65.7 65.1 63.0 61.4 57.1 53.8 48.0 46.9 45.9 58.9 57.2 50.0 41.1 52.1 51.7 51.3 48.6 46.1 38.1 35.2 33.9 33.8 33.7 Min 33.6 Night



59.2

52.6

54.8

46.3

51.0

42.6

44.7

39.0

43.8

38.7

43.0

38.3

63.9

Average

42.9

63.6

57.9

63.1

57.4

60.9

54.9

54.5

50.0

Max

### 24-Hour Noise Level Measurement Summary Date: Thursday, December 5, 2024 Location: L9 - Located east of the site near the Moreno Elementary Meter: Piccolo II JN: 14556 Project: Town Center at Moreno Valley Source: School at 13700 Nason Street. Analyst: Z. Ibrahim Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 Hourly 155.0 55.0 45.0 40.0 9 9 59. 29 59 58. 58. 57. 57. 54. 37. 40.0 35.0 0 2 3 7 8 9 10 13 18 19 20 21 22 23 1 4 5 6 11 12 14 15 16 17 **Hour Beginning** Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Adj. L ea Hour $L_{eq}$ L max L min L eq Adj. 54.4 39.4 53.7 43.7 54.0 53.3 50.0 47.5 41.3 40.3 39.5 39.3 43.7 10.0 0 39.2 1 42.5 51.6 38.3 51.3 50.9 48.7 46.6 40.9 39.2 38.6 38.5 38.4 42.5 10.0 52.5 2 39.1 37.1 38.9 38.6 38.4 37.9 37.3 37.2 37.7 10.0 47.7 37.7 39.0 37.6 37.3 Night 3 52.5 38.3 42.4 10.0 52.4 42.4 38.3 52.2 51.8 49.0 46.2 39.8 39.1 38.5 38.4 4 46.0 56.2 41.2 55.9 55.3 53.1 50.8 43.2 41.9 41.5 41.4 41.3 46.0 10.0 56.0 5 42.5 55.4 44.1 42.9 42.7 42.6 50.2 10.0 60.2 50.2 61.5 61.2 60.7 58.1 46.1 59.2 47.0 42.9 54.2 10.0 64.2 6 54.2 65.1 42.8 64.8 64.4 61.6 52.7 43.3 43.1 58.2 48.8 66.1 64.2 58.6 55.2 50.7 49.8 49.1 58.2 66.8 66.5 62.8 0.0 58.2 8 60.7 73.7 72.5 71.2 66.9 55.4 50.5 60.7 0.0 60.7 50.2 64.3 58.9 51.8 51.2 9 58.3 67.8 47.2 67.6 67.2 65.0 63.5 58.2 53.6 48.9 48.3 47.4 58.3 0.0 58.3 10 57.7 43.7 67.3 65.0 63.3 50.5 44.5 43.9 57.7 0.0 57.7 68.2 67.8 56.6 45.1 11 57.8 67.2 45.3 66.9 66.5 64.6 63.0 57.8 53.1 46.7 46.1 45.5 57.8 0.0 57.8 12 58.6 68.9 45.1 68.0 65.6 63.8 58.0 53.0 47.0 46.2 45.3 58.6 0.0 58.6 68.6 13 58.7 69.0 43.7 68.4 67.8 65.9 64.4 58.1 52.6 45.5 44.6 43.9 58.7 0.0 58.7 Dav 14 59.6 70.6 49.6 69.4 68.3 65.6 63.3 59.3 56.4 51.9 51.1 50.1 59.6 0.0 59.6 15 50.1 49.2 60.5 60.5 71.8 48.8 71.1 70.0 66.7 64.7 60.1 56.2 51.1 60.5 0.0 16 59.3 67.9 45.9 67.5 67.1 65.4 64.3 60.1 55.4 47.9 46.9 46.2 59.3 0.0 59.3 17 59.1 47.4 59.1 67.2 47.3 66.8 66.5 65.1 63.9 60.0 56.1 49.2 48.2 0.0 59.1 18 58.8 67.0 49.5 66.8 66.4 64.7 63.5 59.5 55.9 51.0 50.2 49.6 58.8 0.0 58.8 19 47.0 57.6 57.6 67.0 46.1 66.3 64.3 63.0 57.7 52.7 47.5 46.3 5.0 62.6 66.7 20 55.4 65.6 42.4 65.3 65.0 62.7 60.9 54.5 48.7 43.4 42.9 42.5 55.4 5.0 60.4 21 59.3 54.3 43.1 64.9 64.4 62.0 60.0 52.2 46.7 43.8 43.5 43.2 54.3 5.0 22 10.0 51.2 62.4 42.7 62.1 61.8 59.1 56.3 47.6 44.4 43.1 42.9 42.8 51.2 61.2 Night 23 48.0 58.1 42.4 57.8 57.5 55.0 52.1 46.0 43.7 42.8 42.6 42.5 48.0 10.0 58.0 Leg (dBA) **Timeframe** Hour L<sub>eq</sub> L max $L_{min}$ L1% L2% L5% L8% L25% L50% L90% L95% L99% 24-Hour Daytime Nighttime Min 54.3 65.4 42.4 64.9 64.4 62.0 60.0 52.2 46.7 43.4 42.9 42.5 **CNEL** Dav Max 60.7 73.7 50.2 72.5 71.2 66.9 64.7 60.1 56.4 51.9 51.2 50.5 (7am-10pm) (10pm-7am) **Energy Average** 58.6 Average 67.8 67.2 64.9 63.2 58.0 53.4 48.1 47.4 46.7 59.2 58.6 48.7 37.7 39.1 39.0 38.9 38.6 38.4 37.9 37.6 37.3 37.3 37.2 Min 37.1 Night



59.2

50.3

52.7

43.9

47.0

41.9

43.3

40.8

43.1

40.7

42.9

40.6

65.1

Average

42.8

64.8

55.4

64.4

55.0

61.6

52.6

54.2

48.7

Max

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### **APPENDIX 7.1:**

**OFF-SITE TRAFFIC NOISE LEVEL CALCULATIONS** 



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	FHW	A-RD-77-108	HIGH	1 YAW	NOISE P	REDICT	ION MC	DEL			
Road Nan	io: Existing With ne: Perris Blvd. nt: n/o Alessand	,					t Name: lumber:		Center at N	۸V	
	SPECIFIC INF	UT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 26	6,004 vehicles	S					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak F	lour Volume: 2	2,036 vehicles	S		He	avy Tru	cks (3+	Axles)	: 15		
Ve	hicle Speed:	40 mph		F	Vehicle	Miv					
Near/Far La	ne Distance:	58 feet		H		icleType		Dav	Evening	Night	Daily
Site Data							Autos:	77.59		9.69	
Pa	rrier Height:	0.0 feet			М	edium T	rucks:	84.89	6 4.9%	10.39	% 1.84%
Barrier Type (0-W		0.0 1001				Heavy T	rucks:	86.59	6 2.7%	10.89	% 0.74%
Centerline Di		55.0 feet		- 1							
Centerline Dist		55.0 feet		- 1	Noise S				eet)		
Barrier Distance		0.0 feet				Auto		000			
Observer Height		5.0 feet				m Truck		297			
-	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Ad	justmer	nt: 0.0
	ad Elevation:	0.0 feet		f	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		f		Auto		.000	,		
	Left View:	-90.0 degree	00		Mediu	m Truck		811			
	Right View:	90.0 degree			Heav	y Truck		830			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fresi	nel	Barrier Att	en Be	erm Atten
Autos:	66.51	1.65		0.3	0	-1.20		-4.67	0.0	000	0.000
Medium Trucks:	77.72	-15.59		0.3	3	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-19.55		0.3	2	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise	e Levels (withou	ut Topo and	barrie	r atter	uation)						
VehicleType	Leq Peak Hour	Leq Day	,	Leq E	vening	Leq	Night		Ldn	(	CNEL
Autos:	67.3		66.4		64.7		58.	3	67.2	2	67.8
Medium Trucks:	61.3		60.8		54.4		52.	9	61.4	4	61.6
Heavy Trucks:	62.6	;	62.2		53.2		54.	4	62.8	3	62.9
Vehicle Noise:	69.3	3	68.6		65.3		60.	В	69.3	3	69.8
Centerline Distant	ce to Noise Con	tour (in feet,	)								
			L		dBA		dBA		60 dBA	5	5 dBA
			Ldn:	_	60		07		230		495
		CI	VEL:	5	3	1	14		246		530

					10.02.		ION MO				
	o: Existing Wi e: Kitching St. nt: n/o Alessar						Name: lumber:		Center at M	1V	
SITE S	SPECIFIC IN	IPUT DATA					IOISE	MODE	L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	= 10, So	ft = 15)		
Average Daily	Traffic (Adt):	7,359 vehic	les					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	our Volume:	576 vehic	les		He	avy Tru	cks (3+	Axles):	15		
Vei	hicle Speed:	40 mph		H	Vehicle	Miv					
Near/Far Lar	ne Distance:	36 feet		-		icleType		Dav	Evenina	Night	Dailv
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Par	rier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis		44.0 feet		-	M-: 0			<i>(i £-</i>	-41		
Centerline Dist.	to Observer:	44.0 feet		H.	Noise S				et)		
Barrier Distance	to Observer:	0.0 feet			14-46	Auto m Truck		.000			
Observer Height (	Above Pad):	5.0 feet							Crada Ad	ivotmont	0.0
Pa	ad Elevation:	0.0 feet			неа	vy Truck	s: 8	.006	Grade Ad	usuneni	0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distar	ice (in f	eet)		
F	Road Grade:	0.0%				Auto	s: 40	.460			
	Left View:	-90.0 degr	ees		Mediu	m Truck	s: 40	.241			
	Right View:	90.0 degr	ees		Hea	vy Truck	s: 40	.262			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	66.51	-3.8	-	1.2		-1.20		-4.61		000	0.00
Medium Trucks:	77.72			1.3		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-25.0	13	1.3	31	-1.20		-5.50	0.0	000	0.00
Unmitigated Noise	Levels (with	out Topo an	d barri	ier atten	nuation)						
,, .	Leq Peak Ηοι		-	Leq E	vening	,	Night		Ldn		VEL
Autos:	62		61.9		60.2		54.		62.7		63.
Medium Trucks:	56		56.3		49.9		48.		56.9		57.
Heavy Trucks:	58		57.7		48.7		49.	-	58.3		58.
Vehicle Noise:	64	.8	64.1		60.8	i	56	.3	64.8	3	65.
Centerline Distanc	e to Noise Co	ontour (in fe	et)					,			
			Į		dBA		dBA	6	0 dBA		dBA
	Ldn: CNEL:				20 43 92 21 46 99				98		
				_			-		92		90 12

	FH\	VA-RD-77-108 H	HIGHW.	AY NO	DISE P	REDICT	TION MO	DEL			
Road Nan	rio: Existing Wi ne: Perris Blvd. ent: s/o Alessar						t Name: Number:		Center at N	١V	
SITE Highway Data	SPECIFIC IN	IPUT DATA			ita Car		NOISE I		L INPUT	S	
<u> </u>				31	te Con	uillons					
		27,748 vehicles						Autos:			
	Percentage:	7.83%					rucks (2 )				
	Hour Volume: chicle Speed:	2,173 vehicles 40 mph			ПЕ	avy III	icks (3+ )	Axies).	15		
	ne Distance:	40 mpn 58 feet		V	ehicle	Mix					
Neal/Fal La	ine Distance.	36 leet			Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%			97.429
Ва	rrier Height:	0.0 feet			М	edium 1	rucks:	84.8%		10.3%	
Barrier Type (0-W	Vall, 1-Berm):	0.0			1	Heavy 1	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Di	ist. to Barrier:	55.0 feet		N	nise Si	ource F	levation	s (in fe	oet)		
Centerline Dist.	to Observer:	55.0 feet		-	0.00 0	Auto		000	,,,,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height	(Above Pad):	5.0 feet				/y Truck		006	Grade Ad	iustment	0.0
	ad Elevation:	0.0 feet				•					
	ad Elevation:	0.0 feet		La	ne Eq		t Distan		feet)		
	Road Grade:	0.0%				Auto		.000			
	Left View:	-90.0 degrees				m Truck		811			
	Right View:	90.0 degrees	3		Heav	y Truck	(s: 46.	.830			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Distar		Finite	Road	Fresr	_	Barrier Att		m Atten
Autos:		1.93		0.30		-1.20		-4.67		000	0.00
Medium Trucks:		-15.31		0.33		-1.20		-4.87		000	0.00
Heavy Trucks:		-19.26		0.32		-1.20		-5.38	0.0	000	0.00
Unmitigated Nois	,							_			
VehicleType Autos:	Leq Peak Hou		6.7 Le	eq Eve	ening 64.9		Night 58.9	1	Ldn 67.5		NEL 68.
Medium Trucks:			0.7 1.1		54.7		53.3	-	61.6	-	61.
Heavy Trucks:			2.5		53.5		54.7	_	63.1	-	63.
Vehicle Noise:			8.9		65.6		61.1		69.6		70.
Centerline Distan	ce to Noise Co	ontour (in feet)									
		-		70 dE	3A	65	dBA	6	60 dBA	55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGI	HWAY	NOISE PI	REDICT	ION M	ODEL			
	c: Existing Wi E: Kitching St. t: s/o Alessar					.,		: Town : 14556	Center at I	/IV	
SITE S	PECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily 1	raffic (Adt):	8,873 vehicle	s					Autos	15		
Peak Hour I	Percentage:	7.83%			Me	dium Tri	icks (2	Axles)	15		
Peak Ho	our Volume:	695 vehicle	S		He	avy Truc	cks (3+	Axles)	15		
Veh	icle Speed:	40 mph			Vehicle i	Miss					
Near/Far Lan	e Distance:	36 feet				viix icleType		Day	Evening	Night	Daily
Site Data					Ven		Autos:	77.59	-	9.6%	
						edium Ti				10.3%	
	rier Height:	0.0 feet				Heavy Ti				10.3%	
Barrier Type (0-Wa	. ,	0.0			,	icavy II	ucns.	00.57	0 2.170	10.070	0.7470
Centerline Dis		44.0 feet			Noise So	ource El	evatio	ns (in f	eet)		
Centerline Dist. to Observer: 44.0 feet						Auto	s: (	0.000			
	Barrier Distance to Observer: 0.0 feet						s: :	2.297			
Observer Height (A	,	5.0 feet			Heav	y Truck	s: 8	3.006	Grade Ad	justment	0.0
	d Elevation:	0.0 feet					D:-4-	6	£4\		
	d Elevation:	0.0 feet			Lane Eq				reet)		
F	Road Grade:	0.0%				Auto		0.460			
	Left View:	-90.0 degre				m Truck		0.241			
	Right View:	90.0 degre	es		Heav	y Truck	s: 4	0.262			
HWA Noise Mode	l Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fre:	snel	Barrier Att	en Ber	m Atten
Autos:	66.51	-3.02		1.2	28	-1.20		-4.61	0.	000	0.000
Medium Trucks:	77.72	-20.26		1.3	31	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	82.99	-24.22		1.3	31	-1.20		-5.50	0.	000	0.000
Inmitigated Noise	Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	/	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	63	1.6	62.7		61.0		54	.9	63.	5	64.1
Medium Trucks:	57	.6	57.1		50.8		49	1.2	57.	7	57.9
Heavy Trucks:	58	1.9	58.5		49.5		50	1.7	59.	1	59.2
Vehicle Noise:	65	i.6	64.9		61.6		57	'.1	65.	6	66.1
Centerline Distance	e to Noise Co	ontour (in feet	)								
			I		dBA		dBA		60 dBA		dBA
Ldn:			22	4	8		104	2	25		
			NEL:		24		2		112	_	41

	FHW	A-RD-77-108	HIGH	WAY I	NOISE P	REDICT	ION MC	DEL			
Road Nan	rio: Existing With ne: Lasselle St. nt: n/o Cottonwo	,					t Name: lumber:		Center at N	/IV	
	SPECIFIC IN	UT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	9,962 vehicles	S					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	edium Ti	ucks (2	Axles)	: 15		
Peak F	lour Volume:	780 vehicles	S		He	eavy Tru	cks (3+.	Axles)	: 15		
Ve	hicle Speed:	40 mph		ŀ	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		ŀ		icleType		Dav	Evening	Night	Daily
Site Data							Autos:	77.59		9.6	_
Ro	rrier Height:	0.0 feet			М	edium 1	rucks:	84.89	6 4.9%	10.3	% 1.84%
Barrier Type (0-W		0.0 1001				Heavy 1	rucks:	86.59	6 2.7%	10.8	% 0.74%
Centerline Di		50.0 feet									
Centerline Dist	to Observer	50.0 feet			Noise S				eet)		
Barrier Distance		0.0 feet				Auto		000			
Observer Height		5.0 feet				m Truck		297			
-	ad Elevation:	0.0 feet			Hea	vy Truck	s: 8.	006	Grade Ad	justme	nt: 0.0
	ad Elevation:	0.0 feet		ŀ	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		ŀ		Auto		147	,		
	Left View:	-90.0 degree	00		Mediu	m Truck		947			
	Right View:	90.0 degree				vy Truck		966			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresi	nel	Barrier Att	en B	erm Atten
Autos:	66.51	-2.52		0.7	71	-1.20		-4.65	0.0	000	0.000
Medium Trucks:	77.72	-19.76		0.7	74	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-23.71		0.7	73	-1.20		-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (witho	ut Topo and	barrie	er atter	nuation)						
VehicleType	Leq Peak Hour	Leq Day	,	Leq E	vening	Leq	Night		Ldn		CNEL
Autos:	63.5	5	62.7		60.9	1	54.	3	63.	5	64.1
Medium Trucks:	57.5	5	57.1		50.7		49.	1	57.0	6	57.8
Heavy Trucks:	58.8	3	58.5		49.4		50.	7	59.0	)	59.2
Vehicle Noise:	65.5	5	64.9		61.6	i	57.	)	65.6	6	66.0
Centerline Distant	ce to Noise Cor	ntour (in feet,	)								
			L		dBA		dBA		60 dBA		55 dBA
			Ldn:	_	25		54		117		253
		CI	VEL:	2	27		58		126		271

Road Name:   Road Segment:	Existing With Lasselle St.	hout Project				D 14 A		Tours (	44 B	43.7	
Road Segment:	Road Name: Lasselle St.								Center at M	ıv	
						Job Nui	nber:	14556			
SITE SPI	n/o Alessano	dro Blvd.									
	ECIFIC IN	PUT DATA							L INPUT	S	
Highway Data				Sit	te Con	ditions (F	lard =	10, Sc	ft = 15)		
Average Daily Tra	affic (Adt):	8,899 vehicles						Autos:	15		
Peak Hour Per	rcentage:	7.83%			Me	dium Truc	ks (2 /	Axles):	15		
Peak Hour	r Volume:	697 vehicles			He	avy Truck	s (3+ /	Axles):	15		
Vehicl	le Speed:	40 mph		Ve	hicle I	Miv					
Near/Far Lane I	Distance:	48 feet		76		icleTvpe		Dav	Evening	Night	Daily
Site Data						Au	tos:	77.5%	-	_	% 97.429
Rarrio	r Heiaht:	0.0 feet			Me	edium Tru	cks:	84.8%	4.9%	10.39	% 1.849
Barrier Type (0-Wall,		0.0			F	leavy Tru	cks:	86.5%	2.7%	10.89	% 0.749
Centerline Dist. t		50.0 feet		-							
Centerline Dist. to 0	Observer:	50.0 feet		No	oise Sc	urce Ele			eet)		
Barrier Distance to 0	Observer:	0.0 feet				Autos:		000			
Observer Height (Abo		5.0 feet				n Trucks:		297			
	Elevation:	0.0 feet			Heav	y Trucks:	8.	006	Grade Ad	iustmei	nt: 0.0
	Elevation:	0.0 feet		La	ne Equ	uivalent E	istan	ce (in t	feet)		
	ad Grade:	0.0%				Autos:	44.	147			
	Left View:	-90.0 degree	s		Mediui	n Trucks:		947			
_	ight View:	90.0 degree				y Trucks:	43.	966			
	•										
FHWA Noise Model C		Traffic Flow	Dista		Fi-14-	Road	Fresr		D 14	0	44
VehicleType I	66.51	-3.01	Distai	0.71	rinite	-1.20		-4.65	Barrier Att	000 000	erm Atten 0.00
Medium Trucks:	77.72	-20.25		0.71		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-20.23		0.74		-1.20		-5.43		000	0.00
•						-1.20		-0.43	0.0	000	0.00
Unmitigated Noise Le											
	q Peak Hour			eq Eve		Leq N	•		Ldn		CNEL
Autos:	63.	-	32.2		60.4		54.4		63.0	-	63.
Medium Trucks:	57.	-	6.6		50.2		48.7		57.	-	57.
Heavy Trucks:	58.		8.0		48.9		50.2		58.5		58.
Vehicle Noise:	65.	0 6	64.4		61.1		56.5	Ď	65.1	ı	65.
	to Noise Co	ntour (in feet)									
Centerline Distance t											
Centerline Distance to				70 dB	A	65 dE	3A	6	i0 dBA	5	5 dBA
Centerline Distance t		_	_dn: IFL:	70 dB 23 25	A	65 dE 51 54	3A	6	109 117	5	5 dBA 235 251

	FHV	VA-RD-77-108 H	IIGHWA	Y NOISI	PREDIC	TION MO	DEL			
	io: Existing Wit							Center at N	١V	
	ne: Lasselle St.				Job I	Number:	14556			
Road Segme	nt: s/o Cottonw	ood Av.								
	SPECIFIC IN	PUT DATA		0				L INPUT	S	
Highway Data				Site	Conditions	•				
Average Daily	. ,						Autos:	15		
Peak Hour	Percentage:	7.83%			Medium T		,			
Peak H	lour Volume:	859 vehicles			Heavy Tru	ıcks (3+ A	Axles):	15		
Ve	hicle Speed:	40 mph		Vehic	le Mix					
Near/Far La	ne Distance:	48 feet			/ehicleTyp	е	Day	Evening	Night	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97.429
Bai	rrier Height:	0.0 feet			Medium	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			Heavy	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		50.0 feet								
Centerline Dist.	to Observer:	50.0 feet		Noise	Source E		•	eet)		
Barrier Distance	to Observer:	0.0 feet			Auto		000			
Observer Height (	(Above Pad):	5.0 feet			dium Truc		297	0	4 4	
	ad Elevation:	0.0 feet		F	eavy Truc	ks: 8.	006	Grade Adj	justment	0.0
Roa	ad Elevation:	0.0 feet		Lane	Equivaler	nt Distand	ce (in f	feet)		
	Road Grade:	0.0%			Aut	os: 44.	147			
	Left View:	-90.0 degrees		Me	dium Truc	ks: 43	947			
	Right View:	90.0 degrees		H	eavy Truc	ks: 43.	966			
FHWA Noise Mode	el Calculations	1								
VehicleType	REMEL	Traffic Flow	Distanc	e Fi	nite Road	Fresn	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-2.10	(	0.71	-1.20		-4.65	0.0	000	0.00
Medium Trucks:	77.72	-19.34	(	0.74	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-23.29		0.73	-1.20		-5.43	0.0	000	0.00
Unmitigated Noise	e Levels (with	out Topo and ba	arrier at	enuatio	n)					
VehicleType	Leq Peak Hou	r Leq Day	Lec	Evenin	g Lec	Night		Ldn	C	VEL
Autos:	63	.9 63	3.1	6	1.3	55.3	3	63.9	9	64.
Medium Trucks:	57	9 57	7.5	5	1.1	49.6	3	58.0	)	58.
Heavy Trucks:	59	.2 58	3.9	4	9.8	51.1	1	59.4	1	59.
Vehicle Noise:	65	.9 65	5.3	6	2.0	57.4	1	66.0	)	66.
Centerline Distanc	ce to Noise Co	ntour (in feet)		'0 dBA						
					65 dBA		60 dBA		55 dBA	

Tuesday, June 14, 2022

	FH	WA-RD-77-1	08 HIG	HWAY	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: Existing W ne: Lasselle St ent: s/o Alessar	t.	t					: Town (	Center at N	ЛV	
	SPECIFIC IN	NPUT DAT	Α						L INPUT	s	
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	14,438 vehic	les					Autos:	15		
Peak Hour	Percentage:	7.83%			Ме	dium Tru	icks (2	2 Axles):	15		
Peak F	Hour Volume:	1,131 vehic	les		He	avy Truc	ks (3-	+ Axles):	15		
Vé	ehicle Speed:	40 mph			Vehicle I	Miv					
Near/Far La	ane Distance:	48 feet				icleType	П	Dav	Evening	Night	Daily
Site Data							utos:	77.5%	-	9.6%	
P.	rrier Height:	0.0 feet			Me	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			F	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
** '	ist. to Barrier:	50.0 feet			Noise Sc		41-	( 6	41		
Centerline Dist.	to Observer:	50.0 feet			Noise 30	Autos		0.000	et)		
Barrier Distance	to Observer:	0.0 feet			A de elle	Autos m Trucks		2.297			
Observer Height	(Above Pad):	5.0 feet							Crada As	livotmont	. 0 0
P	ad Elevation:	0.0 feet			Heav	y Trucks		8.006	Grade Ad	justrnent	0.0
Ro	ad Elevation:	0.0 feet			Lane Equ	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	4.147			
	Left View:	-90.0 deg	rees		Mediui	m Trucks	: 4	3.947			
	Right View:	90.0 deg	rees		Heav	y Trucks	: 4	3.966			
FHWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flov	v Di	stance	Finite		Fre	snel	Barrier Att	en Ber	m Atten
Autos:				0.7		-1.20		-4.65		000	0.000
Medium Trucks:				0.7		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-22.1	10	0.7	73	-1.20		-5.43	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo an	d barr	ier atte	nuation)						
VehicleType	Leq Peak Hot	ur Leq D	ay ay	Leq E	vening	Leq I	Vight		Ldn	C	NEL
Autos:		5.1	64.3		62.5			3.5	65.		65.7
Medium Trucks:		9.1	58.7		52.3		-	0.8	59.		59.4
Heavy Trucks:		).4	60.1		51.0		52	2.3	60.	6	60.8
Vehicle Noise:	67	7.1	66.5		63.2		58	3.6	67.	2	67.6
Centerline Distan	ce to Noise C	ontour (in fe	et)								
					dBA	65 c		(	60 dBA		dBA
			Ldn:				0		150	_	24
	CNEL:					35 75 161			3	347	

	FHW	A-RD-77-108	HIGH	1 YAW	IOISE P	REDICT	ION MC	DEL			
	io: Existing With e: Nason St. nt: n/o Fir Av.	nout Project					Name: lumber:		Center at N	1V	
	SPECIFIC INI	PUT DATA			Site Con				L INPUT	S	
Peak Hour Peak H	Traffic (Adt): 2 Percentage: lour Volume: :	6,207 vehicles 7.83% 2,052 vehicles 40 mph			Ме Не	dium Tr	ucks (2	Autos Axles)	: 15 : 15		
	ne Distance:	58 feet		-	Vehicle I	<b>Mix</b> icleType		Dav	Evening	Night	Daily
Site Data					ven		Autos:	77.59		9.6%	
	rrier Height: 'all, 1-Berm):	0.0 feet 0.0				edium T Heavy T		84.89 86.59		10.3%	6 1.84%
Centerline Dis		55.0 feet		l.	Noise So	ource El	levation	s (in t	eet)		
Centerline Dist.		55.0 feet		l		Auto	s: 0	.000	-		
Barrier Distance		0.0 feet			Mediu	m Truck	s: 2	.297			
Observer Height (	Above Pad): ad Elevation:	5.0 feet			Heav	y Truck	s: 8	.006	Grade Ad	iustmen	t: 0.0
	ad Elevation: ad Elevation:	0.0 feet		H	Lane Eq	uivalon	Dietar	co (in	foot)		
	Road Grade:	0.0 feet 0.0%		· F	Lune Lq	Auto		.000	iccij		
,	Left View:	-90.0 degree			Mediu	m Truck		.811			
	Right View:	90.0 degree				y Truck	10	.830			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	66.51	1.68		0.3		-1.20		-4.67		000	0.000
Medium Trucks:	77.72	-15.56		0.3	-	-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-19.51		0.3	2	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise	Levels (witho	ut Topo and	barrie	er atten	uation)						
	Leq Peak Hour	- 1 - 7		Leq E	vening		Night		Ldn		NEL
Autos:	67.3	-	66.5		64.7		58.	-	67.3	-	67.9
Medium Trucks:	61.3	-	60.8		54.5		52.	-	61.4		61.6
Heavy Trucks: Vehicle Noise:	62.0	-	62.2 68.6		53.2 65.4		54. 60.	-	62.6		62.9 69.8
					00.4		60.	0	09.	,	09.0
Centerline Distance	e to Noise Coi	nour (in reet)	<del>'</del>	70	dBA	65	dBA	T	60 dBA	5/	5 dBA
			Ldn:		0		07		231		498
			VEL:	-	3		15		247		533

	FH\	WA-RD-77-108	HIGI	HWAY I	NOISE PI	REDICT	ION M	ODEL			
Road Nam	io: Existing Wine: Nason St. nt: n/o Cottony	,						Town 14556	Center at N	1V	
SITE	SPECIFIC IN	IPUT DATA				N	IOISE	MODE	L INPUT	S	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	21,784 vehicles	s					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles).	15		
Peak H	lour Volume:	1,706 vehicles	s		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		ŀ	Vehicle I	Miv					
Near/Far La	ne Distance:	58 feet		ŀ		icleType	. 1	Dav	Evening	Night	Daily
Site Data							Autos:	77.5%	-	9.6%	,
Po.	rrior Hoimbte	0.0 feet			М	edium T		84.8%		10.3%	
Barrier Type (0-W	rrier Height:	0.0 1001			1	leavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		55.0 feet									
Centerline Dist		55.0 feet			Noise So			- 1	eet)		
Barrier Distance		0.0 feet				Auto		0.000			
Observer Height		5.0 feet				n Truck		2.297			
	ad Flevation:	0.0 feet			Heav	y Truck	s: 8	3.006	Grade Ad	iustmen	: 0.0
	ad Elevation:	0.0 feet		ľ	Lane Eq	uivalen	t Distai	nce (in	feet)		
	Road Grade:	0.0%		İ		Auto	s: 47	7.000			
	Left View:	-90.0 degree	es		Mediu	n Truck	s: 46	3.811			
	Right View:	90.0 degree			Heav	y Truck	s: 46	6.830			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Att	en Be	m Atten
Autos:	68.46	0.37		0.3	0	-1.20		-4.67	0.0	000	0.00
Medium Trucks:	79.45	-16.87		0.3	3	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	84.25	-20.83		0.3	2	-1.20		-5.38	0.0	000	0.00
Unmitigated Noise	Levels (with	out Topo and	barri	er atter	uation)						
VehicleType	Leq Peak Hou	ır Leq Day	′	Leq E	vening	Leq	Night		Ldn		NEL
Autos:	67		67.1		65.3		59	.3	67.9	9	68.
Medium Trucks:	61	.7	61.3		54.9		53	.4	61.8	3	62.0
Heavy Trucks:	62	5	62.2		53.2		54	.4	62.8	3	62.9
Vehicle Noise:	69	1.8	69.1		65.9		61	.3	69.	3	70.
Centerline Distand	ce to Noise Co	ontour (in feet,	)								
			I	70	dBA		dBA	-	60 dBA	55	dBA
Ldn:				5	53 115 248 57 123 266				534		
		CNEL:							266		573

	FHV	VA-RD-77-108 F	IIGHW <i>i</i>	AY NO	DISE P	REDICT	TION MC	DEL			
Road Nan	rio: Existing Wi ne: Nason St. ent: s/o Fir Av.	thout Project					t Name: Number:		Center at N	/IV	
SITE Highway Data	SPECIFIC IN	IPUT DATA			ito Cor		NOISE (Hard =		L INPUT	S	
· ·	T#- (A-#)	24.040		3	ite Con	iuitions	(Ilaiu -	Autos:			
	Traπic (Aαι): . Percentage:	21,040 vehicles 7.83%			1.40	odicum T	rucks (2				
	Hour Volume:	1.647 vehicles					icks (3+	/			
	hicle Speed:	40 mph					icks (o.	Axico).	10		
	ne Distance:	58 feet		V	ehicle						
	inc Distance.	50 1001			Veh	icleTyp		Day	Evening	Night	Daily
Site Data							Autos:	77.5%			97.42
Ва	rrier Height:	0.0 feet				edium 1		84.8%		10.3%	
Barrier Type (0-V	Vall, 1-Berm):	0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Di	ist. to Barrier:	55.0 feet		N	oise S	ource E	levation	s (in f	eet)		
Centerline Dist.		55.0 feet		-		Auto		000	,		
Barrier Distance		0.0 feet			Mediu	m Truck	ks: 2	297			
Observer Height	. ,	5.0 feet			Heav	vy Truck	ks: 8	.006	Grade Ad	justment	0.0
-	ad Elevation:	0.0 feet		-		· .					
	ad Elevation:	0.0 feet		Li	ane Eq		t Distan	_ •	reet)		
	Road Grade:	0.0%				Auto		.000			
	Left View:	-90.0 degrees				m Truck		.811			
	Right View:	90.0 degrees	3		Heav	vy Truci	KS: 46	.830			
FHWA Noise Mod			D: /		"		_				
VehicleType Autos:	REMEL 66.51	Traffic Flow 0.73	Distan	0.30	Finite	Road -1.20	Fres	nei -4.67	Barrier Att	en Ber 000	m Atter
Medium Trucks:		-16.51		0.30		-1.20		-4.87		000	0.0
Heavy Trucks:		-10.51		0.33		-1.20		-5.38		000	0.0
Unmitigated Nois			arrior a								
VehicleType	Lea Peak Hou		$\overline{}$	eq Eve		Lea	Night	T	Ldn	C	NEL
Autos:	- 1	. , . ,	5.5	,	63.7		57.	7	66.3		66
Medium Trucks:	60	.3 5	9.9		53.5		52.	0	60.4	1	60
Heavy Trucks:	61	.7 6	1.3		52.3		53.	5	61.9	9	62
Vehicle Noise:	68	.4 6	7.7		64.4		59.	9	68.4	1	68
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dE	3A	65	dBA		60 dBA	55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGI	YAWH	NOISE PI	REDICT	ON M	ODEL			
Road Nan	rio: Existing Wine: Nason St. ent: s/o Cottony	,						: Town : 14556	Center at N	MV	
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	19,791 vehicle	s					Autos	15		
Peak Hou	Percentage:	7.83%			Me	dium Tri	icks (2	Axles)	15		
Peak I	lour Volume:	1,550 vehicle	s		He	avy Truc	ks (3+	Axles)	15		
Ve	ehicle Speed:	45 mph			Vehicle I	Miv					
Near/Far La	ne Distance:	58 feet				icleType		Dav	Evening	Night	Daily
Site Data							lutos:	77.59	-	9.6%	
D.	rrier Heiaht:	0.0 feet			М	edium Ti	ucks:	84.89	6 4.9%	10.3%	1.84%
Barrier Type (0-V		0.0 feet			1	Heavy Ti	ucks:	86.59	6 2.7%	10.8%	0.74%
	ist. to Barrier:	55.0 feet									
Centerline Dist.		55.0 feet			Noise So			_ •	eet)		
Barrier Distance		0.0 feet				Auto		0.000			
Observer Height	(Above Pad):	5.0 feet				m Truck		2.297			
-	ad Flevation:	0.0 feet			Heav	y Truck	S	8.006	Grade Ad	yustment	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 4	7.000			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 4	6.811			
	Right View:	90.0 degree			Heav	y Truck	s: 4	6.830			
HWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Di	stance		Road	Fre	snel	Barrier Att		m Atten
Autos:				0.0		-1.20		-4.67		000	0.000
Medium Trucks:				0.0		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-21.24		0.0	32	-1.20		-5.38	0.0	000	0.000
Inmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq	Night		Ldn	C	VEL
Autos:		7.5	66.7		64.9		58	3.9	67.	5	68.1
Medium Trucks:		1.3	60.8		54.5			2.9	61.4		61.6
Heavy Trucks:			61.8		52.7		_	1.0	62.3	-	62.5
Vehicle Noise:	69	9.4	68.7		65.5		60	0.8	69.4	4	69.8
Centerline Distan	ce to Noise Co	ontour (in feet	)							,	
					dBA	65			60 dBA		dBA
			Ldn:		50 108			232	_	01	
	CNEL:					54 116 249 53			37		

Tuesday, June 14, 2022

	FHW	A-RD-77-108	HIGHV	NAY N	IOISE PI	REDICT	ION M	ODEL			
Road Nan	rio: Existing With ne: Nason St. nt: n/o Bay Av.	nout Project					t Name lumber		Center at N	1V	
	SPECIFIC IN	UT DATA							L INPUT	s	
Highway Data					Site Con	nditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 1	9,898 vehicles	3					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	edium Tr	ucks (2	Axles)	: 15		
Peak H	lour Volume:	1,558 vehicles	3		He	eavy Tru	cks (3+	Axles)	: 15		
Ve	hicle Speed:	45 mph			Vehicle	Miv					
Near/Far La	ne Distance:	58 feet		H		icleType	9	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.59		9.69	
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	84.89	6 4.9%	10.39	1.84%
Barrier Type (0-W		0.0				Heavy T	rucks:	86.59	6 2.7%	10.89	6 0.74%
Centerline Di		55.0 feet		H							
Centerline Dist		55.0 feet		4	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		0.000			
Observer Height		5.0 feet				m Truck		2.297			
	ad Elevation:	0.0 feet			Heav	vy Truck	s: 8	3.006	Grade Ad	ustmen	t: 0.0
	ad Elevation:	0.0 feet		- 17	Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%		F		Auto		7.000	,		
	Left View:	-90.0 degree	00		Mediu	m Truck		3.811			
	Right View:	90.0 degree				vy Truck		6.830			
	3	50.0 degree	,3			,		3.000			
FHWA Noise Mod											
VehicleType		Traffic Flow	Dista			Road	Fres		Barrier Att	_	rm Atten
Autos:		-0.03		0.3	-	-1.20		-4.67		000	0.000
Medium Trucks:		-17.26		0.3	-	-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-21.22		0.3	2	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise	e Levels (witho	ut Topo and	barrier	atten	uation)						
VehicleType	Leq Peak Hour			Leg E	vening		Night		Ldn		NEL
Autos:			66.7		64.9		58		67.5	-	68.1
Medium Trucks:	61.3	3	60.9		54.5		53	.0	61.4	1	61.7
Heavy Trucks:			61.8		52.8		54		62.4		62.5
Vehicle Noise:	69.4	1	68.7		65.5		60	1.9	69.4	1	69.9
Centerline Distant	ce to Noise Co	ntour (in feet)	)								
			L		dBA		dBA		60 dBA		5 dBA
			Ldn:	-	0		80		233		503
		CI	VEL:	5	4	1	16		250		539

	FHV	VA-RD-77-108	HIG	A YAWH	IOISE P	REDICTI	ON M	DDEL			
Road Nam	io: Existing Wi ne: Nason St. nt: s/o Alessan	,						Town 14556	Center at N	/IV	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard				
Average Daily	Traffic (Adt):	19,446 vehicle	S					Autos:			
Peak Hour	Percentage:	7.83%				dium Tru					
Peak H	lour Volume:	1,523 vehicle	S		He	avy Truc	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		1	Vehicle i	Wix					
Near/Far La	ne Distance:	58 feet				icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Bai	rrier Heiaht:	0.0 feet			М	edium Ti	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			- 1	Heavy Ti	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	. ,	55.0 feet									
Centerline Dist.	Centerline Dist. to Observer: 55.0 feet							ns (in f	eet)		
Barrier Distance	to Observer:			Auto		0.000					
Observer Height (	Above Pad):	5.0 feet				m Truck		2.297	Crada Ad	ii ratma ni	
Pa	ad Elevation:	0.0 feet			неач	ry Truck	5. 6	1.006	Grade Ad	justriierii	. 0.0
Roa	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Dista	nce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 47	7.000			
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 46	6.811			
	Right View:	90.0 degree	es		Heav	y Truck	s: 46	6.830			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance		Road	Fres	-	Barrier Att		m Atten
Autos:	68.46	-0.13		0.3		-1.20		-4.67		000	0.000
Medium Trucks:	79.45	-17.36		0.3	-	-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-21.32		0.3	2	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou			Leq E		Leq	Night		Ldn		NEL
Autos:	67		66.6		64.8		58		67.4		68.0
Medium Trucks:	61	-	60.8		54.4		52		61.3	-	61.6
Heavy Trucks: Vehicle Noise:	62 69		61.7 68.6		52.7 65.4		53 60		62.3		62.4
Centerline Distance							- 50	-	30.	-	
Centernine Distant	10 110/36 00	miour (III leet		70 0	dBA	65 (	dBA	-	60 dBA	55	dBA
			Ldn:	4	9	10	07		230		95
	CNEL:					53 114 246 531					

	FHV	VA-RD-77-108	HIGH	1 YAWH	NOISE P	REDICT	ION M	ODEL					
Road Nan	rio: Existing Wine: Nason St. ent: s/o Bay Av.	•			Project Name: Town Center at MV Job Number: 14556								
	SPECIFIC IN	PUT DATA			0:4- 0				L INPUT	s			
Highway Data					Site Con	aitions	(Hard						
	Traffic (Adt):		3					Autos:					
	Percentage:	7.83%						2 Axles):					
	Hour Volume:	1,560 vehicles	3		He	avy Iru	icks (3	+ Axles):	15				
	ehicle Speed:	45 mph		Ī	Vehicle	Mix							
Near/Far La	ne Distance:	58 feet			Veh	icleTyp	е	Day	Evening	Night	Daily		
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%		
Ba	rrier Heiaht:	0.0 feet			М	edium 1	rucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-V	Vall. 1-Berm):	0.0				Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline Di	ist. to Barrier:	55.0 feet		F	Noise S	5	lovotic	na (in f	not)				
Centerline Dist.	to Observer:	55.0 feet		F	Noise 3	Auto		0.000	eet)				
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297					
Observer Height	(Above Pad):	5.0 feet				n Truci		8.006	Grade Ad	iustmen	- 0.0		
P	ad Elevation:	0.0 feet		L						juoumom	. 0.0		
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)				
	Road Grade:	0.0%				Auto	os: 4	7.000					
	Left View:	-90.0 degree	es		Mediu	m Truck	(s: 4	6.811					
	Right View:	90.0 degree	es		Hear	y Truck	(S: 4	6.830					
FHWA Noise Mod	el Calculation:	s											
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Bei	m Atten		
Autos:		-0.02		0.3		-1.20		-4.67		000	0.00		
Medium Trucks:		-17.26		0.3	-	-1.20		-4.87		000	0.00		
Heavy Trucks:	84.25	-21.21		0.3	32	-1.20		-5.38	0.0	000	0.00		
Unmitigated Noise	e Levels (with	out Topo and	barrie	er atter	nuation)								
VehicleType	Leq Peak Hou	.,.,		Leq E	vening		Night		Ldn		NEL		
Autos:			66.7		64.9			3.9	67.		68.		
Medium Trucks:			60.9		54.5		-	3.0	61.4		61.		
Heavy Trucks:			61.8		52.8			4.0	62.4		62.		
Vehicle Noise:	69	.4	68.7		65.5		60	0.9	69.4	4	69.		
Centerline Distan	ce to Noise Co	ntour (in feet)											
				70	dRA	ı 65	dRA	1 /	SO dRA	1 55	dBA		

Tuesday, June 14, 2022

	FH	WA-RD-77	-108 HI	GHWAY	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: Existing W ne: Nason St. nt: s/o Cactus	,	ect					: Town (	Center at N	ЛV	
	SPECIFIC IN	NPUT DA	TA						L INPUT	s	
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	11,862 ve	hicles					Autos:	15		
Peak Hour	Percentage:	7.83%				dium Tru					
Peak F	Hour Volume:	929 ve	hicles		He	avy Truc	ks (3+	- Axles):	15		
Ve	ehicle Speed:	45 mp	oh		Vehicle i	Miv					
Near/Far La	ne Distance:	58 fee	et			icleType		Dav	Evening	Night	Daily
Site Data							utos:	77.5%	-	9.6%	
Ra	rrier Height:	0.0 fe	of		М	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0	.01		1	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
** '	ist. to Barrier:	55.0 fe	et		Noise So	roo Ele	vetio	na (in fe	204)		
Centerline Dist.	to Observer:	55.0 fe	et		Noise 30			_ •	et)		
Barrier Distance	to Observer:	0.0 fe	et			Autos m Trucks		0.000			
Observer Height	(Above Pad):	5.0 fe	et					2.297	0	···	
-	ad Elevation:	0.0 fe	et		Heav	y Trucks		B.006	Grade Ad	justment.	0.0
Ro	ad Elevation:	0.0 fe	et		Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	7.000			
	Left View:	-90.0 de	egrees		Mediu	m Trucks	: 4	6.811			
	Right View:	90.0 d	egrees		Heav	y Trucks	: 4	6.830			
FHWA Noise Mod	el Calculation	ıs									
VehicleType	REMEL	Traffic Fi	low L	Distance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:			2.27		30	-1.20		-4.67		000	0.000
Medium Trucks:			9.51		33	-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-2	3.47	0.	32	-1.20		-5.38	0.	000	0.000
Inmitigated Nois	e Levels (with	out Topo	and bar	rier atte	nuation)						
VehicleType	Leq Peak Hot		Day Day	Leq I	Evening	Leq I	Vight		Ldn		VEL
Autos:		5.3	64.	-	62.7			6.6	65.	-	65.9
Medium Trucks:		9.1	58.	-	52.3			).7	59.	_	59.4
Heavy Trucks:		9.9	59.	6	50.5		51	1.8	60.	1	60.2
Vehicle Noise:	67	7.1	66.	5	63.3		58	3.6	67.	2	67.6
Centerline Distan	ce to Noise C	ontour (in	feet)								
					dBA	65 0		6	60 dBA		dBA
			Ldr		36	7			165	-	56
		.:	38	8:	82 177 38				82		

	FH\	WA-RD-77-108	HIGHV	VAY NO	DISE PE	REDICTIO	N MO	DEL			
	o: Existing Wi e: Eucalyptus at: e/o Nason	Av.				Project N Job Nu			Center at N	IV	
	SPECIFIC IN	IPUT DATA		0	4- 0	NC ditions (F			L INPUT	5	
Peak He	Percentage: our Volume: nicle Speed:	8,647 vehicle 7.83% 677 vehicle 35 mph 48 feet			Ме	dium Truck avy Truck	ks (2 A	Autos: (xles):	15 15 15		
	ie Distance.	40 1661			Vehi	icleType		Day	Evening	Night	Daily
Site Data  Barrier Type (0-Wa	rier Height: all, 1-Berm):	0.0 feet 0.0				Au edium Tru Heavy Tru	cks:	77.5% 84.8% 86.5%	4.9%	9.6% 10.3% 10.8%	1.84%
Centerline Dist. t Centerline Dist. t Barrier Distance t Observer Height (,	o Observer: o Observer:	50.0 feet 50.0 feet 0.0 feet 5.0 feet 0.0 feet		Ne	Mediui	Autos: m Trucks: y Trucks:	0.0 2.2	000 297 006	eet) Grade Adj	iustmen	t: 0.0
Roa	d Elevation:	0.0 feet		Lá	ne Equ	uivalent L	Distanc	e (in i	feet)		
F	Road Grade: Left View: Right View:	0.0% -90.0 degree 90.0 degree				Autos: m Trucks: ry Trucks:	43.	947			
FHWA Noise Mode	l Calculation	s									
VehicleType Autos: Medium Trucks: Heavy Trucks:	REMEL 64.30 75.75 81.57	-19.79		0.71 0.74 0.73	Finite	-1.20 -1.20 -1.20		el -4.65 -4.87 -5.43			0.000 0.000 0.000
						-1.20		-0.40	0.0	,00	0.000
Unmitigated Noise VehicleType	Leveis (with Leg Peak Hou			attenu Leg Eve		Leq N	iaht		Ldn		NEL
Autos:			60.4	LUY LVC	58.7	Legiv	52.6		61.2		61.8
Medium Trucks:	55	5.5	55.0		48.7		47.1		55.6	6	55.8
Heavy Trucks:		••	57.0		48.0		49.2		57.6		57.7
Vehicle Noise:			62.8		59.4		55.0		63.5	5	64.0
Centerline Distanc	e to Noise Co	ontour (in feet	)								
			Ldn:	70 dE	BA	65 dl 40		6	86 86		185
			Lan: NEL:	20		43			92		198

	FHW	/A-RD-77-108	HIG	HWAY I	NOISE P	REDICT	ION MC	DEL					
Road Nam	o: Existing Wit e: Bay Av. nt: w/o Lasselle	,				.,	Name: lumber:		Center at N	IV			
SITE S	SPECIFIC IN	PUT DATA				N	OISE	MODE	L INPUT	S			
Highway Data					Site Cor	ditions	(Hard =	: 10, Sc	oft = 15)				
Average Daily	Traffic (Adt):	1,634 vehicles	S					Autos:	15				
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles):	15				
Peak H	our Volume:	128 vehicles	S		He	avy Truc	cks (3+ .	Axles):	15				
Vei	hicle Speed:	30 mph			Vehicle	Miv							
Near/Far Lar	ne Distance:	24 feet		ŀ		icleType		Dav	Evening	Night	Daily		
Site Data							Autos:	77.5%	-	9.6%			
Rar	rier Heiaht:	0.0 feet			М	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-W		0.0				Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline Dis		39.0 feet			M-: 0	5		- /:- #					
Centerline Dist.	Centerline Dist. to Observer: 39.0 feet						Noise Source Elevations (in feet)  Autos: 0.000						
Barrier Distance	to Observer:	0.0 feet			Autos: 0.000 Medium Trucks: 2.297								
Observer Height (	Above Pad):	5.0 feet				m Truck vy Truck		.006	Grade Ad	ivotmont	. 0 0		
Pa	ad Elevation:	0.0 feet			пеа	ry Truck	s. o.	.000	Grade Auj	usunen	. 0.0		
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distan	ce (in i	feet)				
F	Road Grade:	0.0%				Auto	s: 37	.443					
	Left View:	-90.0 degrees			Mediu	m Truck	s: 37	.206					
	Right View:	90.0 degree	es		Hea	y Truck	s: 37	.230					
FHWA Noise Mode	el Calculations	3											
VehicleType	REMEL	Traffic Flow	Di	istance		Road	Fresi		Barrier Atte		m Atten		
Autos:	61.75	-9.12		1.7	-	-1.20		-4.58		000	0.000		
Medium Trucks:	73.48	-26.36		1.8	_	-1.20		-4.87		000	0.000		
Heavy Trucks:	79.92	-30.31		1.8	32	-1.20		-5.57	0.0	000	0.000		
Unmitigated Noise													
	Leq Peak Hou			Leq E	vening		Night		Ldn		VEL		
Autos:	53.	-	52.4		50.6		44.		53.2	-	53.8		
Medium Trucks:	47.	-	47.3		40.9		39.		47.9		48.		
Heavy Trucks: Vehicle Noise:	50. 55.		49.9 55.1		40.8 51.4		42. 47.		50.4 55.8		50.6		
					01				00.0				
Centerline Distanc	e to Noise Co	ntour (in reet)	, 	70	dBA	65	dBA	6	60 dBA	55	dBA		
			Ldn:		4			1	20		14		
				4		9		20		+4			

	FHV	/A-RD-77-108 I	HIGHW	AY N	OISE P	REDICT	ION MC	DEL			
Road Nan	rio: Existing Wit ne: Cottonwood nt: w/o Lasselle	Av.					Name: lumber:		Center at N	ΛV	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data				5	ite Con	ditions	(Hara =				
Average Daily	. ,	8,581 vehicles						Autos:	15		
	Percentage:	7.83%				dium Tr		,			
	lour Volume:	672 vehicles			He	avy Tru	cks (3+	Axles):	15		
	ehicle Speed:	45 mph		ν	ehicle	Wix					
Near/Far La	ne Distance:	36 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						,	Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-VI		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		44.0 feet			/-: O	ource E		- <i>(i £-</i>	41		
Centerline Dist.	to Observer:	44.0 feet		^	ioise s	Auto		_ •	ei)		
Barrier Distance	to Observer:	0.0 feet			A 4 15	Auto m Truck		.000			
Observer Height	(Above Pad):	5.0 feet				ry Truck		.006	Grade Ad	instment	0.0
P	ad Elevation:	0.0 feet			пеа	ry Truck	s. o	.006	Orauc Au	justinoni.	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distan	ce (in t	feet)		
	Road Grade:	0.0%				Auto	s: 40	.460			
	Left View:	-90.0 degrees	s		Mediu	m Truck	s: 40	.241			
	Right View:	90.0 degrees	s		Heav	y Truck	s: 40	.262			
FHWA Noise Mod				'							
VehicleType	REMEL	Traffic Flow	Distai			Road	Fres		Barrier Att		m Atten
Autos:		-3.68		1.28		-1.20		-4.61		000	0.000
Medium Trucks:		-20.92		1.31		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-24.87		1.31		-1.20		-5.50	0.0	000	0.000
Unmitigated Nois	,		oarrier a	attenı	uation)			,			
VehicleType	Leq Peak Hou	- 1 - 7		.eq Ev		Leq	Night		Ldn		VEL
Autos:		-	64.0		62.3		56.		64.8	-	65.4
Medium Trucks:		-	8.2		51.8		50.	-	58.	-	59.0
Heavy Trucks:			9.1		50.1		51.		59.		59.8
Vehicle Noise:	66.	.7 6	6.0		62.9		58.	2	66.	7	67.2
Centerline Distant	ce to Noise Co	ntour (in feet)	-	70 -			-10.4	1	O 4D4		-ID 4

Tuesday, June 14, 2022

	FH	WA-RD-77-108	HIGHW	AY N	IOISE PI	REDICT	ION M	ODEL			
Road Na	rio: Existing W ne: Alessandro ent: w/o Perris	Blvd.				.,		: Town : 14556	Center at N	ЛV	
	SPECIFIC IN	IPUT DATA							L INPUT	S	
lighway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	28,186 vehicles	8					Autos	: 15		
Peak Hou	r Percentage:	7.83%			Me	dium Ti	ucks (2	2 Axles)	: 15		
Peak	Hour Volume:	2,207 vehicles	S		He	avy Tru	cks (3-	Axles)	: 15		
V	ehicle Speed:	45 mph		١,	Vehicle I	Miss					
Near/Far L	ane Distance:	82 feet		- 1		icleType		Day	Evening	Night	Daily
Site Data				$\dashv$	V (11		Autos:	77.59	-	9.6%	
				$\dashv$	1.4	edium T		84.89		10.3%	
	arrier Height:	0.0 feet				Heavy T		86.59		10.3%	
Barrier Type (0-1	vall, 1-Berm): ist. to Barrier:	0.0 67.0 feet		L		.0049 1	, aono.	00.07	2.170	. 5.0 70	0.147
Centerline L			1	Voise So	ource E	levatio	ns (in f	eet)			
Barrier Distance		67.0 feet 0.0 feet				Auto	S.	0.000			
					Mediu	m Truck	s:	2.297			
Observer Height	. ,	5.0 feet			Heav	y Truck	s:	8.006	Grade Ad	ljustment	0.0
	Pad Elevation:	0.0 feet 0.0 feet		- 1	Lane Eq	uivalon	t Nieta	nco (in	foot)		
R	Road Grade:	0.0 feet 0.0%		F.	Lane Ly	Auto		3.226	1001)		
					Madiu	Auto m Truck		3.226			
	Left View:	-90.0 degree						3.059			
	Right View:	90.0 degree	es		Heav	y Truck	S: 5	3.076			
HWA Noise Mod	del Calculation	s									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fre	snel	Barrier Att	ten Ber	m Atten
Autos	68.46	1.49		-0.5	1	-1.20		-4.71	0.	000	0.000
Medium Trucks	79.45	-15.75		-0.4	9	-1.20		-4.88	0.	000	0.000
Heavy Trucks	84.25	-19.71		-0.4	9	-1.20		-5.29	0.	000	0.000
Inmitigated Nois	e Levels (with	out Topo and	barrier a	atten	uation)						
VehicleType	Leq Peak Hot	ır Leq Day	L	eq E	/ening	Leq	Night		Ldn	C	NEL
Autos			67.4		65.6			9.6	68.	_	68.8
Medium Trucks			61.6		55.2			3.7	62.		62.3
Heavy Trucks	62	2.9	62.5		53.5		54	1.7	63.	1	63.2
Vehicle Noise	: 70	).1	69.4		66.2		61	1.6	70.	1	70.6
Centerline Distar	ce to Noise C	ontour (in feet)	)								
				70 c			dBA		60 dBA		dBA
			Ldn: VFL:	6	-		47		316	-	82
		73 158 339			7	731					

	FH	WA-RD-77-10	8 HIGI	HWAY	NOISE P	REDICT	ION MC	DEL			
Road Na	ario: Existing W me: Alessandr ent: w/o Kitchir	o Blvd.					t Name: lumber:		Center at N	/IV	
	SPECIFIC I	NPUT DATA	ı						L INPUT	S	
Highway Data					Site Cor	ditions	(Hard =	10, S	oft = 15)		
Average Dail	y Traffic (Adt):	20,562 vehicl	es					Autos:	15		
Peak Hou	ır Percentage:	7.83%			Me	edium Tr	ucks (2	Axles):	15		
Peak	Hour Volume:	1,610 vehicl	es		He	eavy Tru	cks (3+	Axles):	15		
V	ehicle Speed:	45 mph			Vehicle	Mix					
Near/Far L	ane Distance:	82 feet				icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
	arrier Height:	0.0 feet			М	edium T	rucks:	84.8%	6 4.9%	10.3%	
Barrier Type (0-		0.0 feet				Heavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
	Dist to Barrier:	67.0 feet									
Centerline Dis		67.0 feet			Noise S				eet)		
Barrier Distanc		0.0 feet				Auto		.000			
Observer Heigh		5.0 feet				m Truck		297			
	Pad Elevation:	0.0 feet			Hea	vy Truck	s: 8.	.006	Grade Ad	justmen	t: 0.0
	oad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 53	.226	,		
	Left View:	-90.0 dear	ees		Mediu	m Truck	s: 53	059			
	Right View:	90.0 degr			Hea	vy Truck	s: 53	.076			
FHWA Noise Mo	del Calculation	15									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten
Autos	68.46	0.1	2	-0.	51	-1.20		-4.71	0.0	000	0.000
Medium Trucks	: 79.45	5 -17.1	2	-0.4	49	-1.20		-4.88	0.0	000	0.000
Heavy Trucks	84.25	-21.0	8	-0.4	49	-1.20		-5.29	0.0	000	0.000
Unmitigated Noi	se Levels (with	nout Topo an	d barri	er atte	nuation)						
VehicleType	Leq Peak Ho	ur Leq Da	эy	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos	:: 6	6.9	66.0		64.3		58.	2	66.8	3	67.4
Medium Trucks	:: 6	0.6	60.2		53.8		52.	3	60.7	7	61.0
Heavy Trucks		1.5	61.1		52.1		53.		61.7		61.8
Vehicle Noise	e: 6	8.7	68.0		64.9	1	60.	2	68.	7	69.2
Centerline Dista	nce to Noise C	ontour (in fee	et)							,	
			Į		dBA 55		dBA	- (	60 dBA		dBA
	Ldn: CNEL:						19		256		552
			59 128 275				593				

		WA-RD-77-108	IIIOIII	t/edl l	OIOL F						
	o: Existing W								Center at M	١V	
	e: Alessandro					Job N	umber:	14556			
Road Segmer	nt: e/o Lassell	e St.									
	SPECIFIC II	IPUT DATA			0				L INPUT	S	
Highway Data					Site Con	ditions					
Average Daily			S					Autos:	15		
Peak Hour	Percentage:	7.83%				dium Tru					
Peak H	our Volume:	884 vehicle	S		He	avy Truc	ks (3+ )	Axles):	15		
Ve	hicle Speed:	50 mph		-	Vehicle	Miv					
Near/Far La	ne Distance:	82 feet		F		icleType		Day	Evening	Night	Daily
Site Data							lutos:	77.5%	12.9%	9.69	6 97.429
Rai	rier Heiaht:	0.0 feet			М	edium Tr	ucks:	84.8%	4.9%	10.39	6 1.84%
Barrier Type (0-W		0.0				Heavy Tr	ucks:	86.5%	2.7%	10.89	6 0.74%
Centerline Dis		67.0 feet		L							
Centerline Dist	to Observer	67.0 feet		1	Noise So	ource Ele			eet)		
Barrier Distance	to Observer	0.0 feet				Autos		000			
Observer Height (		5.0 feet				m Trucks		297			
	ad Elevation:	0.0 feet			Heav	y Trucks	s: 8.	006	Grade Ad	ustmen	t: 0.0
	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distan	ce (in t	feet)		
	Road Grade:	0.0%				Autos	53.	226			
•	Left View:	-90.0 degree	29		Mediu	m Trucks	53	059			
	Right View:	90.0 degree			Heav	y Trucks	53.	076			
F1114/4 N: 841-											
FHWA Noise Mode VehicleType	REMEL	s Traffic Flow	Diet	ance	Finite	Road	Fresr	ol l	Barrier Att	on Ro	rm Atten
Autos:	70.20	-2.94	Dist	-0.5		-1.20	11031	-4.71		000	0.000
Medium Trucks:	81.00			-0.4		-1.20		-4.88		000	0.00
Heavy Trucks:	85.38			-0.4	-	-1.20		-5.29		000	0.00
Unmitigated Noise	Lovole (with	out Topo and	harrio	ratton	untion)						
	Leg Peak Ho			Leg E		Lea	Night	Ι	Ldn	(	NEL
Autos:			64.7		62.9		56.9	)	65.5		66.
Medium Trucks:			58.7		52.3		50.8		59.2	-	59.
Heavy Trucks:			59.2		50.2		51.4		59.8	-	59.
Vehicle Noise:			66.6		63.5		58.7		67.3		67.
Centerline Distance	e to Noise C	ontour (in feet	)								
		(		70 c	dBA	65 (	dBA	6	i0 dBA	5	5 dBA
				4	4	9	-	•	205	•	441
			Ldn:	4	4	9	5		205		441

	FHV	WA-RD-77-108	HIGI	I YAWH	NOISE P	REDICT	TION MC	DDEL			
Road Nan	no: Existing Wine: Alessandro nt: w/o Lasselle	Blvd.					t Name: Number:		Center at N	/IV	
	SPECIFIC IN	IPUT DATA			0:4- 0-				L INPUT	s	
Highway Data					Site Co	aitions	(Hara =				
	Traffic (Adt):		S					Autos.			
	Percentage:	7.83%					rucks (2	,			
	lour Volume:	1,099 vehicles	S		H	eavy Tru	icks (3+	Axles).	15		
	hicle Speed:	45 mph		Ī	Vehicle	Mix					
Near/Far La	ne Distance:	82 feet		Ī	Vel	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ra	rrier Height:	0.0 feet			N	ledium 7	rucks:	84.89	4.9%	10.3%	1.84
Barrier Type (0-W	-	0.0				Heavy 7	rucks:	86.5%	6 2.7%	10.8%	0.74
	st to Barrier:	67.0 feet									
Centerline Dist	to Observer:	67.0 feet			Noise S			_ •	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height		5.0 feet				m Truck		.297			
P	ad Elevation	0.0 feet			Hea	vy Truck	(s: 8	.006	Grade Ad	justment	0.0
Ro	ad Elevation:	0.0 feet		Ī	Lane Ec	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		Ī		Auto	s: 53	.226	-		
	Left View:	-90.0 degree	es		Mediu	m Truck	ks: 53	.059			
	Right View:	90.0 degree			Hea	vy Truck	ks: 53	.076			
FHWA Noise Mod	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Attei
Autos:	68.46	-1.54		-0.5	51	-1.20		-4.71	0.0	000	0.0
Medium Trucks:	79.45	-18.78		-0.4	19	-1.20		-4.88	0.0	000	0.0
Heavy Trucks:	84.25	-22.73		-0.4	19	-1.20		-5.29	0.0	000	0.0
Inmitigated Nois			_			Ι.,	A.C	1			
VehicleType	Leq Peak Hou	- 1 - 7		Leq E	vening		Night	_	Ldn		NEL 65
Autos:	65 59		64.4 58.5		62.6 52.2		56.	-	65.1 59.1	_	59
Medium Trucks: Heavy Trucks:			59.5		50.4		50. 51.		60.0		60
Vehicle Noise:			66.4		63.2		58.		67.		67
Centerline Distan					00.1						
		(		70	dBA	65	dBA		60 dBA	55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-10	8 HIG	HWAY	NOISE PI	REDICTI	ON M	ODEL				
Road Nan	nio: Existing Wine: Alessandro nt: e/o Nason	Blvd.						: Town	Center at N	ЛV		
	SPECIFIC IN	IPUT DATA							L INPUT	s		
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)			
Average Daily	Traffic (Adt):	8,886 vehicl	es					Autos:	15			
Peak Hour	Percentage:	7.83%				dium Tru						
Peak F	lour Volume:	696 vehicl	es		He	avy Truc	ks (3-	+ Axles):	15			
Vé	ehicle Speed:	45 mph			Vehicle I	Miv						
Near/Far La	ne Distance:	58 feet				icleType		Dav	Evening	Night	Dailv	
Site Data							utos:	77.5%	-	9.6%	97.42%	
P.	rrier Height:	0.0 feet			М	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V		0.0			1	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%	
** '	ist. to Barrier:	55.0 feet			Noise So		41-	(: \$	41			
Centerline Dist.	to Observer:	55.0 feet			Noise Sc			_ •	eet)			
Barrier Distance	to Observer:	0.0 feet				Autos m Trucks	-	0.000				
Observer Height	(Above Pad):	5.0 feet						2.297	0	···		
-	ad Elevation:	0.0 feet			Heav	y Trucks		8.006	Grade Ad	justment	0.0	
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)			
	Road Grade:	0.0%				Autos	: 4	7.000				
	Left View:	-90.0 degr	ees		Mediu	m Trucks	: 4	6.811				
	Right View:	90.0 degr	ees		Heav	y Trucks	: 4	6.830				
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten	
Autos:			-	0.3		-1.20		-4.67		000	0.000	
Medium Trucks:					33	-1.20		-4.87		000	0.000	
Heavy Trucks:	84.25	-24.7	2	0.3	32	-1.20		-5.38	0.	000	0.000	
Unmitigated Nois	e Levels (with	out Topo and	d barri	ier atte	nuation)							
VehicleType	Leq Peak Hou	ur Leq Da	ay .	Leq E	vening	Leq I	Vight		Ldn	C	NEL	
Autos:			63.2		61.4		-	5.4	64.	-	64.6	
Medium Trucks:			57.4		51.0			9.5	57.	-	58.2	
Heavy Trucks:			58.3		49.3			).5	58.		59.0	
Vehicle Noise:		5.9	65.2		62.0		57	7.4	65.	9	66.4	
Centerline Distan	ce to Noise Co	ontour (in fee	et)									
			Į		dBA	65 0		(	60 dBA		dBA	
			Ldn:		29	6	-		136	_	94	
		(	ONEL:		31	6	68 146			315		

	FH\	WA-RD-77-108	HIGHV	VAY NO	DISE PE	REDICTIO	N MOE	EL			
	o: Existing W e: Cactus Av. nt: w/o Nason	,				Project N Job Nu			Center at N	IV	
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				Si	te Con	ditions (F					
Average Daily	. ,		S					utos:	15		
	Percentage:	7.83%				dium Truc					
	our Volume:	1,257 vehicle	S		He	avy Truck	s (3+ A	xles):	15		
	hicle Speed:	45 mph		Ve	ehicle I	Иiх					
Near/Far Lar	ne Distance:	36 feet			Vehi	icleType	I	Day	Evening	Night	Daily
Site Data						Αι	itos:	77.5%	12.9%	9.6%	97.42%
Bar	rier Height:	0.0 feet			Me	edium Tru	cks: {	34.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	-	0.0			F	leavy Tru	cks:	36.5%	2.7%	10.8%	0.74%
Centerline Dis		44.0 feet		N	oise Sc	urce Ele	/ations	(in fe	eet)		
Centerline Dist.		44.0 feet				Autos		•	.,		
Barrier Distance		0.0 feet			Mediui	n Trucks:					
Observer Height (	,	5.0 feet				y Trucks:			Grade Adj	ustment	t: 0.0
	d Elevation:	0.0 feet		_							
	d Elevation:	0.0 feet		Lá	ne Eq	uivalent L			'eet)		
F	Road Grade:	0.0%				Autos:					
	Left View:	-90.0 degre				n Trucks:					
	Right View:	90.0 degre	es		Heav	y Trucks:	40.2	62			
FHWA Noise Mode	l Calculation	s		-							
VehicleType	REMEL	Traffic Flow	Dista		Finite		Fresne	_	Barrier Atte		rm Atten
Autos:	68.46			1.28		-1.20		4.61	0.0		0.000
Medium Trucks:	79.45			1.31		-1.20		4.87		000	0.000
Heavy Trucks:	84.25	-22.15		1.31		-1.20		5.50	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrier	attenu	ation)						
	Leq Peak Hou			Leq Eve		Leq N			Ldn		NEL
Autos:		7.6	66.7		65.0		58.9		67.5		68.2
Medium Trucks:	-	.4	60.9		54.6		53.0		61.5		61.7
Heavy Trucks:	62	2.2	61.9		52.8		54.1		62.4	ŀ	62.5
Vehicle Noise:	69	9.4	68.7		65.6		60.9		69.5	5	69.9
Centerline Distance	e to Noise Co	ontour (in feet	)	70.							
			└	70 dE	3A	65 dl	3A	6	i0 dBA		dBA
		_	Ldn:	41		87			188		105
		С	NEL:	43		94			202	2	134

Scenari											
Road Nam Road Segmer	e: Iris Av.	ithout Project	t			Project N Job Nui			Center at N	IV	
	SPECIFIC II	NPUT DAT	A						L INPUT	8	
Highway Data					Site Con	ditions (F	lard =	10, So	ft = 15)		
Peak H	Percentage: our Volume:	7.83% 1,979 vehi				dium Truc avy Truck	ks (2 /		15 15 15		
	hicle Speed:	50 mph			Vehicle I	Mix					
Near/Far Lar	ne Distance:	82 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						Au	ıtos:	77.5%	12.9%	9.6%	97.42%
	rier Height:	0.0 fee	t			edium Tru Heavy Tru		84.8% 86.5%		10.3%	
Barrier Type (0-W	. ,	0.0				icavy ira	UNO.	00.070	2.1 70	10.07	0.747
Centerline Dist		67.0 fee			Noise Sc	ource Elev	vation	s (in fe	et)		
				Autos:	0.	000					
Barrier Distance		0.0 fee			Mediu	m Trucks:	2.	297			
Observer Height (	,	5.0 fee			Heav	y Trucks:	8.	006	Grade Adj	iustmen	t: 0.0
	ad Elevation:	0.0 fee		-	I ana Ea	uivalent E	lioton	oo (in f	inati		
	ad Elevation:	0.0 fee	1	-	Laire Ly				eei)		
,	Road Grade:	0.0%				Autos:		226 059			
	Left View: Right View:	-90.0 deg 90.0 deg				m Trucks: ry Trucks:		076			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flor	v Di	istance	Finite	Road	Fresi	nel	Barrier Atte	en Be	rm Atten
Autos:	70.20	0.	56	-0.5	51	-1.20		-4.71	0.0	000	0.000
Medium Trucks:	81.00	-16.	68	-0.4	19	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-20.	64	-0.4	19	-1.20		-5.29	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo a	nd barr	ier atte	nuation)						
	Leq Peak Ho		-		vening	Leq N			Ldn		NEL
Autos:	-	9.0	68.2		66.4		60.4		69.0		69.6
Medium Trucks:	62	2.6	62.2		55.8		54.3	3	62.7	7	63.0
Heavy Trucks:	-	3.0	62.7		53.7		54.9		63.3		63.4
Vehicle Noise:		0.7	70.1		67.0		62.2	2	70.8	3	71.2
	e to Noise C	ontour (in fe	eet)	_							
Centerline Distanc	0 10 110100 0	•									
Centerline Distanc			Ldn:		dBA 76	65 dE		6	0 dBA 350		dBA 755

	FHV	VA-RD-77-108	HIGH	IWAY I	NOISE P	REDICT	ION M	ODEL			
Road Nan	rio: Existing Witne: Cactus Av. ent: e/o Nason S	,						: Town :: 14556	Center at N	//V	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard	-			
	Traffic (Adt): 1		3					Autos:			
	Percentage:	7.83%						2 Axles):			
	lour Volume:	915 vehicles	3		He	avy Tru	cks (3-	+ Axles):	15		
	ehicle Speed:	45 mph		Ī	Vehicle	Vix					
Near/Far La	ne Distance:	36 feet		Ī	Veh	icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ва	rrier Heiaht:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-VI	Vall, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	44.0 feet		H	Noise S	urce F	lovatio	ne (in fi	not)		
Centerline Dist.	to Observer:	44.0 feet		ŀ	140/36 00	Auto		0.000			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		2.297			
Observer Height	(Above Pad):	5.0 feet				y Truck		8.006	Grade Ad	iustmen	: 0.0
P	ad Elevation:	0.0 feet									
	ad Elevation:	0.0 feet		-	Lane Eq			_	feet)		
	Road Grade:	0.0%				Auto		0.460			
	Left View:	-90.0 degree	es			m Truck		0.241			
	Right View:	90.0 degree	es		Hear	y Truck	s: 4	0.262			
FHWA Noise Mod	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Bei	m Atten
Autos:		-2.34		1.2		-1.20		-4.61		000	0.00
Medium Trucks:		-19.57		1.3		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-23.53		1.3	1	-1.20		-5.50	0.0	000	0.00
Unmitigated Noise	e Levels (with	out Topo and	barrie	er atter	nuation)						
VehicleType	Leq Peak Hou	- 1 - 7		Leq E	vening	Leq	Night		Ldn		NEL
Autos:			65.4		63.6			7.5	66.3		66.
Medium Trucks:			59.5		53.2		-	1.6	60.		60.
Heavy Trucks:			60.5		51.4			2.7	61.0		61.
Vehicle Noise:			67.4		64.2		59	9.5	68.	1	68.
Centerline Distant	ce to Noise Co	ntour (in feet)	· ,							1	
				70	dRA	65	dRA	1 /	SO dRA	1 55	dBA

Tuesday, June 14, 2022

	FH	WA-RD-77-1	08 HIG	HWAY	NOISE PE	REDICTION	ом М	ODEL			
Road Nam	io: Existing W le: Iris Av. nt: e/o Nason	,	İ					: Town (	Center at N	ЛV	
	SPECIFIC IN	NPUT DAT	١		0				L INPUT	s	
Highway Data					Site Con	ditions (	Hard				
Average Daily	Traffic (Adt):	21,571 vehic	les					Autos:			
Peak Hour	Percentage:	7.83%				dium Tru					
Peak H	lour Volume:	1,689 vehic	les		He	avy Truc	ks (3+	· Axles):	15		
Ve	hicle Speed:	50 mph			Vehicle I	Miv					
Near/Far La	ne Distance:	82 feet				cleType		Day	Evening	Night	Daily
Site Data						A	utos:	77.5%	12.9%	9.6%	97.42%
Par	rrier Height:	0.0 feet			Me	edium Tr	ıcks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			F	leavy Tr	ıcks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	. ,	67.0 feet			Noise So	uraa Ele	vetio	na (in f	2041		
Centerline Dist.	to Observer:	67.0 feet			Noise 30	Autos		0.000	et)		
Barrier Distance	to Observer:	0.0 feet			A decelling	Autos n Trucks					
Observer Height (	Above Pad):	5.0 feet						2.297	Crada As	livatmant	. 0 0
	ad Elevation:	0.0 feet			Heav	y Trucks	: 1	3.006	Grade Ad	justment.	0.0
Roa	ad Elevation:	0.0 feet			Lane Equ	uivalent	Dista	nce (in	feet)		
ı	Road Grade:	0.0%				Autos	: 5	3.226			
	Left View:	-90.0 deg	rees		Mediur	n Trucks	: 5	3.059			
	Right View:	90.0 deg	rees		Heav	y Trucks	: 5	3.076			
FHWA Noise Mode	el Calculation	ıs									
VehicleType	REMEL	Traffic Flov	/ Di	stance	Finite		Fre		Barrier Att	en Ber	m Atten
Autos:	70.20		-	-0.		-1.20		-4.71		000	0.000
Medium Trucks:	81.00			-0.4		-1.20		-4.88		000	0.000
Heavy Trucks:	85.38	-21.3	33	-0.4	49	-1.20		-5.29	0.	000	0.000
Unmitigated Noise	Levels (with	out Topo an	d barri	ier atte	nuation)						
	Leq Peak Hou		,	Leq E	vening	Leq N	-		Ldn		VEL
Autos:		3.4	67.5		65.8			1.7	68.		68.9
Medium Trucks:	-	1.9	61.5		55.1			1.6	62.	-	62.3
Heavy Trucks:		2.4	62.0		53.0		_	.2	62.	_	62.7
Vehicle Noise:		0.1	69.4		66.3		61	.5	70.	1	70.6
Centerline Distanc	ce to Noise Co	ontour (in fe	et)								
			Į		dBA	65 a		6	60 dBA		dBA
			Ldn:		68	14	-		315	-	79
			CNEL:		73	15	7		339	7	30

Tuesday, June 14, 2022

Tuesday, June 14, 2022 Tuesday,

	FH\	WA-RD-77-108	HIGHW	AY NO	DISE PI	REDICTIO	ON MO	DEL			
	o: Existing Wi e: Perris Blvd nt: n/o Alessar					Project N Job Nu			Center at M	IV	
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				Si	te Con	ditions (I					
Average Daily	. ,		S					Autos:			
	Percentage:	7.83%				dium Truc					
	our Volume:	2,067 vehicle	S		не	avy Truck	(S (3+ A	(xies	15		
	hicle Speed:	40 mph		V	ehicle l	Vlix					
Near/Far Lar	ne Distance:	58 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						Au	ıtos:	77.5%	12.9%	9.6%	97.42%
Bar	rier Height:	0.0 feet			M	edium Tru	icks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	all, 1-Berm):	0.0			I	Heavy Tru	icks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis		55.0 feet		N	oise Sc	ource Ele	vation	s (in fe	eet)		
Centerline Dist.		55.0 feet				Autos:		000	,		
Barrier Distance		0.0 feet			Mediu	m Trucks:	2.:	297			
Observer Height (	,	5.0 feet			Heav	y Trucks:	8.	006	Grade Adj	ustmen	0.0
	d Elevation:	0.0 feet		-							
	d Elevation:	0.0 feet		Li	ane Eq	uivalent l			reet)		
<i>F</i>	Road Grade:	0.0%				Autos:					
	Left View:	-90.0 degre				m Trucks:					
	Right View:	90.0 degre	es		neav	y Trucks:	46.	830			
FHWA Noise Mode	l Calculation	s									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresn	el	Barrier Atte	en Be	rm Atten
Autos:	66.51			0.30		-1.20		-4.67	0.0		0.000
Medium Trucks:	77.72			0.33		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-19.48		0.32		-1.20		-5.38	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrier	attenu	ation)						
	Leq Peak Hou			.eq Eve		Leq N			Ldn		NEL
Autos:		7.3	66.5		64.7		58.7		67.3		67.9
Medium Trucks:	-	.3	60.9		54.5		53.0		61.4		61.7
Heavy Trucks:		2.6	62.3		53.2		54.5		62.8		63.0
Vehicle Noise:		9.3	68.7		65.4		60.8	}	69.4	ļ	69.8
Centerline Distance	e to Noise Co	ontour (in feet	)	70 dF	24	65 d	D A		50 dBA		dBA
			Ldn:	70 at		108			232		500
		_	Lan: NFL:	50 54		111	-		232		536
		C	VĽL.	54		113	,		249		100

Autos: 77.5%   12.9%   9.6%   97.4%		FHW	/A-RD-77-108	HIGH	HWAY	NOISE P	REDICT	ION M	DDEL			
Autos:   15   Autos:   17	Road Nam	e: Kitching St.	,							Center at N	ИV	
Average Daily Traffic (Adt): 7,477 vehicles		SPECIFIC IN	PUT DATA								s	
Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15	Highway Data					Site Cor	ditions	(Hard				
Peak Hour Volume: Vehicle Speed: 40 mph   Vehicle Mix	Average Daily	Traffic (Adt):	7,477 vehicle	S								
Vehicle Speed:	Peak Hour	Percentage:	7.83%			Me	edium Tr	ucks (2	Axles):	15		
Near/Far Lane Distance: 36 feet   VehicleType   Day   Evening   Night   Dail	Peak H	our Volume:	585 vehicle	S		He	eavy Tru	cks (3+	Axles):	15		
Near/Far Lane Distance: 36 feet   Vehicle Type	Ve	hicle Speed:	40 mph			Vehicle	Miv					
Barrier Height: 0.0 feet   Barrier Type (0-Wall, 1-Berm): 0.0   Centerline Dist. to Barrier: 44.0 feet   Centerline Dist. to Barrier: 44.0 feet   Centerline Dist. to Observer: 44.0 feet   Barrier Distance to Observer: 0.0 feet   Autos: 0.000   Medium Trucks: 8.006   Grade Adjustment: 0.0   Geet   Road Elevation: 0.0 feet   Road Elevation: 0.	Near/Far La	ne Distance:	36 feet					,	Day	Evening	Night	Daily
Barrier Type (0-Wall, 1-Berm): 0.0 et	Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Barrier Type (O-Wall, 1-Berm): 0.0   Heavy Trucks: 86.5%   2.7%   10.8%   0.74	Rai	rier Height	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Centerline Dist. to Observer: Barrier Distance to Observer: 0.0 feet   Autos: 0.000							Heavy T	rucks:	86.5%	2.7%	10.8%	0.749
Autos: 0.000	Centerline Dis	st. to Barrier:	44.0 feet		1	Noise S	nurce F	levatio	ns (in fe	et)		
Barrier Distance to Observer: 0.0 feet   Observer Height (Above Pad): 5.0 feet   Pad Elevation: 0.0 feet   Road Grade: 0.0%   Road Elevation: 0.0 feet   Road Grade: 0.0%   Road Elevation: 0.0 feet   Road Elev	Centerline Dist.	to Observer:	44.0 feet		1					,		
Diserver Height (Above Pad):	Barrier Distance	to Observer:	0.0 feet			Modiu						
Pad Elevation: 0.0 feet   Road Glevation: 0.0 feet   Road Glevation: 0.0 feet   Road Glade: 0.0%   Left View: -90.0 degrees   Medium Trucks: 40.241   Heavy Trucks: 40.262	Observer Height (	Above Pad):	5.0 feet							Grade Ac	liustmant	. 0.0
Road Grade: 0.0%	Pa	ad Elevation:	0.0 feet			rica	vy Truck	s. c	.000	Orauc Au	justinoni	. 0.0
Left View:	Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distai	nce (in t	feet)		
FHWA Noise Model Calculations   VehicleType   REMEL   Traffic Flow   Distance   Finite Road   Fresnel   Barrier Atten   Berm Atten   Autos: 66.51   -3.76   1.28   -1.20   -4.61   0.000   0.	H	Road Grade:	0.0%				Auto	s: 40	0.460			
FHWA Noise Model Calculations   VehicleType   REMEL   Traffic Flow   Distance   Finite Road   Fresnel   Barrier Atten   Bern Atte		Left View:	-90.0 degree	es		Mediu	m Truck	s: 40	).241			
VehicleType		Right View:	90.0 degree	es		Hea	vy Truck	s: 40	).262			
Autos: 66.51	FHWA Noise Mode	el Calculations	;									
Medium Trucks:         77.72         -21.00         1.31         -1.20         -4.87         0.000         0.00           Heavy Trucks:         82.99         -24.96         1.31         -1.20         -5.50         0.000         0.0           Unmitigated Noise Levels (without Topo and barrier attenuation)         VehicleType         Leq Peak Howr         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         62.8         62.0         60.2         54.2         62.8         6           Medium Trucks:         56.8         56.4         50.0         48.5         56.9         5           Heavy Trucks:         58.1         57.8         48.7         50.0         58.4         5           Vehicle Noise:         64.8         64.2         60.9         56.3         64.9         6           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA           Ldn:         20         43         93         201	VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	ten Ber	m Atten
Heavy Trucks:     82.99   -24.96     1.31   -1.20   -5.50   0.000   0.000	Autos:	66.51	-3.76		1.2	28	-1.20		-4.61	0.	000	0.00
Unmitigated Noise   Levels (without Topo and barrier attenuation)	Medium Trucks:	77.72	-21.00		1.3	31	-1.20		-4.87	0.	000	0.00
VehicleType	Heavy Trucks:	82.99	-24.96		1.3	31	-1.20		-5.50	0.	000	0.00
Autos: 62.8 62.0 60.2 54.2 62.8 6 Medium Trucks: 56.8 56.4 50.0 48.5 56.9 5 Heavy Trucks: 58.1 57.8 48.7 50.0 58.4 5 Vehicle Noise: 64.8 64.2 60.9 56.3 64.9 6  Centerline Distance to Noise Contour (in feet)  Ldn: 20 43 93 201	Unmitigated Noise	Levels (with	out Topo and	barri	er atte	nuation)						
Medium Trucks:         56.8         56.4         50.0         48.5         56.9         5           Heavy Trucks:         58.1         57.8         48.7         50.0         58.4         5           Vehicle Noise:         64.8         64.2         60.9         56.3         64.9         6           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA           Ldn:         20         43         93         201	VehicleType	Leq Peak Hou	r Leq Day	′	Leq E	vening	Leq	Night		Ldn	C	NEL
Heavy Trucks   58.1   57.8   48.7   50.0   58.4   5	Autos:	62.	8	62.0		60.2		54	.2	62.	8	63.
Vehicle Noise:         64.8         64.2         60.9         56.3         64.9         6           Centerline Distance to Noise Contour (in feet)           To dBA         65 dBA         60 dBA         55 dBA           Ldn:         20         43         93         201	Medium Trucks:	56.	8	56.4		50.0		48	.5	56.	9	57.
Centerline Distance to Noise Contour (in feet)           70 dBA         65 dBA         60 dBA         55 dBA           Ldn:         20         43         93         201			-								•	58.
70 dBA 65 dBA 60 dBA 55 dBA Ldn: 20 43 93 201	Vehicle Noise:	64.	8	64.2		60.9	1	56	.3	64.	9	65.
Ldn: 20 43 93 201	Centerline Distance	e to Noise Co	ntour (in feet	)					1		,	
									6			
CNEL: 21 46 100 215											_	
			C	VEL:		21	4	16		100	2	15

	FH\	WA-RD-77-108	HIGH	WAY N	OISE P	REDICT	ION M	ODEL			
Road Nar	rio: Existing Wi ne: Perris Blvd. ent: s/o Alessar							: Town (	Center at N	/IV	
SITE Highway Data	SPECIFIC IN	IPUT DATA			ito Cor				L INPUT	S	
· ·	T#- (A-#)	00.440		3	ne con	uitions	(riaru	Autos:			
	Traffic (Adt):		5		140	olium T	rueke (1	Autos. : (Axles			
	Percentage:	7.83% 2.204 vehicle:						· Axles):			
		_,	5			-	icks (3+	Axies).	15		
	ehicle Speed:	40 mph		ν	ehicle i	Mix					
Near/Far La	ane Distance:	58 feet			Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet			М	edium 1	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	55.0 feet			laiaa C	5	lovetio	ns (in fe	2041		
Centerline Dist.	to Observer:	55.0 feet		N	orse so	Auto		0.000	et)		
Barrier Distance	to Observer:	0.0 feet				Auto m Truck		2.297			
Observer Height	(Above Pad):	5.0 feet				m Truci vy Truci		2.297 3.006	Grade Ad	iustmant	
F	ad Elevation:	0.0 feet			пеа	ry Truci	15. 0	5.006	Orauc Au	justinoni	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distai	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 47	7.000			
	Left View:	-90.0 degree	es		Mediu	m Truck	ks: 46	6.811			
	Right View:	90.0 degree	es		Hear	y Truck	(s: 46	6.830			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	66.51	1.99		0.30		-1.20		-4.67	0.0	000	0.00
Medium Trucks:	77.72	-15.25		0.33		-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-19.20		0.32		-1.20		-5.38	0.0	000	0.00
<b>Unmitigated Nois</b>	e Levels (with	out Topo and	barrie	r attenu	ation)						
VehicleType	Leq Peak Hou			Leq Ev	ening	Leq	Night		Ldn		NEL
Autos:			8.66		65.0		58		67.0	-	68.
Medium Trucks:			61.1		54.8		53		61.		61.
Heavy Trucks:	62	2.9	62.6		53.5		54	.8	63.	1	63.
Vehicle Noise:			69.0		65.7		61	.1	69.	7	70.
Centerline Distan	ce to Noise Co	ontour (in feet		70.			10.4				
			- 1	70 d	DA	1 05	dBA	1 6	60 dBA	1 25	dBA

Tuesday, June 14, 2022

FH'	WA-RD-77-108	HIGH	WAY	NOISE PE	REDICTI	ON M	ODEL			
Scenario: Existing W Road Name: Kitching St Road Segment: s/o Alessa	. 1				.,		Town 14556	Center at N	/IV	
SITE SPECIFIC II	NPUT DATA				N	OISE	MODE	L INPUT	s	
Highway Data				Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily Traffic (Adt):	8,991 vehicle	S					Autos.	15		
Peak Hour Percentage:	7.83%			Ме	dium Tru	cks (2	Axles).	15		
Peak Hour Volume:	704 vehicle	S		He	avy Truc	ks (3+	Axles).	15		
Vehicle Speed:	40 mph		}	Vehicle I	187					
Near/Far Lane Distance:	36 feet		-		icleType		Day	Evening	Night	Daily
Site Data			-	VCIII		utos:	77.59	-	9.6%	
			-	M	edium Tr		84.89		10.3%	1.84%
Barrier Height:	0.0 feet 0.0				deavy Tr				10.8%	0.74%
Barrier Type (0-Wall, 1-Berm): Centerline Dist. to Barrier:	0.0 44.0 feet								10.070	0.7 170
	Centerline Dist. to Observer: 44.0 feet							eet)		
Barrier Distance to Observer:			Autos	: (	0.000					
	0.0 feet 5.0 feet			Mediui	m Trucks	: 2	2.297			
Observer Height (Above Pad):  Pad Elevation:	0.0 feet			Heav	y Trucks	: 8	3.006	Grade Ad	justment	0.0
Road Elevation:	0.0 feet		ł	Lane Eq	uivalent	Dista	nce (in	feet)		
Road Grade:	0.0%		ŀ		Autos		0.460	,		
Left View:	-90.0 degree	00		Mediu	m Trucks		0.400			
Right View:	90.0 degree				y Trucks		0.262			
FHWA Noise Model Calculation	ıs									
VehicleType REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos: 66.51	-2.96		1.2	28	-1.20		-4.61	0.0	000	0.000
Medium Trucks: 77.72	-20.20		1.3	31	-1.20		-4.87	0.0	000	0.000
Heavy Trucks: 82.99	-24.16		1.3	31	-1.20		-5.50	0.0	000	0.000
Unmitigated Noise Levels (with	out Topo and	barrie	er attei	nuation)						
VehicleType Leg Peak Ho	ur Leg Day	,	Leq E	vening	Leg I	light		Ldn	C	VEL
Autos: 60	3.6	62.8		61.0		55		63.0	-	
Autos: 63 Medium Trucks: 57	3.6 7.6	62.8 57.2		50.8		49	.3	57.	7	58.0
Autos: 63 Medium Trucks: 53 Heavy Trucks: 58	3.6 7.6 3.9	62.8 57.2 58.6		50.8 49.5		49 50	.3	57. 59.	7 2	64.2 58.0 59.3
Autos: 66 Medium Trucks: 55 Heavy Trucks: 58 Vehicle Noise: 68	3.6 7.6 3.9 5.6	62.8 57.2 58.6 65.0		50.8		49	.3	57.	7 2	58.0 59.3
Autos: 63 Medium Trucks: 53 Heavy Trucks: 58	3.6 7.6 3.9 5.6	62.8 57.2 58.6 65.0	70	50.8 49.5	65 0	49 50 57	.8	57. 59.	7 2 7	58.0
Autos: 66 Medium Trucks: 55 Heavy Trucks: 58 Vehicle Noise: 66	3.6 7.6 3.9 5.6 ontour (in feet	62.8 57.2 58.6 65.0		50.8 49.5 61.7	65 c	49 50 57	.8	57. 59.:	7 2 7 55	58.0 59.3 66.1

	FH\	WA-RD-77-108	HIGH	HWAY	NOISE P	REDICT	TION M	ODEL			
Road Nan	rio: Existing Wine: Lasselle St					.,	t Name. Number.		Center at N	/IV	
	SPECIFIC IN	IPUT DATA			04- 0				L INPUT	s	
Highway Data					Site Cor	iaitions	(Hara				
	Traffic (Adt):		S					Autos:			
	Percentage:	7.83%				edium Ti		,			
	lour Volume:	789 vehicle	S		He	eavy Tru	icks (3+	Axles):	15		
Vé	ehicle Speed:	40 mph			Vehicle	Mix					
Near/Far La	ne Distance:	48 feet			Veh	icleTyp	e	Dav	Evening	Night	Daily
Site Data							Autos:	77.5%	-	9.6%	,
	rrior Hoimbte	0.0 feet			М	edium 7	rucks:	84.8%	4.9%	10.3%	1.84%
	rrier Height:	0.0 feet				Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%
Barrier Type (0-W Centerline Di		0.0 50.0 feet									
Centerline Dist		50.0 feet			Noise S	ource E	levatio	ns (in f	eet)		
Barrier Distance				Auto	s: C	0.000					
		0.0 feet 5.0 feet			Mediu	m Truck	(S: 2	2.297			
Observer Height	ad Elevation:				Hear	vy Truck	(s: 8	3.006	Grade Ad	justment	0.0
	ad Elevation:	0.0 feet 0.0 feet			Lane Eq	uivalon	t Dieta	aco (in	foot)		
	Road Grade:				Lune Lq	Auto		1.147	1001)		
	Left View:	0.0%			Modiu	m Truck		3.947			
		-90.0 degree									
	Right View:	90.0 degree	es		пеа	vy Truck	(S: 4)	3.966			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	_	Road	Fres		Barrier Att		m Atten
Autos:	66.51	-2.47		0.	71	-1.20		-4.65	0.	000	0.000
Medium Trucks:	77.72	-19.71		0.	74	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	82.99	-23.66		0.	73	-1.20		-5.43	0.0	000	0.000
<b>Unmitigated Nois</b>	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	/	Leq E	vening	Leq	Night		Ldn	CI	NEL
Autos:	63	.6	62.7		60.9	1	54	.9	63.	5	64.1
Medium Trucks:	57	.5	57.1		50.7		49	.2	57.	7	57.9
Heavy Trucks:	58	.9	58.5		49.5		50	.7	59.	1	59.2
Vehicle Noise:	65	i.6	64.9		61.6	i	57	.1	65.	3	66.1
Centerline Distan	ce to Noise Co	ontour (in feet	)								
				70	dBA	65	dBA	(	60 dBA	55	dBA
			Ldn:		25		55		118	2	255
	CNEL:				27 59 127			2	73		

	FHV	VA-RD-77-108	HIGH	WAY N	OISE P	REDICTI	ON MC	DDEL			
Road Nan	io: Existing Wine: Lasselle St. nt: n/o Alessan							Town ( 14556	Center at N	/IV	
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data				S	Site Con	ditions	(Hard =	= 10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	9,017 vehicles	S					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tru	icks (2	Axles):	15		
Peak F	lour Volume:	706 vehicles	s		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		V	/ehicle	Miv					
Near/Far La	ne Distance:	48 feet		-		icleType	Т	Day	Evening	Night	Daily
Site Data						, , ,	lutos:	77.5%	12.9%	9.6%	97.429
Ra	rrier Height:	0.0 feet			М	edium Tr	ucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.749
Centerline Di		50.0 feet		-							
Centerline Dist	to Observer:	50.0 feet		^	ioise S	ource El			eet)		
Barrier Distance	to Observer:			Autos		.000					
Observer Height	(Above Pad):	5.0 feet				m Trucks		.297			
	ad Elevation:	0.0 feet			Heav	y Trucks	s: 8	.006	Grade Ad	justment.	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distan	ice (in f	feet)		
	Road Grade:	0.0%				Autos	s: 44	.147			
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 43	.947			
	Right View:	90.0 degree	es		Heav	y Trucks	s: 43	.966			
FHWA Noise Mod	el Calculation:	S		-							
VehicleType	REMEL	Traffic Flow	Dis	tance		Road	Fres		Barrier Att		m Atten
Autos:	66.51	-2.95		0.71		-1.20		-4.65		000	0.00
Medium Trucks:	77.72	-20.19		0.74		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-24.15		0.73	3	-1.20		-5.43	0.0	000	0.00
Unmitigated Nois								,			
VehicleType	Leq Peak Hou			Leq Ev		Leq			Ldn		VEL
Autos:	63		62.2		60.5		54.		63.0		63.
Medium Trucks:	57		56.6		50.3		48.		57.2	_	57.
Heavy Trucks: Vehicle Noise:	58 65		58.0 64.4		49.0 61.1		50. 56.		58.6 65.1		58. 65.
			•		01.1		50.		00.		05.
Centerline Distant	Le lo Noise Co	mour (in feet,	, 	70 d	IBA	65 (	dBA	6	i0 dBA	55	dBA
			Ldn:	24	1	5	1	1	110	2	37
	CNEL:				5				118		53

	FHV	VA-RD-77-108	HIGH	WAY N	IOISE P	REDIC1	TION MC	DDEL			
Road Nan	rio: Existing Wi ne: Lasselle St ent: s/o Cottony						t Name: Number:		Center at N	ΜV	
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	11,090 vehicles						Autos:			
Peak Hour	Percentage:	7.83%			Me	dium Ti	rucks (2	Axles):	15		
Peak H	lour Volume:	868 vehicles			He	avy Tru	icks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		- 1	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		ľ		icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ra	rrier Height:	0.0 feet			М	edium 1	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-V	-	0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.74
	ist. to Barrier:	50.0 feet		L							
Centerline Dist	to Observer:	50.0 feet		1	Noise S			_ •	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height		5.0 feet				m Truck		.297			
P	ad Elevation:	0.0 feet			Heav	y Truck	rs: 8	.006	Grade Ad	justment	0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distan	ice (in	feet)		
	Road Grade:	0.0%				Auto	s: 44	.147			
	Left View:	-90.0 degree	s		Mediu	m Truck	ks: 43	.947			
	Right View:	90.0 degree	s		Heav	y Truck	ks: 43	3.966			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atter
Autos:	66.51	-2.05		0.7	1	-1.20		-4.65	0.0	000	0.00
Medium Trucks:	77.72	-19.29		0.7	4	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-23.25		0.7	3	-1.20		-5.43	0.0	000	0.00
Unmitigated Nois	e Levels (with	out Topo and I	oarrie	r atten	uation)						
VehicleType	Leq Peak Hou	- 1 - 7		Leg E	vening		Night		Ldn		NEL
Autos:			33.1		61.4		55.	-	63.9	-	64
Medium Trucks:			57.5		51.2		49.	-	58.		58
Heavy Trucks:	59	.3	58.9		49.9		51.	.1	59.	5	59
Vehicle Noise:	66	.0	35.3		62.0		57.	.5	66.0	0	66
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 c	dΒA	65	dBA	1 6	60 dBA	55	dBA

Tuesday, June 14, 2022

	FHW	A-RD-77-108 H	HIGH	WAY	NOISE F	REDICT	ION M	ODEL				
Scenario: Existin Road Name: Lassel Road Segment: s/o Ale	le St.	,						: Town : 14556	Center at N	ИV		
SITE SPECIFI	C INF	UT DATA				N	OISE	MODE	L INPUT	s		
Highway Data					Site Co	nditions	(Hard	= 10, S	oft = 15)			
Average Daily Traffic (Ad	tt): 14	1,838 vehicles						Autos	: 15			
Peak Hour Percentag	ge:	7.83%			М	edium Tru	icks (2	Axles)	: 15			
Peak Hour Volun	ne: 1	1,162 vehicles			Н	eavy Truc	cks (3+	Axles)	: 15			
Vehicle Spee	ed:	40 mph			Vehicle	Miv						
Near/Far Lane Distant	ce:	48 feet				hicleType		Day	Evening	Night	Daily	
Site Data							Autos:	77.59		9.6%		
Barrier Heig	la é s	0.0 feet			٨	1edium Ti	rucks:	84.89	6 4.9%	10.3%	1.84%	
Barrier Type (0-Wall, 1-Beri		0.0				Heavy Ti	rucks:	86.59	6 2.7%	10.8%	0.74%	
Centerline Dist. to Barn	er:	50.0 feet			Noise S	ource El	evatio	ns (in f	eet)			
Centerline Dist. to Observ	er:	50.0 feet				Auto:		0.000	001)			
Barrier Distance to Observ		Medii	ım Truck:		2.297							
Observer Height (Above Pa	d):	5.0 feet				vy Truck		3.006	Grade Ad	liustmen	t: 0.0	
Pad Elevati	on:	0.0 feet								,		
Road Elevation	on:	0.0 feet			Lane E	quivalent			feet)			
Road Grad	de:	0.0%				Auto		4.147				
Left Vie	W.	-90.0 degrees	3			ım Truck		3.947				
Right Vie	W.	90.0 degrees	6		Hea	vy Truck	s: 4:	3.966				
FHWA Noise Model Calcula												
VehicleType REME		Traffic Flow	Dis	tance		Road	Fres	snel	Barrier Att		rm Atten	
	6.51	-0.79		0.		-1.20		-4.65		000	0.000	
	7.72	-18.03		0.		-1.20		-4.87		000	0.000	
,	2.99	-21.98		0.		-1.20		-5.43	0.	000	0.000	
Unmitigated Noise Levels (			arrie									
VehicleType Leq Peak			Ų	Leq E	vening		Night		Ldn		NEL	
Autos:	65.2	-	4.4		62.0		56		65.		65.8	
Medium Trucks:	59.2	-	8.8		52.4		50		59.	-	59.6	
Heavy Trucks:	60.5	-	0.2		51.			.4	60.	_	60.9	
Vehicle Noise:	67.2		6.6		63.	3	58	8.8	67.	3	67.7	
Centerline Distance to Nois	e Con	ntour (in feet)		70	dBA	65	dBA		60 dBA		5 dBA	
		,	dn:						153		330	
		_			33 71				350 353			
	CNEL:						35 76 164				353	

	FHW	VA-RD-77-108	HIGH	WAY I	NOISE PI	REDICT	ION MO	DEL			
Road Nam	io: Existing Wit ne: Nason St. nt: n/o Fir Av.	h Project					t Name: Number:		Center at M	IV	
SITE	SPECIFIC IN	PUT DATA							L INPUT	8	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 3	32,737 vehicle	S					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	dium Ti	rucks (2 )	Axles)	: 15		
Peak H	lour Volume:	2,563 vehicle	S		He	avy Tru	icks (3+ )	Axles)	: 15		
Ve	hicle Speed:	40 mph		-	Vehicle I	Wix					
Near/Far La	ne Distance:	58 feet				icleType	e	Dav	Evening	Night	Daily
Site Data							Autos:	77.59		9.6	
Ra	rrier Height:	0.0 feet			M	edium 1	rucks:	84.89	6 4.9%	10.39	% 1.84%
Barrier Type (0-W		0.0			- 1	Heavy 7	rucks:	86.59	6 2.7%	10.89	% 0.74%
Centerline Di		55.0 feet		ŀ							
Centerline Dist.	to Observer:	55.0 feet		-	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				m Truck		297	Grade Ad	ivotmo	at: 0.0
Pi	ad Elevation:	0.0 feet			Heav	ry Truck	(S.' 8.	006	Grade Adj	usunei	и. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 47.	000			
	Left View:	-90.0 degree	es		Mediu	m Truck	(s: 46.	811			
	Right View:	90.0 degree	es		Heav	y Truck	(s: 46.	830			
FHWA Noise Mode	el Calculations	3									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresr	nel	Barrier Att	en Be	erm Atten
Autos:	66.51	2.65		0.3	30	-1.20		-4.67	0.0	000	0.000
Medium Trucks:	77.72	-14.59		0.3	33	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-18.55		0.3	32	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	er attei	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	(	CNEL
Autos:	68.	.3	67.4		65.7		59.6	3	68.2	2	68.8
Medium Trucks:		-	61.8		55.4		53.9		62.4		62.6
Heavy Trucks:	63.	.6	63.2		54.2		55.4	1	63.8	3	63.9
Vehicle Noise:	70.	.3	69.6		66.3		61.8	3	70.3	3	70.8
Centerline Distant	ce to Noise Co	ntour (in feet	)								
			L		dBA		dBA		60 dBA	5	5 dBA
			Ldn:		58		24		268		577
		C	NEL:	6	62	1	33		287		618

					J.OL 1 1	REDICTI					
	io: Existing Wit	h Project							Center at M	IV	
	ne: Nason St. nt: n/o Cottonw	and Au				JOD N	umber:	14556			
SITE : Highway Data	SPECIFIC IN	PUT DATA		S	ite Con	ditions (			L INPUTS  off = 15)	5	
Average Daily	Traffic (Adt): 3	9 006 vobiolog				uniono (		Autos:			
	Percentage:	7.83%	•		Ma	dium Tru					
		2.270 vehicles				avy Truc	,		15		
	hicle Speed:	45 mph	'				10 (0 : )	131100).			
	ne Distance:	58 feet		V	ehicle l						
	ne Distance.	Jo leet			Veh	icleType		Day	Evening	Night	Daily
Site Data						-	utos:	77.5%		9.6%	
Bai	rrier Height:	0.0 feet				edium Tr		84.8%		10.3%	
Barrier Type (0-W	/all, 1-Berm):	0.0			I	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis		55.0 feet		N	oise So	ource Ele	evation	s (in fe	eet)		
Centerline Dist.	to Observer:	55.0 feet				Autos		000	.,		
Barrier Distance		0.0 feet			Mediu	m Trucks		297			
	bserver Height (Above Pad): 5.0 feet						: 8.	006	Grade Adj	ustment	0.0
	ad Elevation:	0.0 feet									
	ad Elevation:	0.0 feet		Li	ane Eq	uivalent			eet)		
,	Road Grade:	0.0%				Autos		000			
	Left View:	-90.0 degree				m Trucks		811			
	Right View:	90.0 degree	S		Heav	ry Trucks	: 46.	830			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Dista			Road	Fresr	_	Barrier Atte		m Atten
Autos:	68.46	1.61		0.30		-1.20		-4.67	0.0		0.00
Medium Trucks:	79.45	-15.63		0.33		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-19.58		0.32		-1.20		-5.38	0.0	000	0.00
Unmitigated Noise							11:-1-4	Т	l de		NFL
VehicleType Autos:	Leq Peak Hou		58.3	Leq Eve	ening 66.6	Leq I	vignt 60.f		Ldn 69.1		NEL 69
Autos: Medium Trucks:	69.	_	58.3 52.5		56.1		54.6		69.1		63
	63.	-	32.5 33.4		54.4		55.6		64.0		64.
Heavy Trucks: Vehicle Noise:	71.	-	70.3		67.2		62.5		71.0		71.
Centerline Distanc	e to Noise Co	ntour (in feet)									
o		( ,		70 dE	BA	65 0	BA.	6	i0 dBA	55	dBA
			.dn:	65		13	39		300 322	6	46

	FHWA	A-RD-77-108 H	IGHWAY	NOISE P	REDICTION	ON MODEL			
Road Nan	nio: Existing With ne: Nason St. nt: s/o Fir Av.	Project				Name: Town mber: 14556		/IV	
	SPECIFIC INP	UT DATA				DISE MODE		s	
Highway Data				Site Con	ditions (i	Hard = 10, So			
	Traffic (Adt): 27					Autos:			
		7.83%				cks (2 Axles):			
		,181 vehicles		He	avy Truci	ks (3+ Axles):	15		
	ehicle Speed:	40 mph		Vehicle I	Иіх				
Near/Far La	ne Distance:	58 feet		Veh	icleType	Day	Evening	Night	Daily
Site Data					A	utos: 77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		Me	edium Tru	icks: 84.8%	4.9%	10.3%	1.84%
Barrier Type (0-VI		0.0		F	Heavy Tru	icks: 86.5%	2.7%	10.8%	0.74%
	ist. to Barrier:	55.0 feet		M-: 0-		vations (in f	41		
Centerline Dist.	to Observer:	55.0 feet		Noise 30	Autos	•	eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	Autos. m Trucks				
Observer Height	(Above Pad):	5.0 feet			y Trucks.		Grade Ad	iustmant	. 0 0
P	ad Elevation:	0.0 feet		ricav	y IIucks.	0.000	0,000,10	juotimom	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent l	Distance (in	feet)		
	Road Grade:	0.0%			Autos.	47.000			
	Left View:	-90.0 degrees		Mediui	m Trucks.	46.811			
	Right View:	90.0 degrees		Heav	y Trucks.	46.830			
FHWA Noise Mod									
VehicleType		raffic Flow	Distance	Finite			Barrier Att		m Atten
Autos:		1.95	0.0		-1.20	-4.67		000	0.000
Medium Trucks:		-15.29	0.3		-1.20	-4.87		000	0.000
Heavy Trucks:		-19.25	0.0		-1.20	-5.38	0.0	000	0.000
Unmitigated Nois									
VehicleType	Leq Peak Hour	Leq Day		vening	Leq N		Ldn		VEL
Autos:			5.7	65.0		58.9	67.	-	68.1
Medium Trucks:		61		54.7		53.2	61.		61.9
Heavy Trucks:			2.5	53.5		54.7	63.		63.2
Vehicle Noise:			3.9	65.6		61.1	69.0	6	70.1
Centerline Distant	ce to Noise Cont	tour (in feet)							

Tuesday, June 14, 2022

F	HWA-R	D-77-108 I	HIGHWA	Y NC	ISE PI	REDICT	ION M	ODEL			
Scenario: Existing Road Name: Nason S Road Segment: s/o Cotto		•						: Town : 14556	Center at I	МV	
SITE SPECIFIC	INPUT	DATA				N	IOISE	MODE	L INPUT	s	
Highway Data				Si	te Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily Traffic (Adt)	25,31	1 vehicles						Autos	: 15		
Peak Hour Percentage	7.8	3%			Me	dium Tr	ucks (2	2 Axles)	: 15		
Peak Hour Volume	1,98	32 vehicles			He	avy Tru	cks (3+	Axles)	: 15		
Vehicle Speed	4	5 mph		Ve	hicle l	Wix					
Near/Far Lane Distance	5	8 feet		1		icleType		Dav	Evening	Night	Daily
Site Data							Autos:	77.59	-	9.6%	
Barrier Height		0.0 feet			М	edium T	rucks:	84.89	6 4.9%	10.3%	1.84%
Barrier Type (0-Wall, 1-Berm)		0.0			1	leavy T	rucks:	86.59	6 2.7%	10.8%	0.74%
Centerline Dist. to Barrier	55	5.0 feet		Ne	nien Sr	urce E	ovatio	ne (in t	foot)		
Centerline Dist. to Observer	55	5.0 feet		-	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Auto		0.000	001)		
Barrier Distance to Observer	. (	0.0 feet			Mediu	m Truck		2.297			
Observer Height (Above Pad)	: 5	5.0 feet				y Truck		B.006	Grade Ad	liustmen	. 0 0
Pad Elevation	. (	0.0 feet								,	
Road Elevation	. (	0.0 feet		La	ne Eq	uivalen	Dista	nce (in	feet)		
Road Grade	. (	0.0%				Auto		7.000			
Left View	-90	0.0 degrees	S			m Truck		6.811			
Right View	90	0.0 degrees	S		Heav	y Truck	s: 4	6.830			
FHWA Noise Model Calculation	ons										
VehicleType REMEL	Trai	ffic Flow	Distanc	e	Finite	Road	Fre:	snel	Barrier At	ten Bei	m Atten
Autos: 68.4	16	1.02	(	0.30		-1.20		-4.67	0.	000	0.000
Medium Trucks: 79.4	15	-16.22	(	0.33		-1.20		-4.87	0.	000	0.000
Heavy Trucks: 84.3	25	-20.17		0.32		-1.20		-5.38	0.	000	0.000
Unmitigated Noise Levels (wi	thout T	opo and b	arrier at	tenua	ation)						
VehicleType Leq Peak H	our	Leq Day	Lec	g Eve	ning	Leq	Night		Ldn	С	NEL
	68.6	-	7.7		66.0			9.9	68.		69.2
	62.4	-	1.9		55.5		-	1.0	62.	-	62.7
,	63.2		2.8		53.8			5.1	63.		63.5
Vehicle Noise:	70.4	6	9.7		66.6		61	1.9	70.	5	70.9
Centerline Distance to Noise	Contou	ır (in feet)									
				70 dE	IA		dBA		60 dBA		dBA
		L	.dn:	59		1	27		274		90
			EL:	63			36	294 633			

	FH\	WA-RD-77-108	HIGH	HWAY	NOISE P	REDIC <sup>*</sup>	TION M	ODEL			
Road Nan	nio: Existing Wi ne: Nason St. nt: n/o Bay Av	•				.,	t Name Vumber		Center at N	ЛV	
	SPECIFIC IN	IPUT DATA			0				L INPUT	s	
Highway Data					Site Cor	iaitions	(Hara				
	Traffic (Adt):		S					Autos.			
	Percentage:	7.83%				edium T	,				
	lour Volume:	1,990 vehicle	S		He	eavy Tru	icks (3+	Axles).	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	58 feet				icleTyp	e	Dav	Evening	Night	Daily
Site Data							Autos:	77.59	-		% 97.42%
P.	rrier Height:	0.0 feet			M	ledium 1	rucks:	84.89	6 4.9%	10.3	% 1.84%
Barrier Type (0-V		0.0				Heavy 1	rucks:	86.59	6 2.7%	10.8	% 0.74%
Centerline Di		55.0 feet									
Centerline Dist		55.0 feet			Noise S				eet)		
Barrier Distance		0.0 feet				Auto		0.000			
Observer Height		5.0 feet			Mediu	m Truc	ks: 2	2.297			
	ad Elevation:	0.0 feet			Hea	vy Truci	ks: 8	3.006	Grade Ad	justme.	nt: 0.0
	ad Elevation:	0.0 feet		1	Lane Eq	uivaler	t Dista	nce (in	feet)		
	Road Grade:	0.0%		1	zano zq	Auto		7.000	,,,,,		
	Left View:	-90.0 degree			Mediu	ım Truci		3.811			
	Right View:	90.0 degree				vy Truci		3.830			
	•					.,					
FHWA Noise Mod			D:-	-4	F:14-	D/	F		D	0	44
VehicleType Autos:	REMEL 68.46	Traffic Flow 1.04		stance 0.3		Road -1.20	Fres	-4.67	Barrier Att	000 000	erm Atten 0.000
Medium Trucks:		-16.20		0.0		-1.20		-4.87		000	0.000
Heavy Trucks:		-20.16		0.0		-1.20		-5.38		000	0.000
Unmitigated Nois						-1.20		-0.00	0.		0.000
VehicleType	Leg Peak Hou					100	Night	1	Ldn	1	CNEL
Autos:	Ley reak not		67.8	Ley E	ening 66.0		TVIGITE 59	0	68.1		69.2
Medium Trucks:			61.9		55.6		54		62.	-	62.7
Heavy Trucks:			62.9		53.8		55		63.	-	63.6
Vehicle Noise:			69.8		66.6		61		70.		70.9
Centerline Distan	ce to Noise Co	ontour (in feet	)								
			T	70	dBA	65	dBA		60 dBA	5	5 dBA
			Ldn:		59		127		275		592
		C	NEL:		63		137		295		635

	FHV	VA-RD-77-108	HIGH	HWAY N	IOISE PI	REDICT	ION MO	DDEL			
Road Nam	io: Existing Wine: Nason St. nt: s/o Alessan	•						Town (	Center at N	ΛV	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	20,202 vehicle	S					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	1,582 vehicle	S		He	avy Truc	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		,	/ehicle	Miv					
Near/Far La	ne Distance:	58 feet		Ľ.		icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Ra	rrier Height:	0.0 feet			М	edium Ti	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0				Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	55.0 feet		١.	Vaisa C	ource El	ovetio	na (in f	2041		
Centerline Dist.	to Observer:	55.0 feet		- '	voise so	Auto.		0.000	et)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck.		297			
Observer Height (	(Above Pad):			vy Truck		.006	Grade Ad	liustmant	. 0.0		
Pi	ad Elevation:	0.0 feet			пеан	ry Truck	s. c	.000	Grade Ad	justinent	. 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distar	nce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 47	7.000			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46	3.811			
	Right View:	90.0 degree	es		Heav	y Truck	s: 46	3.830			
FHWA Noise Mode	el Calculation	s		-							
VehicleType	REMEL	Traffic Flow	Dis	stance		Road	Fres		Barrier Att	en Ber	m Atten
Autos:	68.46	0.04		0.30	0	-1.20		-4.67	0.	000	0.00
Medium Trucks:	79.45	-17.20		0.33	3	-1.20		-4.87	0.	000	0.00
Heavy Trucks:	84.25	-21.15		0.32	2	-1.20		-5.38	0.0	000	0.00
Unmitigated Noise	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou		_	Leq Ev			Night		Ldn		VEL
Autos:	67		66.8		65.0		58		67.		68.
Medium Trucks:	61		60.9		54.6		53		61.	-	61.
Heavy Trucks:	62		61.9		52.8		54		62.		62.
Vehicle Noise:	69		68.8		65.6		60	.9	69.	5	69.
Centerline Distant	ce to Noise Co	ntour (in feet	)	70 c	IRΔ	65	dBA	-	60 dBA	EE	dBA
			Ldn:	70 t			09	1	236		08
			NEL:	5			17		253	-	45
		C	*LL.	3	7				200	Ü	70

	FHV	VA-RD-77-108	HIGH	HWAY	NOISE P	REDICT	TION M	ODEL			
	rio: Existing Wi	th Project							Center at N	ΛV	
	ne: Nason St.					Job I	Vumber	: 14556			
Road Segme	ent: s/o Bay Av.										
SITE Highway Data	SPECIFIC IN	PUT DATA			Site Con				L INPUT	S	
					Site Con	uillons	паги	-			
	Traffic (Adt): 2		S					Autos:			
	Percentage:	7.83%						2 Axles):			
	Hour Volume:	1,820 vehicle	s		He	avy Iru	ICKS (34	+ Axles):	15		
	ehicle Speed:	45 mph		Ī	Vehicle	Mix					
Near/Far La	ane Distance:	58 feet			Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ва	rrier Height:	0.0 feet			М	edium 1	Trucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-V	Vall, 1-Berm):	0.0				Heavy 1	Trucks:	86.5%	2.7%	10.8%	0.74
Centerline D	ist. to Barrier:	55.0 feet			Noise S	5	lovetio	na (in f	not)		
Centerline Dist.	to Observer:	55.0 feet		-	NOISE S	Auto		0.000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height	(Above Pad):	5.0 feet				n Truci		8.006	Grade Ad	iustman	
F	ad Elevation:	0.0 feet			пеа	ry Truci	15.	0.000	Orace Au	justineni	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 4	7.000			
	Left View:	-90.0 degree	es		Mediu	m Truck	ks: 4	6.811			
	Right View:	90.0 degree	es		Hear	y Truck	ks: 4	6.830			
FHWA Noise Mod	lel Calculation:	S									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fre		Barrier Att	en Bei	m Atter
Autos:	68.46	0.65		0.3	30	-1.20		-4.67	0.0	000	0.00
Medium Trucks:	79.45	-16.59		0.3	33	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	84.25	-20.54		0.3	32	-1.20		-5.38	0.0	000	0.00
Unmitigated Nois										,	
VehicleType	Leq Peak Hou	- 1 - 7		Leq E	vening		Night		Ldn		NEL
Autos:			67.4		65.6			9.6	68.2		68
Medium Trucks:			61.5		55.2			3.6	62.1		62
Heavy Trucks:			62.5		53.4		54	1.7	63.0	0	63
Vehicle Noise:	70	.1	69.4		66.2		61	1.5	70.	1	70
Centerline Distan	ce to Noise Co	ntour (in feet	)								
				70	ADA	65	ADA	1 4	SO ADA	1 55	AD A

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGI	HWAY	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: Existing Wine: Nason St. ent: s/o Cactus	ith Project						e: Town r: 14556	Center at I	MV	
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	Hard				
Average Daily	Traffic (Adt):	12,382 vehicle	S					Autos:			
Peak Hour	Percentage:	7.83%				dium Tru					
Peak F	lour Volume:	969 vehicle	S		He	avy Truc	ks (3	+ Axles):	15		
Ve	ehicle Speed:	45 mph			Vehicle I	Mix					
Near/Far La	ne Distance:	58 feet				icleType		Day	Evening	Night	Daily
Site Data							utos:	77.5%	12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet			Me	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			F	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
** *	ist. to Barrier:	55.0 feet			Noise Sc	roo El	nuntie	no (in f	not)		
Centerline Dist.	to Observer:	55.0 feet			Noise 30	Auto:		0.000	eet)		
Barrier Distance	to Observer:	0.0 feet			A de elle	Autos m Trucks		2.297			
Observer Height	(Above Pad):	5.0 feet							Crada As	livatmant	. 0 0
P	ad Elevation:	0.0 feet			Heav	y Trucks	i.	8.006	Grade Ad	jusimeni	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Equ	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	3: 4	7.000			
	Left View:	-90.0 degree	es		Mediui	m Trucks	s: 4	6.811			
	Right View:	90.0 degree	es		Heav	y Trucks	s: 4	6.830			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite		Fre	snel	Barrier At	en Ber	m Atten
Autos:				0.0		-1.20		-4.67		000	0.000
Medium Trucks:				0.0		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-23.28		0.0	32	-1.20		-5.38	0.	000	0.000
Inmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou	ur Leq Day	′	Leq E	vening	Leq i	Vight		Ldn		NEL
Autos:		5.5	64.6		62.9		56	3.8	65.	4	66.0
Medium Trucks:			58.8		52.4		-	0.9	59.		59.6
Heavy Trucks:		).1	59.7		50.7		52	2.0	60.	3	60.4
Vehicle Noise:	67	7.3	66.6		63.5		5	8.8	67.	4	67.8
Centerline Distan	ce to Noise Co	ontour (in feet	) _								
			L		dBA	65 (		- (	60 dBA		dBA
			Ldn:		37	7	-		170	-	66
	CNEL:					39 85 182 39					193

	FHV	VA-RD-77-108	HIGHV	NAY 1	NOISE PF	REDICT	ION MC	DEL			
Road Nar	rio: Existing Wine: Eucalyptus	Av.					t Name: lumber:		Center at N	IV	
SITE	SPECIFIC IN	PUT DATA				- 1	NOISE	MODE	L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	9,047 vehicles	S					Autos	: 15		
Peak Hou	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak I	lour Volume:	708 vehicles	S		He	avy Tru	cks (3+	Axles)	: 15		
Ve	ehicle Speed:	35 mph		-	Vehicle I	liv					
Near/Far La	ane Distance:	48 feet		H		cleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.59		9.69	6 97.42%
Rs	rrier Height:	0.0 feet			Ме	edium T	rucks:	84.89	6 4.9%	10.39	6 1.84%
Barrier Type (0-V		0.0			F	leavy T	rucks:	86.59	6 2.7%	10.89	6 0.74%
	ist. to Barrier:	50.0 feet									
Centerline Dist.	to Observer:	50.0 feet			Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				n Truck		297	0	4	4.00
F	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	.006	Grade Adj	ustmen	t: 0.0
Ro	ad Elevation:	0.0 feet			Lane Equ	ıivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 44	.147			
	Left View:	-90.0 degree	es		Mediur	n Truck	s: 43	.947			
	Right View:	90.0 degree	es		Heav	y Truck	s: 43	.966			
FHWA Noise Mod	el Calculations	S									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresi	nel	Barrier Atte	en Be	rm Atten
Autos.	64.30	-2.36		0.7	1	-1.20		-4.65	0.0	000	0.000
Medium Trucks.	75.75	-19.60		0.7	4	-1.20		-4.87	0.0	000	0.000
Heavy Trucks.	81.57	-23.55		0.7	3	-1.20		-5.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day	, l	Leq E	vening	Leq	Night		Ldn		NEL
Autos.	61	.5	60.6		58.9		52.	8	61.4	ļ	62.0
Medium Trucks.	55	.7	55.2		48.9		47.	3	55.8	3	56.0
Heavy Trucks.	57	.6	57.2		48.2		49.	4	57.8	3	57.9
Vehicle Noise.	63	.7	63.0		59.6		55.	2	63.7	7	64.2
Centerline Distan	ce to Noise Co	ntour (in feet,	)								
					dBA		dBA		60 dBA		5 dBA
			Ldn:		9		41		89		191
		CI	VEL:	2	20	4	44		95		204

		VA-RD-77-108	HIG	1 YAWH	NOISE P									
	io: Existing Wi	th Project							Center at N	ΛV				
	e: Bay Av.	- 04				Job N	lumbei	: 14556						
	nt: w/o Lassell													
SITE : Highway Data	SPECIFIC IN	IPUT DATA			Site Cor				L INPUT	S				
· ·					Site Cor	iaitions	(Hara							
Average Daily	. ,	2,212 vehicles	S					Autos.						
	Percentage:	7.83%				edium Tr								
	lour Volume:	173 vehicles	S		He	eavy Tru	cks (3-	- Axles).	: 15					
	hicle Speed:	30 mph			Vehicle	Mix								
Near/Far La	ne Distance:	24 feet		F	Veh	icleType	9	Day	Evening	Night	Daily			
Site Data							Autos:	77.5%	6 12.9%	9.6%	6 97.42%			
Bai	rrier Height:	0.0 feet			Medium Trucks: 84.8% 4.9% 10.3% 1.									
Barrier Type (0-W		0.0				Heavy T	rucks:	86.59	6 2.7%	10.8%	0.74%			
Centerline Dis		39.0 feet			Noise S	ouroo E	lovetio	na (in f	in nel					
Centerline Dist.	to Observer:	39.0 feet		l l	Noise 3			0.000	eet)					
Barrier Distance	Barrier Distance to Observer: 0.0 feet						Autos: 0.000 Medium Trucks: 2.297							
Observer Height (	(Above Pad):	5.0 feet						2.297 3.006	0	···	4. 0.0			
Pa	ad Elevation:	0.0 feet			неа	vy Truck	S.	3.006	Grade Ad	justriieri	ı. u.u			
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)					
1	Road Grade:	0.0%				Auto	s: 3	7.443						
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 3	7.206						
	Right View:	90.0 degree	es		Hea	vy Truck	s: 3	7.230						
FHWA Noise Mode	el Calculation	s												
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Be	rm Atten			
Autos:	61.75	-7.81		1.7	8	-1.20		-4.58	0.	000	0.000			
Medium Trucks:	73.48	-25.04		1.8	2	-1.20		-4.87	0.	000	0.000			
Heavy Trucks:	79.92	-29.00		1.8	2	-1.20		-5.57	0.	000	0.000			
Unmitigated Noise	e Levels (with	out Topo and	barri	er atten	uation)									
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL			
Autos:	54		53.7		51.9			5.9	54.	-	55.			
Medium Trucks:	49	.1	48.6		42.3		40	).7	49.	2	49.4			
Heavy Trucks:	51		51.2		42.1			3.4	51.		51.9			
Vehicle Noise:	57	.0	56.4		52.8		48	3.6	57.	1	57.			
Centerline Distanc	ce to Noise Co	ontour (in feet,	)											
			L		dBA		dBA		60 dBA	55	5 dBA			
Ldn:				5 12 25 6 12 27			54							
	CNEL:					12 27 57					57			

	FH\	WA-RD-77-10	08 HIGI	I YAWH	NOISE P	REDICT	TION M	ODEL			
Road Nar	rio: Existing W ne: Cottonwoo ent: w/o Lassell	d Av.						: Town : 14556	Center at N	/IV	
SITE Highway Data	SPECIFIC IN	IPUT DATA	١		Site Cor				L INPUT	S	
· ·					Site Cor	uilions	паги				
Average Daily		8,981 vehic	les					Autos:			
	Percentage:	7.83%						Axles):			
	Hour Volume:	703 vehic	les		He	avy Tru	icks (3+	Axles):	15		
	ehicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ane Distance:	36 feet			Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet			M	edium 1	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0				Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%
	ist. to Barrier:	44.0 feet		-	Noise S	nuraa E	lovetio	na (in f	not)		
Centerline Dist.	to Observer:	44.0 feet		F	Noise 3	Auto		0.000	eet)		
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto m Truci		2.297			
Observer Height	(Above Pad):	5.0 feet				n Truci		3.006	Grade Ad	iustmant	. 0 0
F	ad Elevation:	0.0 feet			пеа	ry Truci	15. (	5.006	Orade Au	justinoni	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 4	0.460			
	Left View:	-90.0 degr	ees		Mediu	m Truck	(S: 4)	0.241			
	Right View:	90.0 degr	ees		Hea	y Truck	(S: 4)	0.262			
FHWA Noise Mod	lel Calculation										
VehicleType	REMEL	Traffic Flow	/ Di	stance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:			-	1.2		-1.20		-4.61		000	0.000
Medium Trucks:			-	1.3		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-24.6	57	1.3	31	-1.20		-5.50	0.0	000	0.000
<b>Unmitigated Nois</b>	e Levels (with	out Topo an	d barri	er atter	nuation)						
VehicleType	Leq Peak Hot			Leq E	vening		Night		Ldn		NEL
Autos:		5.1	64.2		62.5		56		65.0		65.6
Medium Trucks:		3.8	58.4		52.0		50		59.0		59.2
Heavy Trucks:		).7	59.3		50.3			.5	59.		60.0
Vehicle Noise:		3.9	66.2		63.1		58	1.4	66.	9	67.4
Centerline Distan	ce to Noise C	ontour (in fe	et)	70	10.4		<b>15.4</b>				<b>15.4</b>
				70	dBA	65	dBA	1 6	30 dBA	55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGHW	AY N	DISE PI	REDICTI	ON MO	DEL			
	o: Existing Wi e: Alessandro nt: w/o Perris I	Blvd.					Name: umber:		Center at N	/IV	
SITE	SPECIFIC IN	IPUT DATA				N	OISE	MODE	L INPUT	S	
Highway Data				S	ite Con	ditions	Hard =	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	28,654 vehicles	;					Autos.	15		
Peak Hour	Percentage:	7.83%			Me	dium Tru	icks (2	Axles).	15		
Peak H	our Volume:	2,244 vehicles			He	avy Truc	ks (3+	Axles).	15		
Vei	hicle Speed:	45 mph		v	ehicle l	Miv					
Near/Far Lar	ne Distance:	82 feet		ř		icleType		Day	Evening	Night	Daily
Site Data							utos:	77.5%	6 12.9%	9.6%	97.42%
Rar	rier Height:	0.0 feet			М	edium Tr	ucks:	84.89	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Dis	t. to Barrier:	67.0 feet			nisa Sr	ource El	ovation	ne (in f	oot)		
Centerline Dist.	to Observer:	67.0 feet		- F	0.00 00	Auto:		.000	000		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Trucks		.297			
Observer Height (	Above Pad):	5.0 feet				y Trucks		.006	Grade Ad	iustment	0.0
	d Elevation:	0.0 feet		L							
	d Elevation:	0.0 feet		L	ane Eq	uivalent			feet)		
F	Road Grade:	0.0%				Autos		.226			
	Left View:	-90.0 degree				m Trucks		.059			
	Right View:	90.0 degree	:S		Heav	y Trucks	s: 53	.076			
FHWA Noise Mode	l Calculation	s									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	68.46			-0.51		-1.20		-4.71		000	0.000
Medium Trucks:	79.45			-0.49		-1.20		-4.88		000	0.000
Heavy Trucks:	84.25	-19.64		-0.49		-1.20		-5.29	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and I									
	Leq Peak Hou			.eq Ev		Leq	-		Ldn		VEL
Autos:	68		37.5		65.7		59.		68.3		68.9
Medium Trucks:	62		61.6		55.3		53.		62.	_	62.4
Heavy Trucks:	62		32.6		53.5		54.		63.		63.3
Vehicle Noise:	70		69.5		66.3		61.	.6	70.:	2	70.6
Centerline Distanc	e to Noise Co	ontour (in feet)						,			
			L	70 d			iBA		60 dBA		dBA
			Ldn:	69			8		320	-	89
		Cr	IEL:	74		18	59		343	/	39

	FHW	A-RD-77-108	HIGH	WAY N	NOISE P	REDICT	ION M	ODEL			
Road Nan	rio: Existing With ne: Alessandro I nt: w/o Kitching	Blvd.						: Town : 14556	Center at N	۸V	
	SPECIFIC IN	UT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	1,830 vehicles	S					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	edium Ti	rucks (2	Axles)	: 15		
Peak F	lour Volume:	1,709 vehicles	S		He	eavy Tru	icks (3+	Axles)	: 15		
Ve	hicle Speed:	45 mph		+	Vehicle	Miv					
Near/Far La	ne Distance:	82 feet		H		icleType	e	Dav	Evenina	Night	Daily
Site Data							Autos:	77.59		9.6	
Ra	rrier Height:	0.0 feet			М	edium 7	rucks:	84.89	6 4.9%	10.39	% 1.84%
Barrier Type (0-W		0.0				Heavy 1	rucks:	86.59	6 2.7%	10.89	% 0.74%
Centerline Di		67.0 feet		L							
Centerline Dist		67.0 feet		- 4	Noise S				eet)		
Barrier Distance	to Observer	0.0 feet				Auto		0.000			
Observer Height		5.0 feet				m Truck		2.297			
	ad Elevation:	0.0 feet			Hea	vy Truck	rs:	3.006	Grade Ad	justmei	nt: 0.0
	ad Elevation:	0.0 feet		- I	Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%		ı		Auto		3.226	,		
	Left View:	-90.0 degree	00		Mediu	m Truck		3.059			
	Right View:	90.0 degree				vy Truck		3.076			
	ragin view.	50.0 degree	55		7700	, , ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		5.010			
FHWA Noise Mod											
VehicleType		Traffic Flow	Dist	ance		Road	Fre		Barrier Att		erm Atten
Autos:	68.46	0.38		-0.5	1	-1.20		-4.71	0.0	000	0.000
Medium Trucks:	79.45	-16.86		-0.4	9	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-20.82		-0.4	.9	-1.20		-5.29	0.0	000	0.000
Unmitigated Noise	e Levels (witho	ut Topo and	barrie	r atten	uation)						
VehicleType	Leq Peak Hour	Leq Day	′	Leq E	vening	Leq	Night		Ldn		CNEL
Autos:		1	66.3		64.5		58	.5	67.	1	67.7
Medium Trucks:	60.9	9	60.5		54.1		52	.5	61.0	)	61.2
Heavy Trucks:	61.7	7	61.4		52.3	i	53	.6	62.0	)	62.1
Vehicle Noise:	69.	)	68.3		65.1		60	1.5	69.0	)	69.5
Centerline Distant	ce to Noise Co	ntour (in feet)	)								
	-				dBA		dBA		60 dBA	5	5 dBA
			Ldn:	-	57		24		267		575
		CI	VEL:	6	52	1	33		286		617

	FHW	/A-RD-77-108	HIGHV	WAY N	OISE P	REDICT	ION MC	DEL			
Road Nam	io: Existing Wit le: Alessandro nt: e/o Lasselle	Blvd.					Name: lumber:		Center at N	/IV	
SITE	SPECIFIC IN	PUT DATA				N	IOISE	MODE	L INPUT	S	
Highway Data				S	Site Cor	ditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 1	3,314 vehicles	3					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	1,043 vehicles	3		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		V	/ehicle	Miv					
Near/Far La	ne Distance:	82 feet		-		icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Rai	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	. ,	67.0 feet			laina C	ource El	lovetion	o (in f	n o é l		
Centerline Dist.	to Observer:	67.0 feet		^	ioise si	Auto		.000	eel)		
Barrier Distance	to Observer:	0.0 feet			14-45	Auto m Truck		.000			
Observer Height (	Above Pad):	5.0 feet							0	·	
	ad Elevation:	0.0 feet			Hea	vy Truck	s: 8	.006	Grade Ad	justment	: 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distan	ce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 53	.226			
	Left View:	-90.0 degree	s		Mediu	m Truck	s: 53	.059			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 53	.076			
FHWA Noise Mode	el Calculations	;									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fres	nel	Barrier Att	en Bei	m Atten
Autos:	70.20	-2.23		-0.51		-1.20		-4.71	0.0	000	0.000
Medium Trucks:	81.00	-19.47		-0.49	9	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-23.42		-0.49	)	-1.20		-5.29	0.0	000	0.000
Unmitigated Noise	Levels (witho	ut Topo and	barrier	attenu	uation)						
VehicleType	Leq Peak Hou	- 7 - 7		Leq Ev			Night		Ldn	_	NEL
Autos:	66.	-	65.4		63.7		57.	-	66.2	_	66.8
Medium Trucks:	59.	-	59.4		53.0		51.	-	60.0	-	60.2
Heavy Trucks: Vehicle Noise:	60.	-	59.9 67.3		50.9 64.2		52.	_	60.	_	60.6
					04.2		59.	4	68.0	J	68.
Centerline Distanc	e to Noise Co.	ntour (in feet)		70 d	IRΔ	65	dBA	1 ,	50 dBA	55	dBA
			Ldn:	49			06		229		193
		53 114 246 529									

	FHV	VA-RD-77-108	HIGH	1 YAWH	NOISE P	REDICT	ION M	ODEL			
Road Nan	rio: Existing Wit ne: Alessandro nt: w/o Lasselle	Blvd.						e: Town r: 14556	Center at N	ЛV	
	SPECIFIC IN	PUT DATA			0				L INPUT	s	
Highway Data					Site Con	aitions	(Hard				
	Traffic (Adt): 1							Autos.			
	Percentage:	7.83%						2 Axles).			
Peak F	lour Volume:	1,217 vehicles			He	avy Tru	cks (3	+ Axles).	15		
	ehicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	82 feet			Veh	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	6 12.9%	9.6%	97.42%
Ва	rrier Heiaht:	0.0 feet			М	edium 7	rucks:	84.89	4.9%	10.3%	1.84%
Barrier Type (0-VI	Vall, 1-Berm):	0.0			1	Heavy 7	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	67.0 feet		H	Noise S	ource F	lovatic	ne (in f	oot)		
Centerline Dist.	to Observer:	67.0 feet		i i	,,,,,,,	Auto		0.000	000		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		2.297			
Observer Height	(Above Pad):	5.0 feet				vy Truck		8.006	Grade Ad	liustmen	t: 0.0
P	ad Elevation:	0.0 feet								,	
	ad Elevation:	0.0 feet		2	Lane Eq				feet)		
	Road Grade:	0.0%				Auto		3.226			
	Left View:	-90.0 degree	s			m Truck		3.059			
	Right View:	90.0 degree	:S		Hear	y Truck	(s: 5	3.076			
FHWA Noise Mod	el Calculations	3									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Bei	rm Atten
Autos:	68.46	-1.10		-0.5	i1	-1.20		-4.71	0.0	000	0.00
Medium Trucks:	79.45	-18.34		-0.4	9	-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	84.25	-22.29		-0.4	9	-1.20		-5.29	0.0	000	0.00
Unmitigated Noise	e Levels (with	out Topo and	barri	er atten	nuation)						
VehicleType	Leq Peak Hou	- 1 - 7		Leq E	vening		Night		Ldn		NEL
Autos:			64.8		63.0			7.0	65.0		66.
Medium Trucks:			59.0		52.6		-	1.1	59.	-	59.
Heavy Trucks:	60.	.3	59.9		50.9		5	2.1	60.	5	60.
Vehicle Noise:	67.	.5	66.8		63.7		59	9.0	67.	5	68.
Centerline Distan	ce to Noise Co	ntour (in feet)									
				70	dRA	65	dRA	1 1	60 dRA	55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGI	HWAY	NOISE PI	REDICTI	ON M	ODEL					
Road Nan	rio: Existing Wi ne: Alessandro ent: e/o Nason	Blvd.						: Town	Center at N	ЛV			
	SPECIFIC IN	IPUT DATA							L INPUT	s			
Highway Data					Site Con	ditions	Hard	= 10, Sc	oft = 15)				
Average Daily	Traffic (Adt):	9,924 vehicle	S					Autos:	15				
Peak Hou	Percentage:	7.83%				dium Tru							
Peak I	Hour Volume:	777 vehicle	S		He	avy Truc	ks (3	+ Axles):	15				
Ve	ehicle Speed:	45 mph			Vehicle i	Miv							
Near/Far La	ane Distance:	58 feet				icleType	T	Dav	Evening	Night	Daily		
Site Data							utos:	77.5%	-	9.6%			
D-	rrier Height:	0.0 feet			М	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-V		0.0			1	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%		
	ist. to Barrier:	55.0 feet			M-: 0-	51	47.	(: \$	41				
Centerline Dist.	to Observer:	55.0 feet			Noise So			0.000	eet)				
Barrier Distance	Barrier Distance to Observer: 0.0 feet						Autos: 0.000 Medium Trucks: 2.297						
Observer Height	(Above Pad):	5.0 feet							0	···			
	ad Elevation:	0.0 feet			Heav	y Trucks	3.	8.006	Grade Ad	justment.	0.0		
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)				
	Road Grade:	0.0%				Autos	: 4	7.000					
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 4	6.811					
	Right View:	90.0 degree	es		Heav	y Trucks	8: 4	6.830					
FHWA Noise Mod	lel Calculation	s											
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten		
Autos:				0.3		-1.20		-4.67		000	0.000		
Medium Trucks:					33	-1.20		-4.87		000	0.000		
Heavy Trucks:	84.25	-24.24		0.	32	-1.20		-5.38	0.	000	0.000		
Unmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)								
VehicleType	Leq Peak Hou	ur Leq Day		Leq E	ening	Leq	Vight		Ldn	CI	NEL		
Autos:	-		63.7		61.9		-	5.9	64.	-	65.1		
Medium Trucks:		3.3	57.8		51.5			9.9	58.		58.6		
Heavy Trucks:		9.1	58.8		49.7		5	1.0	59.	3	59.5		
Vehicle Noise:	66	3.4	65.7		62.5		5	7.8	66.	4	66.8		
Centerline Distan	ce to Noise Co	ontour (in feet	)										
			I		dBA	65 (		- (	60 dBA		dBA		
Ldn: CNEL:					32 6		-		147	-	16		
			34	73			157 339						

	FHW	/A-RD-77-108	HIGH	WAY I	NOISE PI	REDICT	ION MO	DEL			
Road Nam	io: Existing Wit ne: Cactus Av. nt: w/o Nason S	,					t Name: lumber:		Center at N	IV	
SITE	SPECIFIC IN	PUT DATA							L INPUT	8	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 1	6,177 vehicle	S					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2 )	Axles)	: 15		
Peak H	lour Volume:	1,267 vehicle	S		He	avy Tru	cks (3+ )	Axles)	: 15		
Ve	hicle Speed:	45 mph		ŀ	Vehicle I	Wix					
Near/Far La	ne Distance:	36 feet		ŀ		icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	77.59	6 12.9%	9.69	6 97.42%
Ra	rrier Height:	0.0 feet			M	edium T	rucks:	84.89	6 4.9%	10.39	% 1.84%
Barrier Type (0-W		0.0			- 1	Heavy T	rucks:	86.59	6 2.7%	10.89	% 0.74%
Centerline Di		44.0 feet		-	M-: 0-		4:	- /: /	41		
Centerline Dist.	to Observer:	44.0 feet		-	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet			14-40-	Auto m Truck		000			
Observer Height	(Above Pad):	5.0 feet						297 006	Grade Ad	iuctmar	at: 0.0
Pa	ad Elevation:	0.0 feet			neav	ry Truck	S. 8.	000	Grade Adj	usunei	п. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 40.	460			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 40.	241			
	Right View:	90.0 degree	es		Heav	y Truck	s: 40.	262			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresr	el	Barrier Att	en Be	erm Atten
Autos:	68.46	-0.92		1.2	28	-1.20		-4.61	0.0	000	0.000
Medium Trucks:	79.45	-18.16		1.3	31	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-22.12		1.3	31	-1.20		-5.50	0.0	000	0.000
<b>Unmitigated Noise</b>	e Levels (witho	ut Topo and	barrie	er attei	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn		CNEL
Autos:	67.		66.8		65.0		59.0		67.6		68.2
Medium Trucks:		•	61.0		54.6		53.0		61.5		61.7
Heavy Trucks:			61.9		52.8		54.		62.5		62.6
Vehicle Noise:			68.8		65.6		61.0	)	69.5	)	69.9
Centerline Distant	ce to Noise Co	ntour (in feet	)	70	10.4		10.4		00 104		
			L		dBA		dBA		60 dBA	5	5 dBA
			Ldn:		41		38		189		407
		C	NEL:	4	44	9	94		203		437

		A-RD-77-108	menw/	H-NOISE P						
	io: Existing With	n Project						enter at M	IV	
Road Nam					Job Ni	umber:	14556			
Road Segme	nt: w/o Nason S	ot.								
	SPECIFIC IN	PUT DATA		04- 0-	nditions (			INPUTS	3	
Highway Data				Site Co.	naitions (					
	Traffic (Adt): 2						Autos:	15		
	Percentage:	7.83%			edium Tru	,		15		
		2,011 vehicles		H	eavy Truc	ks (3+ A	(xles	15		
Ve	hicle Speed:	50 mph		Vehicle	Mix					
Near/Far La	ne Distance:	82 feet		Vel	hicleType		Day	Evening	Night	Daily
Site Data					Α	utos:	77.5%	12.9%	9.6%	97.429
Ba	rrier Height:	0.0 feet		٨	∕ledium Tr	ucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0			Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.749
Centerline Di		67.0 feet		Maiaa O		4:	- /:- £-	-41		
Centerline Dist.	to Observer:	67.0 feet		Noise S	ource Ele			et)		
Barrier Distance	to Observer:	0.0 feet			Autos		000			
Observer Height	(Above Pad):	5.0 feet			ım Trucks		297	O	4 4	
	ad Elevation:	0.0 feet		Hea	vy Trucks	8.0	006	Grade Adj	ustment.	0.0
Roa	ad Elevation:	0.0 feet		Lane Ed	quivalent	Distanc	e (in f	eet)		
	Road Grade:	0.0%			Autos	: 53.:	226			
	Left View:	-90.0 degree	s	Mediu	um Trucks	: 53.0	059			
	Right View:	90.0 degree	S	Hea	vy Trucks	53.0	076			
FHWA Noise Mode	el Calculations									
VehicleType	REMEL	Traffic Flow	Distant	ce Finite	e Road	Fresn	el l	Barrier Atte	en Ber	m Atten
Autos:	70.20	0.62		0.51	-1.20		-4.71	0.0	00	0.00
Medium Trucks:	81.00	-16.61		0.49	-1.20		-4.88	0.0	00	0.00
	85.38	-20.57		0.49	-1.20		-5.29	0.0	00	0.00
Heavy Trucks:										
		ut Topo and b	arrier at	ttenuation)						
				t <b>tenuation)</b> q Evening	Leq I	Vight		Ldn	CI	VEL
Unmitigated Noise	e Levels (witho	Leq Day		,	Leq I	Vight 60.5		69.1		VEL 69.
VehicleType Autos: Medium Trucks:	e Levels (witho Leq Peak Hour 69.	Leq Day	E8.3 52.3	<i>q Evening</i> 66.5 55.9	Leq I	60.5 54.3		69.1 62.8		69. 63.
Vehicle Type Autos: Medium Trucks: Heavy Trucks:	e Levels (witho Leq Peak Hour 69. 62. 63.	Leq Day 1 6 7 6	Le 88.3 62.3 62.8	q Evening 66.5	Leq I	60.5		69.1		69. 63. 63.
VehicleType Autos: Medium Trucks:	e Levels (witho Leq Peak Hour 69. 62. 63.	Leq Day 1 6 7 6	E8.3 52.3	<i>q Evening</i> 66.5 55.9	Leq I 5 9 7	60.5 54.3	i 	69.1 62.8		69. 63.
VehicleType  Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	e Levels (witho Leq Peak Hour 69: 62: 63: 70:	Leq Day 1 6 7 6 1 6 8 7	Le 88.3 22.3 22.8	9 Evening 66.5 55.9 53.7 67.7	Leq I	60.5 54.3 55.0 62.3		69.1 62.8 63.3 70.8		69. 63. 63. 71.
VehicleType  Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	e Levels (witho Leq Peak Hour 69: 62: 63: 70:	Leq Day 1 6 7 6 1 6 8 7 ntour (in feet)	Le 68.3 62.3 62.8 70.1	q Evening 66.5 55.9 67.7	Leq I	60.5 54.3 55.0 62.3	6	69.1 62.8 63.3 70.8	55	69. 63. 63. 71. dBA
Vehicle Type Autos: Medium Trucks: Heavy Trucks:	e Levels (witho Leq Peak Hour 69: 62: 63: 70:	Leq Day   1   6   6   6   6   6   6   6   6   6	Le 88.3 22.3 22.8	9 Evening 66.5 55.9 53.7 67.7	Leq I	60.5 54.3 55.0 62.3 #BA	6	69.1 62.8 63.3 70.8	55	69. 63. 63.

	FHV	VA-RD-77-108	HIGH	HWAY	NOISE P	REDICT	ION M	ODEL			
	io: Existing Wit	h Project							Center at N	ΛV	
	ne: Cactus Av.					Job N	lumbei	: 14556			
Road Segme	nt: e/o Nason S	St.									
	SPECIFIC IN	PUT DATA			0:: 0				L INPUT	S	
Highway Data					Site Con	aitions	(Hara				
	Traffic (Adt): 1		S					Autos:			
	Percentage:	7.83%						2 Axles):			
Peak F	lour Volume:	924 vehicles	3		He	avy Tru	cks (3-	+ Axles):	15		
Ve	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	36 feet				icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ra	rrier Heiaht:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Di	st. to Barrier:	44.0 feet			Noise So	nurco F	lovatio	ne (in fi	not)		
Centerline Dist.	to Observer:	44.0 feet			NOISE S	Auto		0.000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height	(Above Pad):	5.0 feet				/y Truck		8.006	Grade Ad	liustment	- 0.0
P	ad Elevation:	0.0 feet			i icai	ry Truck	.s.	0.000	0,000,10	jacamom	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 4	0.460			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 4	0.241			
	Right View:	90.0 degree	es		Hear	y Truck	s: 4	0.262			
FHWA Noise Mod	el Calculations	;									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atter
Autos:	68.46	-2.29		1.2	28	-1.20		-4.61	0.	000	0.00
Medium Trucks:	79.45	-19.53		1.3	31	-1.20		-4.87	0.	000	0.00
Heavy Trucks:	84.25	-23.49		1.3	31	-1.20		-5.50	0.	000	0.00
Unmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	,	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	66.	2	65.4		63.6		57	7.6	66.	2	66
Medium Trucks:		-	59.6		53.2		-	1.7	60.		60
Heavy Trucks:	60.	9	60.5		51.5		52	2.7	61.	1	61
Vehicle Noise:	68.	.1	67.4		64.3		59	9.6	68.	1	68
Centerline Distan	ce to Noise Co	ntour (in feet)	)								
				70	dRA	65	dRA	1 /	SO dBA	55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGI	HWAY	NOISE PI	REDICTI	ON M	ODEL				
Road Nan	rio: Existing Wine: Iris Av. ent: e/o Nason	,						: Town (	Center at N	ЛV		
	SPECIFIC IN	IPUT DATA							L INPUT	S		
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)			
Average Daily	Traffic (Adt):	21,689 vehicle	S					Autos:	15			
Peak Hour	Percentage:	7.83%				dium Tru						
Peak H	lour Volume:	1,698 vehicle	S		He	avy Truc	ks (3-	+ Axles):	15			
Vé	ehicle Speed:	50 mph			Vehicle I	Miv						
Near/Far La	ne Distance:	82 feet				icleType		Dav	Evening	Night	Daily	
Site Data							utos:	77.5%	-	9.6%		
P.	rrier Height:	0.0 feet			Me	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V		0.0			F	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%	
	ist. to Barrier:	67.0 feet			Noise Sc		41-	( 6	41			
Centerline Dist.	to Observer:	67.0 feet			Noise 30	Autos		0.000	et)			
Barrier Distance	to Observer:	0.0 feet			A de elle	Autos m Trucks		2.297				
Observer Height	(Above Pad):	5.0 feet						2.297 8.006	Crada As	livatmant	. 0 0	
P	ad Elevation:	0.0 feet										
Ro	ad Elevation:	0.0 feet			Lane Equ	uivalent	Dista	nce (in	feet)			
	Road Grade:	0.0%				Autos	: 5	3.226				
	Left View:	-90.0 degree	es		Mediui	m Trucks	: 5	3.059				
	Right View:	90.0 degree	es		Heav	y Trucks	: 5	3.076				
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic Flow	Di	stance	Finite		Fre	snel	Barrier Att	en Ber	m Atten	
Autos:				-0.5		-1.20		-4.71		000	0.000	
Medium Trucks:				-0.4		-1.20		-4.88		000	0.000	
Heavy Trucks:	85.38	-21.30		-0.4	49	-1.20		-5.29	0.	000	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)							
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq I	Vight		Ldn		VEL	
Autos:			67.5		65.8		-	9.7	68.		69.0	
Medium Trucks:			61.5		55.2		-	3.6	62.		62.3	
Heavy Trucks:		2.4	62.0		53.0		54	1.2	62.	6	62.7	
Vehicle Noise:	70	0.1	69.4		66.3		61	1.6	70.	1	70.6	
Centerline Distan	ce to Noise Co	ontour (in feet	)									
			Į		dBA	65 0		(	60 dBA		dBA	
Ldn: CNEL:							7		316	-	82	
			73	15	8		340	7	33			

Tuesday, June 14, 2022

	FHW	A-RD-77-108	HIGHV	NAY N	IOISE P	REDICT	ION MC	DEL			
Road Nam	io: EAC (2025) le: Perris Blvd. nt: n/o Alessand	ro Blvd.					Name: umber:		Center at N	۸V	
	SPECIFIC INP	UT DATA							L INPUT	s	
Highway Data					Site Cor	nditions	•				
	Traffic (Adt): 28							Autos:			
		7.83%				edium Tri eavy Trui		,			
	lour Volume: 2 hicle Speed:	,260 vehicles			пе	eavy IIu	JKS (ST.	Axies).	15		
Near/Far Lai		40 mph 58 feet		١	Vehicle .	Mix					
Neal/Fal Lai	ne Distance.	oo ieet			Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%		9.69	
Bar	rrier Height:	0.0 feet				ledium Ti		84.8%		10.39	
Barrier Type (0-W	'all, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.89	% 0.74%
Centerline Dis		55.0 feet		,	Voise S	ource El	evation	s (in f	eet)		
Centerline Dist.		55.0 feet				Auto		.000	,		
Barrier Distance		0.0 feet			Mediu	m Truck	s: 2.	297			
Observer Height (	,	5.0 feet			Hear	vy Truck	s: 8.	.006	Grade Ad	justmei	nt: 0.0
	ad Elevation:	0.0 feet		٠,			D:-4	/:	£4)		
	ad Elevation:	0.0 feet		-	_ane Eq	uivalent Auto			reet)		
,	Road Grade:	0.0%			A 4 17:-	Auto. m Truck		.000			
		-90.0 degree				m Truck vy Truck	10	.811 .830			
	Right View:	90.0 degree	:S		пеа	vy IIuck	5. 40	.830			
FHWA Noise Mode											
VehicleType		raffic Flow	Dista	ance		Road	Fresi		Barrier Att		erm Atten
Autos:	66.51	2.10		0.30	-	-1.20		-4.67		000	0.000
Medium Trucks:	77.72	-15.14		0.33	-	-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-19.09		0.32		-1.20		-5.38	0.0	000	0.000
Unmitigated Noise											
VehicleType Autos:	Leq Peak Hour 67.7	Leq Day	36.9	Leq Ev	ening/ 65.1		Night 59.		Ldn 67.1		68.3
Medium Trucks:	61.7		31.3		54.9		53.		61.8		62.0
Heavy Trucks:	63.0		32.7		53.6		54.		63.3	-	63.4
Vehicle Noise:	69.7		39.1		65.8		61.		69.		70.
Centerline Distance	e to Noise Con	tour (in feet)									
		,		70 c	IBA	65	dBA	- (	60 dBA	5	5 dBA
		-	Ldn:	5	-		14		246		531
		CN	IEL:	5	7	1:	22		264		568

	FH\	WA-RD-77-108	HIGI	N YAWH	IOISE PI	REDICT	ION MO	DDEL			
Road Nam	io: EAC (2025 le: Kitching St. nt: n/o Alessar					.,	Name: lumber:		Center at N	1V	
	SPECIFIC IN	IPUT DATA				N	IOISE	MODE	L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	7,809 vehicles	S					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	611 vehicles	S		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		-	Vehicle I	Misc					
Near/Far La	ne Distance:	36 feet		H		icleType		Dav	Evening	Night	Daily
Site Data					****		Autos:	77.5%	-	9.6%	_
	rriar Haimbti	0.0 feet			М	edium T		84.8%		10.3%	
Barrier Type (0-W	rrier Height:	0.0 1001			1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		44.0 feet				,					
Centerline Dist		44.0 feet			Noise Sc				eet)		
Barrier Distance		0.0 feet				Auto		.000			
Observer Height (		5.0 feet				m Truck		.297			
	ad Flevation:	0.0 feet			Heav	y Truck	s: 8	.006	Grade Ad	iustment	: 0.0
	ad Elevation:	0.0 feet		- 1	Lane Eq	uivalen	t Distar	ice (in i	feet)		
	Road Grade:	0.0%				Auto	s: 40	.460			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 40	.241			
	Right View:	90.0 degree	es		Heav	y Truck	s: 40	.262			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-3.58		1.2	8	-1.20		-4.61	0.0	000	0.00
Medium Trucks:	77.72	-20.81		1.3	1	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-24.77		1.3	1	-1.20		-5.50	0.0	000	0.00
Unmitigated Noise	Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou			Leq E		Leq	Night		Ldn		NEL
Autos:	63		62.2		60.4		54.		63.0	-	63.
Medium Trucks:	57		56.6		50.2		48.		57.1		57.
Heavy Trucks: Vehicle Noise:	58 65		58.0 64.4		48.9 61.1		50. 56.		58.5 65.1		58.° 65.
	00	1.0			01.1		50.	.υ	05.	1	00.
	e to Noise Co	ontour (in feet,	)	70.4	IRA	65	dBA	-	O dBA	55	dBA
Centerline Distanc	e to Noise Co	, , ,	) Ldn:	70 0			dBA	6	60 dBA 96		dBA

	FHV	VA-RD-77-108	HIGH	IWAY	NOISE P	REDIC	TION MO	DDEL			
Scenar	io: EAC (2025)	)				Projec	t Name:	Town	Center at N	ΛV	
Road Nan	ne: Perris Blvd.					Job I	Number:	14556			
Road Segme	nt: s/o Alessan	dro Blvd.									
	SPECIFIC IN	PUT DATA			Site Cor				L INPUT	s	
Highway Data					Site Coi	antions	(Hara -				
	Traffic (Adt):		S					Autos.			
	Percentage:	7.83%					rucks (2	,			
	lour Volume:	2,412 vehicle	S		He	eavy Tru	ıcks (3+	Axles).	15		
	hicle Speed:	40 mph			Vehicle	Mix					
Near/Far La	ne Distance:	58 feet			Veh	nicleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	6 12.9%	9.6%	97.429
Ba	rrier Height:	0.0 feet			M	ledium 1	Trucks:	84.89	6 4.9%	10.3%	1.849
Barrier Type (0-VI	-	0.0				Heavy 1	Trucks:	86.5%	6 2.7%	10.8%	0.749
	st. to Barrier:	55.0 feet			Noise S			/:- #	41		
Centerline Dist.	to Observer:	55.0 feet			Noise S			_ •	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				m Truci		.297	Grade Ad	iuotmon	t: 0.0
P	ad Elevation:	0.0 feet			Hea	vy Truci	KS.' 8	.006	Grade Adj	justrieri	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivaler	t Distar	ice (in	feet)		
	Road Grade:	0.0%				Auto	os: 47	.000			
	Left View:	-90.0 degree	es		Mediu	ım Truci	ks: 46	.811			
	Right View:	90.0 degre	es		Hea	vy Truci	ks: 46	.830			
FHWA Noise Mod	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	66.51	2.38		0.3	30	-1.20		-4.67	0.0	000	0.00
Medium Trucks:	77.72	-14.85		0.3	33	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-18.81		0.3	32	-1.20		-5.38	0.0	000	0.00
Unmitigated Nois						,		_		,	
VehicleType	Leq Peak Hou			Leq E	ening		Night		Ldn		NEL
Autos:	68		67.2		65.4		59	-	68.0	-	68
Medium Trucks:			61.5		55.2		53		62.1	•	62
Heavy Trucks:	63	.3	62.9		53.9	)	55.	.2	63.5	5	63
Vehicle Noise:	70	.0	69.3		66.1		61	.5	70.	1	70
Centerline Distan	ce to Noise Co	ntour (in feet	)								
			- 1	70	dBA	65	dBA	1	60 dBA	1 55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIG	HWAY	NOISE PI	REDICT	ION M	ODEL						
Road Nar	rio: EAC (2025 ne: Kitching St. ent: s/o Alessar					.,		: Town : 14556	Center at N	МV				
SITE	SPECIFIC IN	IPUT DATA							L INPUT	S				
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)					
Average Daily	Traffic (Adt):	9,416 vehicle	s					Autos	15					
Peak Hou	r Percentage:	7.83%			Me	dium Tr	ucks (2	Axles)	15					
Peak	Hour Volume:	737 vehicle	s		He	avy Tru	cks (3-	Axles)	15					
V	ehicle Speed:	40 mph			Vehicle i	Miss								
Near/Far L	ane Distance:	36 feet				viix icleType		Day	Evening	Night	Daily			
Site Data					Ven		Autos:	77.59	-	9.6%				
						edium T				10.3%	1.84%			
	arrier Height:	0.0 feet				Heavy T		86.59		10.8%	0.74%			
Barrier Type (0-V	. ,	0.0 44.0 feet			,	icavy i	rucks.	00.07	0 2.770	10.070	0.7470			
	Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet						Noise Source Elevations (in feet)							
					Autos: 0.000									
	Barrier Distance to Observer: 0.0 feet						s:	2.297						
Observer Height	. ,	5.0 feet			Heav	y Truck	s:	3.006	Grade Ad	ljustment	0.0			
	Pad Elevation:	0.0 feet 0.0 feet			Lane Eq	uivalon	t Dieta	nco (in	foot)					
R	Road Grade:	0.0 reet 0.0%			Lane Ly	Auto		0.460	1001)					
	Left View:	-90.0 degree			Modiu									
					Medium Trucks: 40.241 Heavy Trucks: 40.262									
	Right View:	90.0 degree	es		пеач	ry Truck	S. 4	J.202						
HWA Noise Mod														
VehicleType	REMEL	Traffic Flow	Di	stance		Road	Fre		Barrier Att		m Atten			
Autos		-2.76		1.3		-1.20		-4.61		000	0.000			
Medium Trucks					31	-1.20		-4.87		000	0.000			
Heavy Trucks					31	-1.20		-5.50	0.0	000	0.000			
Inmitigated Nois														
VehicleType	Leq Peak Hou			Leq E	ening		Night		Ldn	-	VEL			
Autos			63.0		61.2			.2	63.8	-	64.4			
Medium Trucks			57.4		51.0			1.5	57.9	-	58.2			
Heavy Trucks Vehicle Noise			58.8 65.2		49.7 61.9		_	.0	59.4 65.1		59.5 66.3			
					61.9		51	٥.	00.	9	00.3			
Centerline Distan	ice to Noise Co	ontour (in feet	,	70	dBA	65	dBA		60 dBA	55	dBA			
Ldn:					23		50		109		34			
	CNEL:								50					
					-					_				

	FHW	A-RD-77-108	HIGH	NAY N	OISE PI	REDICTI	ON MO	DEL			
Road Nam	io: EAC (2025) e: Lasselle St. nt: n/o Cottonwo	ood Av.					Name: umber:		Center at N	/IV	
	SPECIFIC INF	UT DATA			i4- O	N ditions (			L INPUT	s	
Peak Hour Peak H	Traffic (Adt): 12 Percentage: lour Volume:	2,766 vehicles 7.83% 1,000 vehicles 40 mph			Me He	dium Tru avy Truc	cks (2)	Autos: Axles):	15 15		
	ne Distance:	48 feet		ν	ehicle I	<b>Vlix</b> icleType		Dav	Evening	Night	Daily
Site Data					VEII		utos:	77.5%		9.6%	
Barrier Type (0-W	rrier Height: 'all, 1-Berm):	0.0 feet 0.0				edium Tr Heavy Tr		84.8% 86.5%		10.3% 10.8%	
Centerline Dist.  Barrier Distance	to Observer:	50.0 feet 50.0 feet 0.0 feet		۸		Autos	: 0.	000	eet)		
	ad Elevation:	5.0 feet 0.0 feet		,	Heav	m Trucks y Trucks uivalent	: 8.	297 006	Grade Ad	justmen	t: 0.0
	ad Elevation: Road Grade: Left View: Right View:	0.0 feet 0.0% -90.0 degree 90.0 degree		_	Mediu	Autos m Trucks ry Trucks	: 44. : 43.	147 947 966	ieetj		
FHWA Noise Mode	el Calculations										
VehicleType		Traffic Flow	Dist	ance		Road	Fresr	_	Barrier Att		rm Atten
Autos: Medium Trucks: Heavy Trucks:	66.51 77.72 82.99	-1.44 -18.68 -22.64		0.71 0.74 0.73		-1.20 -1.20 -1.20		-4.65 -4.87 -5.43	0.0	000 000 000	0.000
Unmitigated Noise	Levels (withou	ut Topo and I	barrier	attenu	ıation)						
VehicleType	Leq Peak Hour			Leg Ev		Leq I	Vight		Ldn	С	NEL
Autos:	64.6	3 (	33.7		62.0		55.9	)	64.	5	65.1
Medium Trucks:	58.6		58.1		51.8		50.2	-	58.		58.9
Heavy Trucks: Vehicle Noise:	59.9 66.6		59.5 55.9		50.5 62.6		51.7 58.1		60.		60.2 67.1
Centerline Distance			30.5		02.0		50.		00.		07.1
Contentine Distant	e to moise con	itour (ill leet)		70 d	BA	65 0	IBA	(	60 dBA	55	dBA
			.dn:	30	)	6	4		138		298
		CN	IEL:	32		6	9		148	:	319

		WA-RD-77-108	нини	M TAT	DISE P						
	o: EAC (2025								Center at M	IV	
	e: Lasselle St					Job N	umber:	14556			
Road Segmen	nt: n/o Alessar	ndro Blvd.									
	SPECIFIC IN	IPUT DATA							L INPUT	8	
Highway Data				S	ite Con	ditions	(Hard =	10, Sc			
Average Daily	Traffic (Adt):	11,366 vehicles	3					Autos:			
Peak Hour	Percentage:	7.83%				dium Tru					
Peak H	our Volume:	890 vehicles	3		He	avy Truc	ks (3+ )	Axles):	15		
Ve	hicle Speed:	40 mph		V	ehicle	Miv					
Near/Far La	ne Distance:	48 feet		-		icleType		Day	Evening	Night	Daily
Site Data						- /	lutos:	77.5%	12.9%	9.6%	97.429
Rai	rier Heiaht:	0.0 feet			М	edium Tı	ucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0				Heavy Ti	ucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis	. ,	50.0 feet		-							
Centerline Dist	to Observer:	50.0 feet		N	ioise S	ource El			eet)		
Barrier Distance	to Observer	0.0 feet				Auto		000			
Observer Height (		5.0 feet				m Truck		297			
	ad Flevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Ad	ustmen	. 0.0
	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 44.	147			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 43.	947			
	Right View:	90.0 degree			Heav	y Trucks	s: 43.	966			
		-									
FHWA Noise Mode VehicleType	REMEL	s Traffic Flow	Dista	nce	Einite	Road	Fresr	201	Barrier Att	an Ro	m Atten
Autos:	66.51		Dista	0.71		-1.20	11031	-4.65		000	0.00
Medium Trucks:	77.72			0.74		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99			0.73		-1.20		-5.43		000	0.00
Unmitigated Noise	I ovole (with	out Tono and	harrior	attonu	ıation)						
	Leg Peak Hou			eq Eve		Lea	Night		Ldn	С	NEL
Autos:	64		63.2	,	61.5		55.4	1	64.0		64
Medium Trucks:	-		57.6		51.3		49.7		58.2		58.
Heavy Trucks:			59.0		50.0		51.2		59.6	-	59.
Vehicle Noise:			65.4		62.1		57.6		66.1		66.
Centerline Distanc	e to Noise Co	ontour (in feet	)								
		(		70 dl	BA	65 (	dBA	6	60 dBA	55	dBA
			Ldn:	28		5	9		128	- :	276
							J		0		

	FHW	A-RD-77-108	HIG	HWAY	NOISE P	REDICT	ION M	ODEL			
Scenario: E Road Name: L Road Segment: s	asselle St.	ood Av.						: Town ( : 14556	Center at N	ΛV	
SITE SPE Highway Data	CIFIC IN	PUT DATA			Site Cor				L INPUT	s	
· ·	· / / / / /	4005 111			Site Coi	iuitions	(паги	Autos:			
Average Daily Traf		4,025 venicles 7.83%			14	odium T	uaka (	: Autos : (Axles			
Peak Hour Per Peak Hour	-	7.83% 1.098 vehicles						: Axies): - Axies):			
	volume: e Speed:	40 mph	•		п	avy III	CKS (31	Axies).	15		
Near/Far Lane D		40 mpn 48 feet			Vehicle	Mix					
Neal/Fal Lalle L	ristance.	40 1661			Vet	icleTyp	_	Day	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
Barrier	Height:	0.0 feet				ledium 1		84.8%		10.3%	
Barrier Type (0-Wall,	1-Berm):	0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Dist. to	Barrier:	50.0 feet			Noise S	ource F	levatio	ns (in fe	oet)		
Centerline Dist. to C	bserver:	50.0 feet			710,000	Auto		0.000	,,,,		
Barrier Distance to O	bserver:	0.0 feet			Medii	m Truck		2.297			
Observer Height (Abo	ve Pad):	5.0 feet				vy Truci		8.006	Grade Ad	iustment	0.0
	levation:	0.0 feet									
	levation:	0.0 feet			Lane Eq				feet)		
	d Grade:	0.0%				Auto		4.147			
_	eft View:	-90.0 degree				m Truck		3.947			
Rig	ght View:	90.0 degree	S		Hea	vy Truci	(S: 4	3.966			
FHWA Noise Model Ca											
, , ,		Traffic Flow	Di	stance	_	Road	Fre		Barrier Att		m Atter
Autos:	66.51	-1.03		0.7		-1.20		-4.65		000	0.00
Medium Trucks:	77.72	-18.27		0.7		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-22.23		0.7		-1.20		-5.43	0.0	000	0.00
Unmitigated Noise Le	•		-					-		1 .	
	Peak Hour			Leq E	Evening		Night		Ldn		NEL
Autos:	65.		64.2		62.4			3.3	65.0	-	65
Medium Trucks:	59.		58.5		52.2			).6	59.		59
Heavy Trucks: Vehicle Noise:	60.		59.9 56.3		50.9 63.1			2.2	60.		60 67
Centerline Distance to			٥.٥		03.1		30	J.J	07.1	J	- 67
Centernine Distance to	ivoise Coi	itour (in reet)		70	dBA	65	dBA	-	50 dBA	55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-10	8 HIG	HWAY	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: EAC (2025 ne: Lasselle St ent: s/o Alessar							: Town (	Center at N	ЛV	
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	17,318 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tru	icks (2	Axles):	15		
Peak F	Hour Volume:	1,356 vehicl	es		He	avy Truc	ks (3-	Axles):	15		
Ve	ehicle Speed:	40 mph			Vehicle I	Miss					
Near/Far La	ane Distance:	48 feet				icleType	- 1	Dav	Evening	Night	Dailv
Site Data					* 0111		utos:	77.5%	-	9.6%	
		0.0 feet			Me	edium Tr				10.3%	1.84%
Barrier Type (0-V	rrier Height:	0.0 reet				leavy Tr			2.7%	10.8%	0.74%
** '	ist. to Barrier:	50.0 feet									
Centerline Dist		50.0 feet			Noise Sc			_ •	eet)		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Height		5.0 feet				m Trucks		2.297			
-	ad Elevation:	0.0 feet			Heav	y Trucks		B.006	Grade Ad	ljustment	0.0
	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	4.147			
	Left View:	-90.0 dean	ees		Mediui	m Trucks	: 4	3.947			
	Right View:	90.0 degr	ees		Heav	y Trucks	: 4	3.966			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:	66.51	-0.1	2	0.7	71	-1.20		-4.65	0.	000	0.000
Medium Trucks:	77.72	-17.3	6	0.7	74	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	82.99	-21.3	1	0.7	73	-1.20		-5.43	0.	000	0.000
Inmitigated Nois	e Levels (with	out Topo and	d barri	ier atte	nuation)						
VehicleType	Leq Peak Hou	ur Leq Da	ay .	Leq E	vening	Leq I	Vight		Ldn	C	VEL
Autos:	65	5.9	65.1		63.3		57	7.2	65.	9	66.5
Medium Trucks:	59	9.9	59.5		53.1		51	1.5	60.	0	60.2
Heavy Trucks:	61	1.2	60.9		51.8		53	3.1	61.	4	61.6
Vehicle Noise:	67	7.9	67.3		64.0		59	9.4	68.	0	68.4
Centerline Distan	ce to Noise Co	ontour (in fee	et)								
	-				dBA	65 c		6	60 dBA		dBA
			Ldn:		37	79	-		170	_	66
		(	CNEL:	:	39	84	4		182	3	91

Tuesday, June 14, 2022

Tuesday, June 14, 2022 Tuesday,

	FH	WA-RD-77-108	HIGH	WAY N	OISE P	REDICT	ION M	ODEL			
	o: EAC (2025 e: Nason St. nt: n/o Fir Av.	i)				.,		: Town	Center at N	ИV	
	SPECIFIC II	NPUT DATA							L INPUT	s	
Highway Data				٥	site Coi	nditions	(Hard				
Average Daily	. ,		S					Autos:			
	Percentage:	7.83%				edium Tr					
	our Volume:	3,667 vehicle	S		He	eavy Tru	cks (3+	- Axles):	15		
	hicle Speed:	40 mph		ν	/ehicle	Mix					
Near/Far Lar	ne Distance:	58 feet			Vel	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	6 97.42%
Rar	rier Height:	0.0 feet			N	ledium T	rucks:	84.8%	4.9%	10.3%	6 1.84%
Barrier Type (0-W	all, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	6 0.74%
Centerline Dis		55.0 feet		٨	loise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.		55.0 feet				Auto	s: (	0.000			
Barrier Distance		0.0 feet			Mediu	m Truck	s: :	2.297			
Observer Height (	,	5.0 feet			Hea	vy Truck	s:	3.006	Grade Ad	justmen	t: 0.0
	ad Elevation:	0.0 feet		<u> </u>		•					
	ad Elevation:	0.0 feet		L	ane Eq	uivalen			reet)		
F	Road Grade:	0.0%				Auto		7.000			
	Left View:	-90.0 degree				m Truck		6.811			
	Right View:	90.0 degree	es		Hea	vy Truck	(S: 4)	6.830			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fre	snel	Barrier Att	en Be	rm Atten
Autos:	66.51	4.20		0.30	)	-1.20		-4.67	0.	000	0.000
Medium Trucks:	77.72			0.33		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99			0.32		-1.20		-5.38	0.0	000	0.000
Unmitigated Noise			barrie								
	Leq Peak Ho			Leq Ev			Night		Ldn		NEL
Autos:		9.8	69.0		67.2		61		69.	-	70.4
Medium Trucks:		,.0	63.4		57.0		55		63.	-	64.1
Heavy Trucks:			64.8		55.7			'.0	65.		65.5
Vehicle Noise:			71.2		67.9	)	63	3.3	71.	9	72.3
Centerline Distanc	e to Noise C	ontour (in feet	)	70 -	1D.4		-/0.4		20 -10 4	-	-404
				70 d			dBA	(	0 dBA	_	5 dBA
			Ldn: NFL:	73 78	-		58 69		340 364		733 785
		C	VEL:	/8	)	1	บย		304		100

Average Daily Traffic (Adt): 42,733 vehicles   Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15   Medium Trucks (2 Axles): 15   Heavy Trucks (3+	
Road Segment: n/o Cottonwood Av.   SITE SPECIFIC INPUT DATA   NOISE MODEL INPUT	S
SITE SPECIFIC INPUT DATA   NOISE MODEL INPUT	S
Highway Data   Site Conditions (Hard = 10, Soft = 15)	<u>s</u>
Average Daily Traffic (Adt): 42,733 vehicles   Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15   Medium Trucks (2 Axles): 15   Heavy Trucks (3+ Axles): 15	
Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15	
Peak Hour Volume: 3,346 vehicles   Heavy Trucks (3+ Axles): 15	
Vehicle Speed:         45 mph         Vehicle Mix           Near/Far Lane Distance:         58 feet         VehicleType         Day         Evening           Site Data         Autos:         77.5%         12.9%           Barrier Height:         0.0 feet         Medium Trucks:         84.8%         4.9%	
Near/Far Lane Distance: 58 feet   VehicleType   Day   Evening	
Venicle type	
Barrier Height: 0.0 feet Medium Trucks: 84.8% 4.9%	Night Daily
Barrier Height: 0.0 teet	9.6% 97.429
	10.3% 1.849
Barrier Type (0-Wall, 1-Berm): 0.0 Heavy Trucks: 86.5% 2.7%	10.8% 0.749
Centerline Dist. to Barrier: 55.0 feet Noise Source Elevations (in feet)	
Centerline Dist. to Observer: 55.0 feet Autos: 0.000	
Barrier Distance to Observer: 0.0 feet Medium Trucks: 2 297	
Observer Height (Above Pad): 5.0 foot	justment: 0.0
Pad Elevation: 0.0 feet Heavy Trucks: 8.006 Grade Ad	justinent. 0.0
Road Elevation: 0.0 feet Lane Equivalent Distance (in feet)	
Road Grade: 0.0% Autos: 47.000	
Left View: -90.0 degrees Medium Trucks: 46.811	
Right View: 90.0 degrees Heavy Trucks: 46.830	
FHWA Noise Model Calculations	
VehicleType REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att	
Autos: 68.46 3.29 0.30 -1.20 -4.67 0.0	0.00
Medium Trucks: 79.45 -13.94 0.33 -1.20 -4.87 0.0	0.00
Heavy Trucks: 84.25 -17.90 0.32 -1.20 -5.38 0.0	0.00
Unmitigated Noise Levels (without Topo and barrier attenuation)	
VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Ldn	CNEL
Autos: 70.9 70.0 68.3 62.2 70.0	
Medium Trucks: 64.6 64.2 57.8 56.3 64.	
Heavy Trucks: 65.5 65.1 56.1 57.3 65.	7 73.
Vehicle Noise:         72.7         72.0         68.9         64.2         72.7	
Vehicle Noise:         72.7         72.0         68.9         64.2         72.           Centerline Distance to Noise Contour (in feet)	T 55 (D.)
Vehicle Noise:         72.7         72.0         68.9         64.2         72.7           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA	55 dBA
Vehicle Noise:         72.7         72.0         68.9         64.2         72.           Centerline Distance to Noise Contour (in feet)	55 dBA 837 897

	FHV	VA-RD-77-108	HIGHW	/AY N	OISE P	REDICT	ION MO	DEL			
Road Nan	io: EAC (2025) ne: Nason St. nt: s/o Fir Av.						Name: lumber:		Center at N	IV	
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, So	ft = 15)		
	Traffic (Adt): 4							Autos:	15		
	Percentage:	7.83%					ucks (2 /	,	15		
	lour Volume:	3,235 vehicles			не	avy iru	cks (3+ A	axies):	15		
	hicle Speed:	40 mph		١	/ehicle l	Иіх					
Near/Far La	ne Distance:	58 feet			Veh	icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet						84.8%		10.3%	
Barrier Type (0-W	/all, 1-Berm):	0.0			F	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	55.0 feet		,	Voise Sc	urce E	levation	s (in fe	et)		
Centerline Dist.		55.0 feet		Ė		Auto		000			
Barrier Distance		0.0 feet			Mediui	m Truck		297			
Observer Height	,	5.0 feet			Heav	y Truck	s: 8.	006	Grade Ad	iustment	0.0
-	ad Elevation:	0.0 feet					4 Di-4	// /	41		
	ad Elevation:	0.0 feet		-	.ane Eq	Auto	t Distant	000	eet)		
	Road Grade: Left View:	0.0%			Modiu	Auto m Truck		811			
	Right View:	-90.0 degree				y Truck		830			
	Rigill view.	90.0 degree	s		ricav	y ITUCK	s. 40.	030			
FHWA Noise Mod			D: /		T =: 1						***
VehicleType Autos:	REMEL 66.51	Traffic Flow 3.66	Dista	nce 0.30	_	-1.20	Fresn	-4.67	Barrier Att		m Atten
Medium Trucks:		-13.58		0.33	-	-1.20		-4.67 -4.87		000	0.000
Heavy Trucks:		-17.53		0.32	-	-1.20		-5.38		000	0.000
						-1.20		-0.00	0.0	,,,,	0.000
Unmitigated Noise VehicleType	Leg Peak Hou				vening	l en	Night	I	Ldn		NEL
Autos:	69		38.4	LCY LV	66.7	Loq	60.6	3	69.2		69.8
Medium Trucks:	63	.3	32.8		56.5		54.9	)	63.4	ı	63.6
Heavy Trucks:	64	.6 (	34.2		55.2		56.4	1	64.8	3	64.9
Vehicle Noise:	71	.3	70.6		67.3		62.8	3	71.3	3	71.8
Centerline Distant	ce to Noise Co	ntour (in feet)									
			1	70 -		0.5	-10.4	1 0	0 40 4	1	-10.4

Tuesday, June 14, 2022

FHV	VA-RD-77-108 H	IGHWAY	NOISE P	REDICTIO	ON MO	DEL			
Scenario: EAC (2025) Road Name: Nason St. Road Segment: s/o Cottonw	,			Project N Job Nu			Center at N	/IV	
SITE SPECIFIC IN	IPUT DATA			NO	DISE I	NODE	L INPUT	S	
Highway Data			Site Con	ditions (l	Hard =	10, S	oft = 15)		
Average Daily Traffic (Adt): 3	38,005 vehicles					Autos.	15		
Peak Hour Percentage:	7.83%		Me	dium Truc	cks (2 /	Axles).	15		
Peak Hour Volume:	2,976 vehicles		He	avy Truck	(S (3+ )	Axles).	15		
Vehicle Speed:	45 mph		Vehicle	Miv					
Near/Far Lane Distance:	58 feet			icleType		Dav	Evening	Niaht	Dailv
Site Data					ıtos:	77.5%	-	9.6%	97.42%
Barrier Height:	0.0 feet		М	edium Tru	icks:	84.89	4.9%	10.3%	1.84%
Barrier Type (0-Wall, 1-Berm):	0.0			Heavy Tru	icks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Dist. to Barrier:	55.0 feet		Noise S	ource Ele	vation	e (in f	oot)		
Centerline Dist. to Observer:	55.0 feet		140/36 00	Autos		000	coty		
Barrier Distance to Observer:	0.0 feet		Mediu	m Trucks:		297			
Observer Height (Above Pad):	5.0 feet			y Trucks:		006	Grade Ad	iustment	. 0 0
Pad Elevation:	0.0 feet							,	
Road Elevation:	0.0 feet		Lane Eq	uivalent l	Distan	ce (in	feet)		
Road Grade:	0.0%			Autos:		000			
Left View:	-90.0 degrees			m Trucks:		811			
Right View:	90.0 degrees		Hear	y Trucks:	46.	830			
FHWA Noise Model Calculations	s								
VehicleType REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Att	en Ber	m Atten
Autos: 68.46	2.79	0.0	30	-1.20		-4.67	0.0	000	0.000
Medium Trucks: 79.45	-14.45	0.0	33	-1.20		-4.87	0.0	000	0.000
Heavy Trucks: 84.25	-18.41	0.0	32	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise Levels (with	out Topo and ba	rrier atte	nuation)						
VehicleType Leq Peak Hou	ır Leq Day	Leq E	vening	Leq N	light		Ldn	C	NEL
Autos: 70			67.7		61.7		70.:	-	70.9
Medium Trucks: 64			57.3		55.8	-	64.2	_	64.5
Heavy Trucks: 65			55.6		56.8	3	65.2		65.3
Vehicle Noise: 72	.2 71	.5	68.4		63.7	7	72.	2	72.7
Centerline Distance to Noise Co	ontour (in feet)								
			dBA	65 d			60 dBA		dBA
	La		77	16			359		74
	CNE	L:	33	179	9		385	8	30

Tuesday, June 14, 2022

	FH	WA-RD-77-108	HIGH\	WAY NO	ISE P	REDICTIO	N MO	DEL			
	o: EAC (2025 e: Nason St. nt: n/o Bay Av	•				Project N Job Nu			Center at N	/IV	
	SPECIFIC II	NPUT DATA							L INPUT	s	
Highway Data				Si	te Con	ditions (F					
Average Daily	. ,		:S					Autos:			
	Percentage:	7.83%				dium Truc					
	our Volume:	2,753 vehicle	:S		не	avy Truck	S (3+ A	axies).	15		
	hicle Speed:	45 mph		Ve	ehicle l	Mix					
Near/Far Lar	ne Distance:	58 feet			Vehi	icleType		Day	Evening	Night	Daily
Site Data								77.5%		9.69	
Bar	rier Height:	0.0 feet				edium Tru		84.8%		10.39	
Barrier Type (0-W	all, 1-Berm):	0.0			F	leavy Tru	cks:	86.5%	2.7%	10.89	6 0.74%
Centerline Dis	t. to Barrier:	55.0 feet		N	oise Sc	urce Ele	vation	s (in f	eet)		
Centerline Dist.		55.0 feet				Autos		000	,		
Barrier Distance		0.0 feet			Mediui	n Trucks:		297			
Observer Height (	,	5.0 feet			Heav	y Trucks:	8.	006	Grade Ad	justmen	t: 0.0
	d Elevation:	0.0 feet						/!	£4)		
	d Elevation:	0.0 feet		Li	ine Equ	uivalent L Autos:			reet)		
,	Road Grade:	0.0%			A de eller	n Trucks:		000			
	Left View:	-90.0 degre				π τrucks: y Trucks:		811 830			
	Right View:	90.0 degre	es		пеач	y Trucks.	46.	830			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow		ance	Finite		Fresn		Barrier Att	_	rm Atten
Autos:	68.46			0.30		-1.20		-4.67		000	0.000
Medium Trucks:	79.45			0.33		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25			0.32		-1.20		-5.38	0.0	000	0.000
Unmitigated Noise											
VehicleType Autos:	Leq Peak Ho	ur Leq Da	69.2	Leq Eve	ening 67.4	Leq N	ignt 61.3		Ldn 70.0		70.6
Medium Trucks:		3.8	63.3		57.0		55.4		63.9	-	64.1
Heavy Trucks:	-	4.6	64.3		55.2		56.5		64.8	-	65.0
Vehicle Noise:		1.8	71.2		68.0		63.3		71.9		72.3
Centerline Distance	e to Noise C	ontour (in fee	t)								
•				70 dE	3A	65 dl	ВА	(	60 dBA	5	5 dBA
			Ldn:	73		158	3		341		734
		С	NEL:	79		170	)		366		788

	FHW	A-RD-77-108	HIGH	WAY 1	NOISE PI	REDICTI	ON MC	DEL			
Scenario: EAC Road Name: Nasc Road Segment: s/o A	on St.	Iro Blvd.					Name: umber:		Center at N	1V	
SITE SPECII	FIC INF	UT DATA				N	OISE	MODE	L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily Traffic (	Adt): 25	5,322 vehicles	3					Autos:	15		
Peak Hour Percent	age:	7.83%			Me	dium Tru	icks (2	Axles):	15		
Peak Hour Volu	ıme: 1	1,983 vehicles	3		He	avy Truc	ks (3+	Axles):	15		
Vehicle Sp	eed:	45 mph		-	Vehicle I	Wix					
Near/Far Lane Dista	nce:	58 feet		H		icleType		Day	Evenina	Night	Dailv
Site Data							lutos:	77.5%	12.9%	9.6%	97.42%
Barrier He	iaht:	0.0 feet			М	edium Tı	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wall, 1-Be		0.0			- 1	Heavy Ti	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to Ba		55.0 feet									
Centerline Dist. to Obse		55.0 feet		Ľ	Noise Sc				eet)		
Barrier Distance to Obse	rver:	0.0 feet				Auto		.000			
Observer Height (Above F	Pad):	5.0 feet				m Truck		.297			
Pad Eleva		0.0 feet			Heav	y Truck	s: 8	.006	Grade Ad	ustment	. 0.0
Road Eleva	ation:	0.0 feet			Lane Eq	uivalent	Distan	ce (in	feet)		
Road Gr	rade:	0.0%				Auto	s: 47	.000			
Left V	/iew:	-90.0 degree	s		Mediu	m Trucks	3: 46	.811			
Right \	/iew:	90.0 degree	es		Heav	y Truck:	s: 46	.830			
	lations										
FHWA Noise Model Calcu											
FHWA Noise Model Calcu VehicleType REM		Traffic Flow	Dis	tance		Road	Fresi	-	Barrier Att		m Atten
VehicleType REM Autos:	EL 68.46	1.02	Dis	0.3	0	-1.20	Fresi	nel -4.67		en Ber	
VehicleType REM			Dis	0.3	3		Fresi	-	0.0		0.000
VehicleType REM Autos:	68.46	1.02	Dis	0.3	3	-1.20	Fres	-4.67	0.0	000	0.000
VehicleType REM Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise Levels	68.46 79.45 84.25 (witho	1.02 -16.22 -20.17 ut Topo and	barrie	0.3 0.3 0.3 er atten	0 3 2 nuation)	-1.20 -1.20 -1.20		-4.67 -4.87	0.0 0.0 0.0	000 000 000	0.000 0.000 0.000
VehicleType REM Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise Levels VehicleType Leq Pei	68.46 79.45 84.25 (without ak Hour	1.02 -16.22 -20.17 <b>ut Topo and</b> Leq Day	barrie	0.3 0.3 0.3 er atten	0 3 2 nuation) ivening	-1.20 -1.20 -1.20	Night	-4.67 -4.87 -5.38	0.0 0.0 0.0	000 000 000	0.000 0.000 0.000
VehicleType REM Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise Levels VehicleType Leq Per Autos:	68.46 79.45 84.25 (without ak Hour 68.6	1.02 -16.22 -20.17 ut Topo and Leq Day	barrie	0.3 0.3 0.3 er atten	0 3 2 nuation) vening 66.0	-1.20 -1.20 -1.20	Night 59.	-4.67 -4.87 -5.38	0.0 0.0 0.0 <i>Ldn</i>	000 000 000 000	0.000 0.000 0.000 NEL
VehicleType REM Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise Levels VehicleType Leq Per Autos: Medium Trucks:	68.46 79.45 84.25 (without 68.6 62.4	1.02 -16.22 -20.17 <b>ut Topo and</b> Leq Day	<b>barrie</b> 67.7 61.9	0.3 0.3 0.3 er atten	0 3 2 nuation) vening 66.0 55.6	-1.20 -1.20 -1.20	Night 59. 54.	-4.67 -4.87 -5.38	0.0 0.0 0.0 Ldn 68.5 62.5	000 000 000 000	0.000 0.000 0.000 NEL 69.2
VehicleType REM Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise Levels VehicleType Leq Per Autos:	68.46 79.45 84.25 (without ak Hour 68.6	1.02 -16.22 -20.17 <b>ut Topo and</b> Leq Day	barrie	0.3 0.3 0.3 er atten	0 3 2 nuation) vening 66.0 55.6 53.8	-1.20 -1.20 -1.20	Night 59. 54. 55.	-4.67 -4.87 -5.38 9 0	0.0 0.0 0.0 <i>Ldn</i> 68.5 62.5 63.4	000 000 000 000 C	0.000 0.000 0.000 NEL 69.2 62.7 63.5
VehicleType REM Autos: Medium Trucks: Heavy Trucks: VehicleType Leq Pe: Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	68.46 79.45 84.25 6 (without 68.6 62.4 63.2 70.4	1.02 -16.22 -20.17 ut Topo and Leq Day 3 4 2	67.7 61.9 62.8 69.7	0.3 0.3 0.3 er atten	0 3 2 nuation) vening 66.0 55.6	-1.20 -1.20 -1.20	Night 59. 54.	-4.67 -4.87 -5.38 9 0	0.0 0.0 0.0 Ldn 68.5 62.5	000 000 000 000 C	0.000 0.000 0.000 NEL 69.2 62.7 63.5
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise Levels VehicleType Autos: Medium Trucks: Heavy Trucks:	68.46 79.45 84.25 6 (without 68.6 62.4 63.2 70.4	1.02 -16.22 -20.17 ut Topo and Leq Day 3 4 2	67.7 61.9 62.8 69.7	0.3 0.3 0.3 0.3 Leq E	0 3 2 nuation) vening 66.0 55.6 53.8	-1.20 -1.20 -1.20	Night 59. 54. 55.	-4.67 -4.87 -5.38 9 0 1	0.0 0.0 0.0 <i>Ldn</i> 68.5 62.5 63.4	000 000 000 000 C	0.000 0.000 0.000
VehicleType REM Autos: Medium Trucks: Heavy Trucks: VehicleType Leq Pe: Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	68.46 79.45 84.25 6 (without 68.6 62.4 63.2 70.4	1.02 -16.22 -20.17 ut Topo and Leq Day 3 4 2 4	67.7 61.9 62.8 69.7	0.3 0.3 0.3 0.3 er atten Leq E	0 3 2 2 2 4 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6	-1.20 -1.20 -1.20	Night 59. 54. 55. 61.	-4.67 -4.87 -5.38 9 0 1	0.0 0.0 0.0 Ldn 68.5 62.5 63.4 70.5	000 000 000 000 C	0.000 0.000 0.000 NEL 69.2 62.7 63.5

	FHW	A-RD-77-108 I	HIGHWAY	NOISE PI	REDICTION	ON MODEL			
Road Nam	io: EAC (2025) ne: Nason St. nt: s/o Bay Av.				.,	Name: Tow umber: 145	n Center at N 56	/IV	
	SPECIFIC INF	UT DATA		0			DEL INPUT	S	
Highway Data				Site Con	aitions (	Hard = 10,			
	Traffic (Adt): 33					Auto			
	Percentage:	7.83%				cks (2 Axle	,		
		2,656 vehicles		He	avy Truc	ks (3+ Axle	s): 15		
	hicle Speed:	45 mph		Vehicle I	Mix				
Near/Far La	ne Distance:	58 feet		Veh	icleType	Day	Evening	Night	Daily
Site Data					Α	utos: 77.	5% 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	edium Tri	ucks: 84.8	3% 4.9%	10.3%	1.84%
Barrier Type (0-W	-	0.0		1	Heavy Tr	ucks: 86.5	5% 2.7%	10.8%	0.74%
Centerline Di		55.0 feet		M-: 0-		evations (in	. f4\		
Centerline Dist.	to Observer:	55.0 feet		Noise So			reet)		
Barrier Distance	to Observer:	0.0 feet		A decestion	Autos m Trucks				
Observer Height	(Above Pad):	5.0 feet					Grade Ad	iuctment	
P	ad Elevation:	0.0 feet		Heav	y Trucks	8.006	Grade Au	justinent.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance (i	n feet)		
	Road Grade:	0.0%			Autos	: 47.000			
	Left View:	-90.0 degrees	3	Mediu	m Trucks	: 46.811			
	Right View:	90.0 degrees	8	Heav	y Trucks	46.830			
FHWA Noise Mode									
VehicleType		Traffic Flow	Distance		Road	Fresnel	Barrier Att		m Atten
Autos:	68.46	2.29		30	-1.20	-4.6		000	0.000
Medium Trucks:	79.45	-14.95		33	-1.20	-4.8		000	0.000
Heavy Trucks:	84.25	-18.90		32	-1.20	-5.3	18 0.0	000	0.000
Unmitigated Noise						1			
VehicleType	Leq Peak Hour			Evening	Leq N		Ldn		VEL
Autos:	69.9		9.0	67.2		61.2	69.	-	70.4
Medium Trucks:	63.6		3.2	56.8		55.3	63.		64.0
Heavy Trucks:	64.5		4.1	55.1		56.3	64.		64.8
Vehicle Noise:	71.7		1.0	67.9		63.2	71.	7	72.2
Centerline Distant	ce to Noise Con	tour (in feet)							

Tuesday, June 14, 2022

	FH\	WA-RD-77-108 I	HIGHWAY	NOISE PI	REDICTION	ON MODEL		
Road Nam	io: EAC (2025 ne: Nason St. nt: s/o Cactus	)				Name: Town Imber: 1455	n Center at M 6	V
SITE	SPECIFIC IN	IPUT DATA			N	DISE MOD	EL INPUTS	3
Highway Data				Site Con	ditions (i	Hard = 10, \$	Soft = 15)	
Average Daily	Traffic (Adt):	15,012 vehicles				Auto	s: 15	
Peak Hour	Percentage:	7.83%		Me	dium Tru	cks (2 Axles	): 15	
Peak H	lour Volume:	1,175 vehicles		He	avy Truci	ks (3+ Axles	): 15	
Ve	hicle Speed:	45 mph		Vehicle I	Mix			
Near/Far La	ne Distance:	58 feet			icleType	Day	Evening	Night Daily
Site Data					A	utos: 77.5	% 12.9%	9.6% 97.42%
Rai	rrier Heiaht:	0.0 feet		М	edium Tru	icks: 84.8	% 4.9%	10.3% 1.84%
Barrier Type (0-W		0.0		1	Heavy Tru	icks: 86.5	% 2.7%	10.8% 0.74%
Centerline Dia	st. to Barrier:	55.0 feet		Noise So	ource Ele	vations (in	feet)	
Centerline Dist.	to Observer:	55.0 feet			Autos	-	,	
Barrier Distance	to Observer:	0.0 feet		Mediu	m Trucks			
Observer Height (		5.0 feet		Heav	v Trucks.	8.006	Grade Adj	ustment: 0.0
	ad Elevation:	0.0 feet						
	ad Elevation:	0.0 feet		Lane Eq		Distance (ii	1 feet)	
	Road Grade:	0.0%			Autos.			
	Left View:	-90.0 degrees			m Trucks.			
	Right View:	90.0 degrees	5	Heav	y Trucks.	46.830		
FHWA Noise Mode		-						
VehicleType	REMEL	Traffic Flow	Distance		Road	Fresnel	Barrier Atte	
Autos:	68.46	-1.25	-	.30	-1.20	-4.6		
Medium Trucks:	79.45		-	.33	-1.20	-4.8		
Heavy Trucks:	84.25			.32	-1.20	-5.38	8 0.0	0.000
Unmitigated Noise								0.15
VehicleType Autos:	Leq Peak Hou		Leq	Evening 63.7	Leq N	light 57.7	Ldn 66.3	CNEL 66.9
Medium Trucks:	60		9.6	53.3		51.7	60.3	
Heavy Trucks:	60		0.6	53.3 51.5		52.8	61.1	
Vehicle Noise:	68		7.5	64.3		59.6	68.2	
		-	1.5	04.3		J3.0	00.2	. 00.0
Centerline Distanc	ce to Noise Co	ontour (in feet)	70	) dBA	65 d	BA	60 dBA	55 dBA
		1	dn:	42	90		193	416
		_	EL:	45	96		207	447
				-			-	

Tuesday, June 14, 2022

	FHW	A-RD-77-108	HIGHV	YAY I	NOISE PE	REDICT	ION MO	DEL			
Road Nan	rio: EAC (2025) ne: Eucalyptus A nt: e/o Nason S						Name: lumber:		Center at N	IV	
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	9,722 vehicles	3					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2 /	Axles)	: 15		
Peak F	lour Volume:	761 vehicles	3		He	avy Tru	cks (3+ )	Axles)	: 15		
Ve	hicle Speed:	35 mph		F	Vehicle I	Miv					
Near/Far La	ne Distance:	48 feet		ŀ		icleType		Dav	Evening	Night	Daily
Site Data							Autos:	77.59		9.6	-
Ra	rrier Height:	0.0 feet			Me	edium T	rucks:	84.89	6 4.9%	10.39	% 1.84%
Barrier Type (0-W		0.0			F	leavy T	rucks:	86.59	6 2.7%	10.89	% 0.74%
Centerline Di		50.0 feet		F							
Centerline Dist.	to Observer:	50.0 feet			Noise Sc				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				n Truck		297	Grade Ad	ivotmo	at: 0.0
P	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Adj	usunei	п. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 44.	147			
	Left View:	-90.0 degree	es		Mediui	m Truck	s: 43.	947			
	Right View:	90.0 degree	es		Heav	y Truck	s: 43.	966			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresr	nel	Barrier Att	en Be	erm Atten
Autos:	64.30	-2.04		0.7	1	-1.20		-4.65	0.0	000	0.000
Medium Trucks:	75.75	-19.28		0.7	4	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	81.57	-23.24		0.7	'3	-1.20		-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (witho	ut Topo and	barrier	atter	nuation)						
VehicleType	Leq Peak Hour	Leq Day	' I	Leq E	vening	Leq	Night		Ldn	(	CNEL
Autos:			60.9		59.2		53.1		61.7		62.3
Medium Trucks:		-	55.6		49.2		47.7		56.1		56.3
Heavy Trucks:			57.5		48.5		49.7		58.1		58.2
Vehicle Noise:			63.3		59.9		55.5	5	64.0	)	64.5
Centerline Distant	ce to Noise Co	ntour (in feet,	1	70			10.4	1	00 104		
			∟		dBA		dBA	1	60 dBA	5	5 dBA
			Ldn:	_	20		13		93		201
		Ci	VEL:	2	21	4	16		99		214

0		/A-RD-77-108	півп	WATN	IUISE PI				0	0.7	
	o: EAC (2025)							: 10wn : 14556	Center at N	1V	
Road Nam	e: Bay Av. nt: w/o Lasselle	. 04				JOD IN	umber	14556			
Highway Data	SPECIFIC IN	PUT DATA			Site Con				oft = 15)	5	
Average Daily	Traffic (Adt):	2.290 vehicles					(	Autos			
	Percentage:	7.83%	•		Me	dium Tr	ucks (				
	our Volume:	179 vehicles				avy Tru					
	hicle Speed:	30 mph	,	L			ono (0 ·	7 13(100)			
Near/Far Lai	,	24 feet		١	Vehicle I						
	ie Distance.	24 1661			Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
Bar	rier Height:	0.0 feet				edium T		84.8%		10.3%	
Barrier Type (0-W	all, 1-Berm):	0.0			,	Heavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Dis	st. to Barrier:	39.0 feet		1	Voise So	ource E	levatio	ns (in f	eet)		
Centerline Dist.	to Observer:	39.0 feet		Ė	10,00 0	Auto		0.000	001)		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		3.006	Grade Ad	iustmen	t: 0.0
Pa	ad Elevation:	0.0 feet									
Roa	ad Elevation:	0.0 feet		L	Lane Eq	uivalen		•	feet)		
F	Road Grade:	0.0%				Auto	s: 3	7.443			
	Left View:	-90.0 degree	es.		Mediu	m Truck	s: 3	7.206			
	Right View:	90.0 degree	es		Heav	y Truck	s: 3	7.230			
FHWA Noise Mode	el Calculations	;									
VehicleType	REMEL	Traffic Flow	Dis	tance		Road	Fre		Barrier Att		rm Atten
Autos:	61.75	-7.65		1.78	-	-1.20		-4.58		000	0.000
Medium Trucks:	73.48	-24.89		1.82	_	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	79.92	-28.85		1.82	2	-1.20		-5.57	0.0	000	0.000
Unmitigated Noise											
,,, .	Leq Peak Hou	.,.,		Leq Ev			Night		Ldn	_	NEL
Autos:	54.		53.8		52.1			.0	54.0	-	55.2
Medium Trucks:	49.	-	48.8		42.4		40		49.3	-	49.6
Heavy Trucks: Vehicle Noise:	51. 57.		51.3 56.6		42.3 52.9		43		51.9 57.3		52.0 57.1
Centerline Distance					32.3				07.		01
centernne Distant	e to Noise Co	mour (iii ieet)		70 c	iBA	65	dBA		60 dBA	55	dBA
			Ldn:	6	6	1	12		26		55

	FHWA	-RD-77-108 HIG	SHWAY I	NOISE P	REDICTION	ON MODE	-		
Road Nan	nio: EAC (2025) ne: Cottonwood Av nt: w/o Lasselle S					lame: Tow mber: 145	n Center at I 56	MV	
	SPECIFIC INPU	JT DATA		Cita Can			Soft = 15)	s	
Highway Data				Site Con	uitions (i				
	Traffic (Adt): 12,3				diama Tara	Auto			
		.83%				cks (2 Axle	-,-		
		969 vehicles		не	avy iruci	s (3+ Axle	s): 15		
	hicle Speed:	45 mph		Vehicle I	Иiх				
Near/Far La	ne Distance:	36 feet		Veh	icleType	Day	/ Evening	Night	Daily
Site Data					A	utos: 77.	5% 12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet		Me	edium Tru	icks: 84.	8% 4.9%	10.3%	1.84%
Barrier Type (0-V		0.0		F	Heavy Tru	icks: 86.	5% 2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	44.0 feet	ŀ	Maina Ca	uraa Ela	vations (ii	a foot)		
Centerline Dist.	to Observer:	44.0 feet	ŀ	Noise Sc	Autos				
Barrier Distance	to Observer:	0.0 feet		A decedio o	Autos. m Trucks				
Observer Height	(Above Pad):	5.0 feet			y Trucks.			liustmant	. 0 0
P	ad Elevation:	0.0 feet		пеач	y Trucks.	0.000	Orado Ac	gasanon	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent l	Distance (	in feet)		
	Road Grade:	0.0%			Autos.	40.460			
	Left View: -	90.0 degrees		Mediui	m Trucks.	40.241			
	Right View:	90.0 degrees		Heav	y Trucks.	40.262			
FHWA Noise Mod									
VehicleType			Distance	Finite		Fresnel	Barrier At		m Atten
Autos:		-2.09	1.2	-	-1.20	-4.6		000	0.000
Medium Trucks:		-19.33	1.3		-1.20	-4.8		000	0.000
Heavy Trucks:		-23.28	1.3		-1.20	-5.5	50 0.	000	0.000
Unmitigated Nois			_						
VehicleType	Leq Peak Hour	Leq Day		vening	Leq N		Ldn		NEL
Autos:	66.4	65.6		63.8		57.8	66.		67.0
Medium Trucks:		59.8	-	53.4		51.9	60.	-	60.6
Heavy Trucks:		60.7		51.7		52.9	61.	-	61.4
Vehicle Noise:	68.3	67.6	3	64.5		59.8	68.	3	68.8
Centerline Distant	ce to Noise Cont	our (in feet)							

Tuesday, June 14, 2022

FI	IWA-RD-77-108 HI	GHWAY N	DISE PREDICTION	ON MODEL						
Scenario: EAC (202 Road Name: Alessandi Road Segment: w/o Perris	o Blvd.			Name: Town Imber: 14556	Center at MV					
SITE SPECIFIC I	NPUT DATA		NOISE MODEL INPUTS							
Highway Data		S	ite Conditions (	Hard = 10, S	oft = 15)					
Average Daily Traffic (Adt):				Autos						
Peak Hour Percentage:	7.83%			cks (2 Axles)						
Peak Hour Volume:	2,732 vehicles		Heavy Truc	ks (3+ Axles)	: 15					
Vehicle Speed:	45 mph	v	ehicle Mix							
Near/Far Lane Distance:	82 feet		VehicleType	Day	Evening N	ight Daily				
Site Data			A	utos: 77.59	6 12.9%	9.6% 97.42%				
Barrier Height:	0.0 feet		Medium Tru	icks: 84.89	6 4.9% 1	0.3% 1.84%				
Barrier Type (0-Wall, 1-Berm):	0.0		Heavy Tro	icks: 86.59	6 2.7% 1	0.8% 0.74%				
Centerline Dist. to Barrier:	67.0 feet	A/	oise Source Ele	vatione (in	foot)					
Centerline Dist. to Observer:	67.0 feet	N	Autos	•	eetj					
Barrier Distance to Observer:	0.0 feet		Medium Trucks							
Observer Height (Above Pad):	5.0 feet		Heavy Trucks		Grade Adjus	tment: 0.0				
Pad Elevation:	0.0 feet									
Road Elevation:	0.0 feet	L	ane Equivalent		feet)					
Road Grade:	0.0%		Autos							
Left View:	-90.0 degrees		Medium Trucks							
Right View:	90.0 degrees		Heavy Trucks	53.076						
FHWA Noise Model Calculatio										
VehicleType REMEL		Distance	Finite Road	Fresnel	Barrier Atten					
Autos: 68.4		-0.51		-4.71	0.000					
Medium Trucks: 79.4		-0.49		-4.88 -5.29						
Heavy Trucks: 84.2		-0.49		-5.29	0.000	0.000				
Unmitigated Noise Levels (with				liabt	Ldn	CNEL				
VehicleType Leq Peak Ho	our Leq Day 9.2 68.3	Leq Eve	ening Leq N	60.5	69.1	69.7				
	2.9 62.	-	56.1	54.6	63.0	63.3				
	3.8 63.4		54.4	55.6	64.0	64.1				
,	1.0 70.		67.2	62.5	71.0	71.5				
Centerline Distance to Noise C	Contour (in feet)		-							
Contormic Dictance to Noise (	in reey	70 di	BA 65 d	BA	60 dBA	55 dBA				
	Ldr	79	16	9	365	786				

	FHW	/A-RD-77-108	HIGH	1 YAW	NOISE PE	REDICT	ION MO	DEL			
Road Nan	io: EAC (2025) ne: Alessandro nt: w/o Kitching	Blvd.					t Name: Number:		Center at N	IV	
SITE	SPECIFIC IN	PUT DATA							EL INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	9,416 vehicle	S					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	dium Tı	rucks (2 A	Axles)	: 15		
Peak F	lour Volume:	2,303 vehicle	S		He	avy Tru	icks (3+ A	(Axles	: 15		
Ve	hicle Speed:	45 mph		F	Vehicle I	Mix					
Near/Far La	ne Distance:	82 feet				icleType	e	Dav	Evening	Night	Daily
Site Data								77.59		9.6	_
Ra	rrier Height:	0.0 feet			Me	edium 1	rucks:	84.89	% 4.9%	10.3	% 1.84%
Barrier Type (0-W		0.0			F	leavy 7	rucks:	86.59	% 2.7%	10.8	% 0.74%
Centerline Di		67.0 feet		-	M-: 0-			- //	E 41		
Centerline Dist.	to Observer:	67.0 feet		-	Noise Sc				reet)		
Barrier Distance	to Observer:	0.0 feet			A de eller	Auto n Truck		000			
Observer Height	(Above Pad):	5.0 feet						297 006	Grade Ad	iuctma	nt: 0.0
P	ad Elevation:	0.0 feet			neav	y Truck	(S. 8.)	UUO	Grade Au	usune	nt. 0.0
Ro	ad Elevation:	0.0 feet			Lane Equ	uivalen	t Distand	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 53.	226			
	Left View:	-90.0 degree	es		Mediui	n Truck	s: 53.	059			
	Right View:	90.0 degree	es		Heav	y Truck	(s: 53.	076			
FHWA Noise Mod	el Calculations	;									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fresn	el	Barrier Att	en B	erm Atten
Autos:	68.46	1.67		-0.5	51	-1.20		-4.71	0.0	000	0.000
Medium Trucks:	79.45	-15.57		-0.4	19	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-19.52		-0.4	19	-1.20		-5.29	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	r atter	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn		CNEL
Autos:	68.		67.6		65.8		59.8		68.4		69.0
Medium Trucks:		-	61.7		55.4		53.8		62.3		62.5
Heavy Trucks:			62.7		53.6		54.9		63.2		63.4
Vehicle Noise:	70.	3	69.6		66.4		61.8	3	70.3	3	70.8
Centerline Distant	ce to Noise Co	ntour (in feet	)					_		_	
			L		dBA		dBA		60 dBA	5	55 dBA
			Ldn:		70		51		326		701
		C	VEL:	7	75	1	62		349		752

	FHV	VA-RD-77-108	HIGH	WAY NO	DISE P	REDICT	ION M	ODEL			
Road Nam	io: EAC (2025) e: Alessandro nt: e/o Lasselle	Blvd.						Town 14556	Center at N	1V	
SITE	SPECIFIC IN	PUT DATA				- 1	IOISE	MODE	L INPUT	s	
Highway Data				S	ite Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 1	19,759 vehicles	3					Autos	15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles).	15		
Peak H	lour Volume:	1,547 vehicles	3		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		1/	ehicle	Miv					
Near/Far La	ne Distance:	82 feet				icleTvpe	. 1	Day	Evening	Night	Daily
Site Data				_	****	,,.	Autos:	77.5%		9.6%	. ,
		0.0 feet			м	edium T	rucks:	84.89	4.9%	10.3%	
Barrier Type (0-W	rrier Height:	0.0 reet				Heavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Dis	. ,	67.0 feet									• • • • • • • • • • • • • • • • • • • •
Centerline Dist		67.0 feet		N	oise S	ource El			eet)		
Barrier Distance		0.0 feet				Auto		0.000			
Observer Height (		5.0 feet				m Truck		2.297			
	ad Elevation:	0.0 feet			Heav	ry Truck	s: 8	3.006	Grade Ad	iustmen	t: 0.0
	ad Elevation:	0.0 feet		L	ane Ea	uivalen	Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto		3.226	,		
•	Left View:	-90.0 degree	24		Mediu	m Truck		3.059			
	Right View:	90.0 degree			Heav	y Truck	s: 5	3.076			
FHWA Noise Mode	el Calculations	S									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fre	snel	Barrier Att	en Be	rm Atten
Autos:	70.20	-0.51		-0.51		-1.20		-4.71	0.0	000	0.000
Medium Trucks:	81.00	-17.75		-0.49		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-21.71		-0.49		-1.20		-5.29	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrier	r attenu	ation)						
,,, .	Leq Peak Hou	- , - ,		Leq Eve		Leq	Night		Ldn	_	NEL
Autos:	68		67.1		65.4		59		67.9		68.6
Medium Trucks:	61		61.1		54.8			.2	61.		61.9
Heavy Trucks: Vehicle Noise:	62 69		61.6 69.0		52.6 65.9		53 61		62.2		62.3 70.3
					00.9		רט	.2	69.	'	70.
Centerline Distanc	e to Noise Co	ntour (in feet)		70 dl	DΛ	e e	dBA		60 dBA	5.6	dBA
			Ldn:	64			38		297		341

	FHWA	-RD-77-108 H	IGHWAY	NOISE P	REDICTIO	ON MODEL			
Road Nam	io: EAC (2025) ne: Alessandro Blu nt: w/o Lasselle S					lame: Town mber: 14556		/IV	
SITE :	SPECIFIC INPU	JT DATA		Sito Con		Hard = 10, S		s	
	T#- /4-#\- 00	105		Site Con	uitions (i	Autos			
	Traffic (Adt): 22,4 Percentage: 7	.83%		Mo	dium Tru	cks (2 Axles)			
		.oo70 761 vehicles				s (3+ Axles)			
	hicle Speed:	45 mph				13 (0 · Axics)	. 10		
	ne Distance:	82 feet		Vehicle I					
	ne Distance.	OZ ICCI		Veh	icleType	Day	Evening	Night	Daily
Site Data						utos: 77.5		9.6%	
Bai	rrier Height:	0.0 feet			edium Tru			10.3%	
Barrier Type (0-W	/all, 1-Berm):	0.0		ŀ	Heavy Tru	icks: 86.5	% 2.7%	10.8%	0.74%
Centerline Di		67.0 feet		Noise Sc	urce Ele	vations (in	feet)		
Centerline Dist.		67.0 feet			Autos:	0.000			
Barrier Distance		0.0 feet		Mediui	m Trucks:	2.297			
Observer Height (	,	5.0 feet		Heav	y Trucks:	8.006	Grade Ad	justment.	0.0
	ad Elevation:	0.0 feet		I ana Ess	uiralant l	Distance (in	foot)		
	ad Elevation: Road Grade:	0.0 feet		Lane Eq	Autos	-	reet)		
		0.0%		Modiu	m Trucks:				
		90.0 degrees			y Trucks:	00.000			
		90.0 degrees		ricav	y ITUCKS.	55.076			
VehicleType		affic Flow	Distance	Finite	Road	Fresnel	Barrier Att	en Rer	m Atten
Autos:	68.46	0.51	-0.		-1.20	-4.71		000	0.000
Medium Trucks:	79.45	-16.73	-0.		-1.20	-4.88		000	0.000
Heavy Trucks:	84.25	-20.69	-0.4	19	-1.20	-5.29	0.0	000	0.000
Unmitigated Noise	Levels (without	Topo and ba	rrier atte	nuation)					
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq N	light	Ldn	CI	NEL
Autos:	67.3	66	1.4	64.7		58.6	67.2	2	67.8
Medium Trucks:	61.0	60	1.6	54.2		52.7	61.	1	61.4
Heavy Trucks:	61.9	61	.5	52.5		53.7	62.	1	62.2
Vehicle Noise:	69.1	68	3.4	65.3		60.6	69.	1	69.6
Centerline Distance	ce to Noise Conte	our (in feet)							

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGHWA	Y NOISE P	REDICT	ON MOD	EL			
Road Nar	rio: EAC (2025 ne: Alessandro ent: e/o Nason	Blvd.				Name: To umber: 14	own Cente 1556	er at MV		
	SPECIFIC IN	IPUT DATA					ODEL IN			
Highway Data				Site Co	nditions	Hard = 1	0, Soft =	15)		
Average Daily	Traffic (Adt):	22,030 vehicles	3			Α	utos: 1	5		
Peak Hou	Percentage:	7.83%		Me	edium Tru	icks (2 A)	des): 1	5		
Peak I	Hour Volume:	1,725 vehicles	3	H	eavy Truc	ks (3+ A)	des): 1	5		
V	ehicle Speed:	45 mph		Vehicle	Miv					
Near/Far La	ane Distance:	58 feet			icleType	L	av Eve	ening N	liaht	Daily
Site Data						utos: 7		2.9%	9.6%	97.42%
В.	rrier Heiaht:	0.0 feet		N	ledium Ti	ucks: 8	4.8%	4.9% 1	10.3%	1.84%
Barrier Type (0-V		0.0 reet			Heavy Ti	ucks: 8	6.5%	2.7% 1	10.8%	0.74%
	Centerline Dist. to Barrier: 55.0 feet					evations	(in fact)			
Centerline Dist	to Observer:	55.0 feet		Noise S						
Barrier Distance	to Observer:	0.0 feet			Auto: m Truck:					
Observer Height (Above Pad): 5.0 feet								-d	4	0.0
-	ad Elevation:	0.0 feet		неа	vy Truck	8: 8.00	o Gra	de Adjus	imeni:	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance	(in feet)			
	Road Grade:	0.0%			Auto	3: 47.0	00			
	Left View:	-90.0 degree	es	Mediu	m Truck	: 46.8	11			
	Right View:	90.0 degree	es	Hea	vy Truck	3: 46.8	30			
FHWA Noise Mod	lel Calculation									
VehicleType	REMEL	Traffic Flow	Distant		Road	Fresne		ier Atten		n Atten
Autos.				0.30	-1.20		4.67	0.000		0.00
Medium Trucks.				0.33	-1.20		4.87	0.000		0.00
Heavy Trucks.	84.25	-20.78		0.32	-1.20	-:	5.38	0.000	)	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier at	tenuation)						
VehicleType	Leq Peak Hou			q Evening	Leq		Ldn		CI	IEL
Autos.			67.1	65.4		59.3		67.9		68.5
Medium Trucks.			61.3	54.9		53.4		61.9		62.1
Heavy Trucks.			62.2	53.2		54.5		62.8		62.9
Vehicle Noise	69	9.8	69.1	66.0	)	61.3		69.9		70.3
Centerline Distan	ce to Noise C	ontour (in feet)	)							
		-		70 dBA	65		60 dE			dBA
			Ldn:	54		16	250		-	38
		CI	VEL:	58	1:	94	268		5	77

	FHW	/A-RD-77-108	HIGH	WAY N	IOISE PI	REDICTI	ON MC	DEL			
Road Nam	io: EAC (2025) ne: Cactus Av. nt: w/o Nason S						Name: umber:		Center at N	/IV	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Peak H	Percentage:	7,894 vehicle 7.83% 1,401 vehicle 45 mph				dium Tru avy Truc	ıcks (2	Autos Axles)	: 15 : 15		
Near/Far La	ne Distance:	36 feet		ľ		icleType		Day	Evening	Night	Daily
Site Data  Bai  Barrier Type (0-W	rrier Height: /all, 1-Berm):	0.0 feet 0.0				A edium Tr Heavy Tr		77.59 84.89 86.59	6 4.9%	9.6% 10.3% 10.8%	1.84%
Centerline Dis Centerline Dist. Barrier Distance Observer Height (	to Observer: to Observer:	44.0 feet 44.0 feet 0.0 feet 5.0 feet 0.0 feet		I		Autos Trucks y Trucks	s: 0 s: 2	s (in f 000 297 006	eet) Grade Ad	justmen	t: 0.0
Ros	ad Elevation:	0.0 feet		I	Lane Eq	uivalent	Distan	ce (in	feet)		
,	Road Grade: Left View: Right View:	0.0% -90.0 degree 90.0 degree				Autos n Trucks y Trucks	s: 40	.460 .241 .262			
FHWA Noise Mode	el Calculations	;		·							
VehicleType Autos: Medium Trucks: Heavy Trucks:	REMEL 68.46 79.45 84.25	-0.49 -17.72 -21.68		1.2 1.3 1.3	1	-1.20 -1.20 -1.20	Fresi	-4.61 -4.87 -5.50	0.0	en Be 000 000 000	0.000 0.000 0.000
Unmitigated Noise	l evels (with	out Tono and	harrie	er atten	uation)						
VehicleType	Leq Peak Hou			Leg E		Legi	Night		Ldn	С	NEL
Autos:	68.	1	67.2		65.4		59.		68.0	-	68.6
Medium Trucks: Heavy Trucks:	61. 62.	-	61.4 62.3		55.0 53.3		53. 54.	-	61.9 62.9	-	62.2 63.0
Vehicle Noise:	69.		69.2		66.1		61.	-	69.9		70.4
Centerline Distance	ce to Noise Co	ntour (in feet	)								
				70 c	iBA	65 (	dBA		60 dBA	55	i dBA
			Ldn:	4		-	4		202		135
		C	NEL:	4	7	10	01		217		167

	FH\	WA-RD-77-108	HIGHW	VAY NO	DISE P	REDICTI	ON MO	DEL			
	io: EAC (2025	i)				.,			Center at M	١V	
Road Nam						Job N	umber:	14556			
Road Segme	nt: w/o Nason	St.									
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				Si	ite Con	ditions	(Hard =	10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	33,064 vehicle	s					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	edium Tru	icks (2 A	(xles	15		
Peak H	lour Volume:	2,589 vehicle	s		He	avy Truc	ks (3+ A	(xles	15		
Ve	hicle Speed:	50 mph		1/	ehicle i	Miss					
Near/Far La	ne Distance:	82 feet		V		icleType		Day	Evening	Night	Daily
Site Data					VC//			77.5%	-	_	97.429
D-		0.0 feet			М	edium Tr	ucks:	84.8%		10.3%	
Barrier Type (0-W	rrier Height:	0.0 feet 0.0				Heavy Tr		86.5%		10.8%	
Centerline Di		67.0 feet				,					
Centerline Dist		67.0 feet		N	oise S	ource Ele			eet)		
Barrier Distance		0.0 feet				Autos		000			
Observer Height		5.0 feet				m Trucks		297			
	ad Flevation:	0.0 feet			Heav	vy Trucks	s: 8.	006	Grade Ad	iustmen	t: 0.0
	ad Elevation:	0.0 feet		Lá	ane Eq	uivalent	Distanc	e (in t	feet)		
	Road Grade:	0.0%				Autos	53.	226			
	Left View:	-90.0 degre	es		Mediu	m Trucks	53.	059			
	Right View:	90.0 degre			Heav	vy Trucks	53.	076			
FHWA Noise Mode			B: /		F: 1						***
VehicleType	REMEL	Traffic Flow	Dista		Finite	Road	Fresn		Barrier Att		rm Atten
Autos: Medium Trucks:	70.20 81.00			-0.51 -0.49		-1.20 -1.20		-4.71 -4.88		000	0.00
	85.38			-0.49		-1.20		-4.88 -5.29		000	0.00
Heavy Trucks:						-1.20		-5.29	0.0	)00	0.00
Unmitigated Noise											
VehicleType	Leq Peak Hot			eq Eve		Leq			Ldn	_	NEL
Autos:		).2	69.4		67.6		61.6		70.2	-	70.
Medium Trucks:		3.8	63.3		57.0		55.4		63.9		64.
Heavy Trucks:		1.2	63.9		54.8		56.1		64.4		64.
Vehicle Noise:		1.9	71.2		68.2		63.4		71.9	9	72.
Centerline Distant	ce to Noise Co	ontour (in feet	)								
				70 dE	3A	65 (	BA .	1 6	i0 dBA	1 55	dBA
									110	_	200
			Ldn: NFL:	90 97		19			419 450		903

	FHV	VA-RD-77-108	HIGH	WAY N	IOISE P	REDICT	TION MO	DEL			
Road Nan	rio: EAC (2025 ne: Cactus Av. ent: e/o Nason						t Name: Number:		Center at N	/IV	
SITE Highway Data	SPECIFIC IN	PUT DATA			Sito Cor		NOISE I		L INPUT	S	
	T#- (A-#)	10.404		,	site Coi	uitions		Autos:			
	Percentage:	12,494 vehicles 7.83%			1.44	dium T	rucks (2)				
	Hour Volume:	978 vehicles					icks (3+ )	/			
	ehicle Speed:	45 mph					10K3 (0 · 1	чисо).	10		
	ne Distance:	36 feet		1	Vehicle .						
	ino Biotarioo.	00 1001			Veh	icleTyp		Day	Evening	Night	Daily
Site Data							Autos:	77.5%			97.429
Ва	rrier Height:	0.0 feet				edium 1		84.8%		10.3%	
Barrier Type (0-V		0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.749
	ist. to Barrier:	44.0 feet		1	Voise S	ource E	levation	s (in f	eet)		
Centerline Dist.		44.0 feet				Auto		000	,		
Barrier Distance		0.0 feet			Mediu	m Truck	ks: 2.	297			
Observer Height	, ,	5.0 feet			Hea	y Truck	ks: 8.	006	Grade Ad	justment	0.0
-	ad Elevation:	0.0 feet					4 Di-4	/:	£4)		
	ad Elevation:	0.0 feet		1	Lane Eq		t Distan	_ •	reet)		
	Road Grade:	0.0%			A de elle	Auto m Truck		460			
	Left View:	-90.0 degree						.241			
	Right View:	90.0 degree	S		неа	y Truck	KS: 40.	.262			
FHWA Noise Mod				,	T =: '4		-				
VehicleType Autos:	REMEL 68.46	Traffic Flow -2.05	DIS	tance		Road -1.20	Fresi	-4.61	Barrier Att	en Ber 000	m Atten
Medium Trucks:		-2.05 -19.28		1.2	-	-1.20		-4.61		000	0.00
Heavy Trucks:		-19.20		1.3		-1.20		-5.50		000	0.00
Unmitigated Nois	e I evels (with	out Topo and I	narrie	er atten	uation)						
VehicleType	Leg Peak Hou			Leg E		Lea	Night		Ldn	C	NEL
Autos:	66		55.7	- '	63.9		57.	В	66.5	5	67.
Medium Trucks:	60	.3 5	9.8		53.5		51.9	9	60.4	1	60.
Heavy Trucks:	61	.1 6	8.08		51.7		53.0	0	61.3	3	61.
Vehicle Noise:	68	.3 6	37.7		64.5		59.	В	68.4	1	68.
Centerline Distan	ce to Noise Co	ntour (in feet)									
				70 c	1BA	65	dBA		60 dBA	55	dBA

Tuesday, June 14, 2022

FHWA-RD-77-108 HIGH	WAY NOISE PREDICTION MODEL
Scenario: EAC (2025) Road Name: Iris Av. Road Segment: e/o Nason St.	Project Name: Town Center at MV Job Number: 14556
SITE SPECIFIC INPUT DATA	NOISE MODEL INPUTS
Highway Data	Site Conditions (Hard = 10, Soft = 15)
Average Daily Traffic (Adt): 28,496 vehicles	Autos: 15
Peak Hour Percentage: 7.83%	Medium Trucks (2 Axles): 15
Peak Hour Volume: 2,231 vehicles	Heavy Trucks (3+ Axles): 15
Vehicle Speed: 50 mph	Vehicle Mix
Near/Far Lane Distance: 82 feet	VehicleType Day Evening Night Daily
Site Data	Autos: 77.5% 12.9% 9.6% 97.429
Barrier Height: 0.0 feet	Medium Trucks: 84.8% 4.9% 10.3% 1.849
Barrier Type (0-Wall, 1-Berm): 0.0	Heavy Trucks: 86.5% 2.7% 10.8% 0.749
Centerline Dist. to Barrier: 67.0 feet	Noise Source Elevations (in feet)
Centerline Dist. to Observer: 67.0 feet	Autos: 0.000
Barrier Distance to Observer: 0.0 feet	Medium Trucks: 2.297
Observer Height (Above Pad): 5.0 feet	Heavy Trucks: 8.006 Grade Adjustment: 0.0
Pad Elevation: 0.0 feet	
Road Elevation: 0.0 feet	Lane Equivalent Distance (in feet)
Road Grade: 0.0%	Autos: 53.226
Left View: -90.0 degrees	Medium Trucks: 53.059
Right View: 90.0 degrees	Heavy Trucks: 53.076
FHWA Noise Model Calculations	
VehicleType REMEL Traffic Flow Dis	tance   Finite Road   Fresnel   Barrier Atten   Berm Atten   -0.51   -1.20   -4.71   0.000   0.00
Autos: 70.20 1.08  Medium Trucks: 81.00 -16.16	-0.51 -1.20 -4.71 0.000 0.00 -0.49 -1.20 -4.88 0.000 0.00
Heavy Trucks: 85.38 -20.12	-0.49 -1.20 -4.88 0.000 0.00 -0.49 -1.20 -5.29 0.000 0.00
· · · · · · · · · · · · · · · · · · ·	
Unmitigated Noise Levels (without Topo and barrie  VehicleType Leg Peak Hour Leg Day	Leg Evening Leg Night Ldn CNEL
Autos: 69.6 68.7	67.0 60.9 69.5 70.
Medium Trucks: 63.1 62.7	56.3 54.8 63.3 63.
Heavy Trucks: 63.6 63.2	54.2 55.4 63.8 63.
Vehicle Noise:         71.3         70.6	67.5 62.8 71.3 71.
Centerline Distance to Noise Contour (in feet)	
, ,	70 dBA 65 dBA 60 dBA 55 dBA
Ldn:	82 176 380 818
CNEL:	88 189 408 879

Tuesday, June 14, 2022

	FHW	A-RD-77-108	HIGH	WAY N	OISE PI	REDICTI	ON MC	DEL			
Road Nam	io: EAPC (2025 ne: Perris Blvd. nt: n/o Alessand	•					Name: umber:		Center at N	/IV	
	SPECIFIC INI	PUT DATA							L INPUT	s	
Highway Data				S	ite Con	ditions	(Hard =	10, S	oft = 15)		
	Traffic (Adt): 2		3					Autos.			
	Percentage:	7.83%				dium Tru	,				
		2,291 vehicles	3		He	avy Truc	cks (3+	Axles).	15		
	hicle Speed:	40 mph		ν	'ehicle l	Wix					
Near/Far La	ne Distance:	58 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data							lutos:	77.59	12.9%	9.6%	97.42%
Bai	rrier Height:	0.0 feet			M	edium Ti	ucks:	84.89	4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			I	Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis		55.0 feet		۸	loise So	ource El	evation	s (in f	eet)		
Centerline Dist.		55.0 feet				Auto		.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height (		5.0 feet			Heav	y Trucks	s: 8	.006	Grade Ad	justmen	t: 0.0
	ad Elevation:	0.0 feet									
	ad Elevation:	0.0 feet		L	ane Eq	uivalent			feet)		
,	Road Grade:	0.0%				Auto		.000			
	Left View:	-90.0 degree	es			m Trucks	0	.811			
	Right View:	90.0 degree	es		Heav	y Truck:	s: 46	.830			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Fresi		Barrier Att		rm Atten
Autos:	66.51	2.16		0.30		-1.20		-4.67		000	0.000
Medium Trucks:	77.72	-15.08		0.33		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-19.03		0.32		-1.20		-5.38	0.0	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hour	- 1 - 7		Leq Ev			Night		Ldn		NEL
Autos:	67.8	-	66.9		65.2		59.		67.		68.3
Medium Trucks:	61.8	-	61.3		55.0		53.		61.9	-	62.1
Heavy Trucks: Vehicle Noise:	63.	•	62.7 69.1		53.7 65.8		54. 61.	_	63.0	_	63.4 70.3
Centerline Distance					55.6		01.		09.0	,	70.0
Centernile Distant	e to Hoise Coi	nour (III leet)		70 d	BA	65 (	dBA		60 dBA	55	dBA
			Ldn:	54	ļ	1	15		249		536
		CI	VEL:	57	7	12	24		266		574

	FHV	VA-RD-77-108	HIGH	WAY NO	DISE PI	REDICT	ION MC	DEL			
Road Nam	io: EAPC (202 le: Kitching St. nt: n/o Alessar					.,	Name: lumber:		Center at N	1V	
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data				S	ite Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	7,927 vehicle	S					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	621 vehicle	S		He	avy Tru	cks (3+ .	Axles):	15		
Ve	hicle Speed:	40 mph		V	ehicle l	Miv					
Near/Far La	ne Distance:	36 feet		-		icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Rai	rrier Height:	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0			- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis		44.0 feet			-: 0-			- /: #	41		
Centerline Dist.	to Observer:	44.0 feet		N	oise so		levation	- 1	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height (	Above Pad):	5.0 feet				m Truck		297 006	0		
Pa	ad Elevation:	0.0 feet			neav	y Truck	S. 8.	000	Grade Ad	usunen	0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distan	ce (in i	feet)		
1	Road Grade:	0.0%				Auto	s: 40	460			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 40	241			
	Right View:	90.0 degree	es		Heav	y Truck	s: 40	262			
FHWA Noise Mode	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fresi	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-3.51		1.28		-1.20		-4.61	0.0	000	0.00
Medium Trucks:	77.72	-20.75		1.31		-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-24.70		1.31		-1.20		-5.50	0.0	000	0.00
Unmitigated Noise		<del></del>									
VehicleType	Leq Peak Hou			Leq Eve			Night		Ldn		VEL
Autos:	63		62.2		60.5		54.		63.0		63.
Medium Trucks:	57		56.6		50.3		48.		57.2	-	57.
Heavy Trucks: Vehicle Noise:	58 65		58.0 64.4		49.0 61.1		50. 56.		58.6 65.1		58. 65.
Centerline Distance					01.1		50.		55.		55.
centerine distant	e to Noise Co	nnour (iii řeet		70 dl	BA	65	dBA	6	60 dBA	55	dBA
			Ldn:	21			15		97	, ,	09
						-					

	FHV	WA-RD-77-108	HIGH	WAY N	NOISE P	REDICT	TION MO	DDEL			
Road Nan	io: EAPC (202 ne: Perris Blvd.						t Name: Number:		Center at N	/IV	
	nt: s/o Alessan										
SITE Highway Data	SPECIFIC IN	IPUT DATA			Site Con				L INPUT oft = 15)	S	
	Traffic (Adt): 3	31,202 vehicles	:					Autos			
	Percentage:	7.83%			Me	dium Ti	rucks (2	Axles):	15		
	lour Volume:						icks (3+	,			
	hicle Speed:	40 mph		Į.				,			
	ne Distance:	58 feet		Į.	Vehicle				1 1		
					Veh	icleTyp		Day	Evening	Night	Daily
Site Data							Autos:	77.5%			97.42
Ва	rrier Height:	0.0 feet				edium 1		84.8%		10.3%	
Barrier Type (0-W		0.0				Heavy I	rucks:	86.5%	2.7%	10.8%	0.74
	st. to Barrier:	55.0 feet		1	Noise S	ource E	levatio	ns (in f	eet)		
Centerline Dist.		55.0 feet		f		Auto	os: 0	.000			
Barrier Distance		0.0 feet			Mediu	m Truck	(s: 2	.297			
Observer Height	,	5.0 feet			Heav	y Truck	ks: 8	.006	Grade Ad	justment	0.0
-	ad Elevation:	0.0 feet		H		•					
	ad Elevation:	0.0 feet		ľ	Lane Eq			_ •	reet)		
	Road Grade:	0.0%				Auto		.000			
	Left View:	-90.0 degree				m Truck		3.811			
	Right View:	90.0 degree	:S		Hear	y Truck	(s: 46	6.830			
HWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Fres		Barrier Att		m Atte
Autos:		2.44		0.3	-	-1.20		-4.67		000	0.0
Medium Trucks:		-14.80		0.3	-	-1.20		-4.87		000	0.0
Heavy Trucks:	82.99	-18.75		0.3	2	-1.20		-5.38	0.0	000	0.0
Unmitigated Nois											
VehicleType	Leq Peak Hou	- 1 - 7		Leq E	vening		Night	1	Ldn		NEL
Autos:	68		37.2		65.4		59		68.0	-	68
Medium Trucks:			31.6		55.2		53.		62.	_	62
Heavy Trucks:			33.0		54.0		55		63.0		63
Vehicle Noise:			69.4		66.1		61	.6	70.	1	70
Centerline Distan	ce to Noise Co	ontour (in feet)		70	-/D.4		-/D4		20 404		-/D.4
				70 0	dBA	65	dBA	1 (	60 dBA	55	dBA

Tuesday, June 14, 2022

	FH\	WA-RD-77-10	8 HIG	HWAY	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: EAPC (202 ne: Kitching St. nt: s/o Alessar							: Town : 14556	Center at N	ΛV	
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt):	9,534 vehicl	es					Autos	15		
Peak Hour	Percentage:	7.83%				dium Tru					
Peak F	lour Volume:	747 vehicl	es		He	avy Truc	ks (3+	Axles)	15		
Ve	ehicle Speed:	40 mph			Vehicle I	Miv					
Near/Far La	ne Distance:	36 feet				icleType	П	Dav	Evening	Night	Daily
Site Data							utos:	77.59	-	9.6%	
D-	rrier Heiaht:	0.0 feet			М	edium Tr	ucks:	84.89	6 4.9%	10.3%	
Barrier Type (0-V		0.0 feet			1	Heavy Tr	ucks:	86.59	6 2.7%	10.8%	0.74%
	ist. to Barrier:	44.0 feet						,, ,			
Centerline Dist.	to Observer:	44.0 feet			Noise So				eet)		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Height		5.0 feet				m Trucks		2.297			
-	ad Flevation:	0.0 feet			Heav	y Trucks	3.	3.006	Grade Ad	justment	: 0.0
	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	s: 4	0.460			
	Left View:	-90.0 degr	ees		Mediu	m Trucks	: 4	0.241			
	Right View:	90.0 degr			Heav	y Trucks	8: 4	0.262			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow		stance		Road	Fre	snel	Barrier Att		m Atten
Autos:				1.2		-1.20		-4.61		000	0.000
Medium Trucks:			-	1.3		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-23.9	0	1.3	31	-1.20		-5.50	0.0	000	0.000
Inmitigated Nois	e Levels (with	out Topo an	d barri	ier atte	nuation)						
VehicleType	Leq Peak Hou	ur Leq Da	ay .	Leq E	vening	Leq	Vight		Ldn	C	NEL
Autos:		3.9	63.0		61.3		55	.2	63.	В	64.4
Medium Trucks:	57	7.9	57.4		51.1		49	1.5	58.0	0	58.2
Heavy Trucks: 59.2 58.8 49.8 51.1 5						59.4	4	59.5			
Vehicle Noise:	65	5.9	65.2		61.9		57	.4	65.9	9	66.4
Centerline Distan	ce to Noise Co	ontour (in fee	et)								
			Ţ		dBA	65 (			60 dBA		dBA
			Ldn:		24	5			109	_	36
			CNEL:		25	5	4		117	2	53

	FHV	VA-RD-77-108	HIGH	WAY N	OISE P	REDICT	ION MO	DEL			
Road Nam	io: EAPC (202 ne: Lasselle St nt: n/o Cottonv						t Name: Number:		Center at N	ИV	
	SPECIFIC IN	IPUT DATA			):4- O				L INPUT	s	
Highway Data				3	nte Cor	iaitions	(Hard =				
Average Daily		,	S					Autos:	15		
	Percentage:	7.83%					rucks (2		15		
	lour Volume:	1,009 vehicles	S		He	eavy Tru	icks (3+	Axles):	15		
	hicle Speed:	40 mph		V	/ehicle	Mix					
Near/Far La	ne Distance:	48 feet			Veh	icleType	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	6 97.42%
Ba	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	6 1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	6 0.74%
Centerline Di		50.0 feet		٨	loise S	ource E	levation	s (in fe	eet)		
Centerline Dist.		50.0 feet				Auto	os: 0	.000			
Barrier Distance		0.0 feet			Mediu	m Truck	(s: 2	.297			
Observer Height (	. ,	5.0 feet			Hear	vy Truck	(s: 8	.006	Grade Ad	justmen	t: 0.0
	ad Elevation:	0.0 feet		L							
	ad Elevation:	0.0 feet		L	.ane Eq		t Distan		eet)		
	Road Grade:	0.0%				Auto		.147			
	Left View:	-90.0 degree				m Truck		.947			
	Right View:	90.0 degree	es		неа	vy Truck	(S: 43	.966			
FHWA Noise Mode	el Calculation	s		•							
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	66.51	-1.40		0.71		-1.20		-4.65		000	0.000
Medium Trucks:		-18.64		0.74		-1.20		-4.87		000	0.000
Heavy Trucks:		-22.60		0.73		-1.20		-5.43	0.0	000	0.000
Unmitigated Noise			barrie	er atteni	uation)			,			
VehicleType	Leq Peak Hou			Leq Ev			Night		Ldn		NEL
Autos:	64		63.8		62.0		56.	-	64.	-	65.2
Medium Trucks:	58		58.2		51.8		50.	-	58.		59.0
Heavy Trucks: Vehicle Noise:	59 66		59.6 66.0		50.5 62.7		51. 58.		60. 66.		60.3 67.1
Centerline Distant					02.1		50.		50.		07.1
Contonine Distant		mou. (m ree;		70 d	ΒA	65	dBA	6	i0 dBA	55	5 dBA
			Ldn:	30	)	(	65		139		300
		CI	NEL:	32	2		69		149		321

ruesuay, June 14, 2022	Tuesday,	June	14,	2022
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	ĖΗV	VA-RD-77-108	HIGH	WAY N	OISE P	REDICT	ION MC	DEL			
	o: EAPC (202						Name: lumber:		Center at N	١V	
	e: Lasselle St. nt: n/o Alessan					JOD IV	iumber:	14556			
Highway Data	SPECIFIC IN	PUT DATA		s	ite Con	ditions			L INPUT	5	
Average Daily	Traffic (Adt): 1	1 484 vehicles						Autos:			
	Percentage:	7.83%			Me	dium Tr	ucks (2				
	our Volume:	899 vehicles	6			avy Truc	,				
Vei	hicle Speed:	40 mph		-			•				
Near/Far Lar		48 feet		V	ehicle	<b>Mix</b> icleTvpe		D	Evening	Niaht	D-16.
Site Data					ven	,,	Autos:	Day 77.5%	-	<u> </u>	Daily 97.429
						edium Ti		84.8%		10.3%	
	rier Height:	0.0 feet				Heavy Ti				10.8%	
Barrier Type (0-W		0.0				icavy ii	ruchs.	00.57	2.170	10.070	0.747
Centerline Dis		50.0 feet		Ν	loise S	ource El	levation	s (in fe	eet)		
Centerline Dist.		50.0 feet				Auto	s: 0	.000			
Barrier Distance		0.0 feet			Mediu	m Truck	s: 2	297			
Observer Height (	,	5.0 feet			Heav	y Truck	s: 8	.006	Grade Ad	iustment	0.0
	ad Elevation: ad Elevation:	0.0 feet 0.0 feet		,	ano Fa	uivalent	t Dietan	co (in	foot)		
	Road Grade:	0.0 feet 0.0%		F	ane Eq	Auto		.147	iccij		
,	Left View:	-90.0 degree			Modiu	m Truck.		947			
	Right View:	90.0 degree				y Truck		966			
	ragni view.	50.0 degree	75		77001	ry much	3. 40	.500			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Fresi	-	Barrier Att		m Atten
Autos:	66.51	-1.90		0.71		-1.20		-4.65		000	0.00
Medium Trucks:	77.72	-19.14		0.74		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-23.10		0.73		-1.20		-5.43	0.0	000	0.00
Unmitigated Noise								1			
VehicleType Autos:	Leq Peak Hou 64		63.3	Leq Ev	ening 61.5		Night 55.	_	Ldn 64.1		VEL 64
Medium Trucks:	58		57.7		51.3		55. 49.	-	58.2		58.
	59.		57.7 59.1		50.0		49. 51.	-	58.2 59.6	-	59.
Heavy Trucks: Vehicle Noise:	59.		65.5		62.2		57.	_	66.2		66.
Centerline Distance	e to Noise Co	ntour (in feet	)								
Contonine Distanc		mour <sub>(</sub> m reet)		70 di	BA	65	dBA	(	60 dBA	55	dBA
			Ldn:	28	1	6	60		129	2	78

	FHW	A-RD-77-108	HIGHWAY	NOISE P	REDICTI	ON MODEL			
Road Nam	io: EAPC (2025 ne: Lasselle St. nt: s/o Cottonwo	,			.,	Vame: Towi Imber: 1455	n Center at N 6	١V	
SITE	SPECIFIC IN	PUT DATA			N	OISE MOD	EL INPUT	S	
Highway Data				Site Con	ditions (	Hard = 10, 3	Soft = 15)		
Average Daily	Traffic (Adt): 1-	4,143 vehicles	;			Auto	s: 15		
Peak Hour	Percentage:	7.83%		Me	dium Tru	cks (2 Axles	): 15		
Peak H	lour Volume:	1,107 vehicles	3	He	avy Truc	ks (3+ Axles	): 15		
Ve	hicle Speed:	40 mph		Vehicle	Miv				
Near/Far La	ne Distance:	48 feet			icleType	Day	Evening	Night	Daily
Site Data						utos: 77.5	-		97.42%
Ra	rrier Heiaht:	0.0 feet		М	edium Tr	ucks: 84.8	% 4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			Heavy Tr	ucks: 86.5	% 2.7%	10.8%	0.74%
Centerline Di		50.0 feet		M-1 0		vations (in	£41		
Centerline Dist.	to Observer:	50.0 feet		Noise S			reet)		
Barrier Distance	to Observer:	0.0 feet		A decedire	Autos m Trucks				
Observer Height	(Above Pad):	5.0 feet			m Trucks vy Trucks		Grade Ad	iustmant	. 0 0
P	ad Elevation:	0.0 feet		пеан	ry Trucks	. 6.000	Orauc Au	usuncin	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance (ii	ı feet)		
	Road Grade:	0.0%			Autos	44.147			
	Left View:	-90.0 degree	:S	Mediu	m Trucks	43.947			
	Right View:	90.0 degree	:S	Hear	y Trucks	43.966			
FHWA Noise Mod				1			T =		
VehicleType	REMEL	Traffic Flow	Distance		Road	Fresnel	Barrier Att		m Atten
Autos:	66.51	-1.00	-	.71	-1.20	-4.6	-	000	0.000
Medium Trucks: Heavy Trucks:	–	-18.23 -22.19	-	.74 .73	-1.20 -1.20	-4.8 -5.4		000	0.000
					-1.20	-5.4	3 0.0	000	0.00
Unmitigated Noise									
VehicleType Autos:	Leq Peak Hour		Leq.	Evening 62.4	Leq N	iignt 56.4	Ldn 65.1		NEL 65.0
Medium Trucks:	59.		58.6	52.4 52.2		50.4	59.	-	59.4
Heavy Trucks:			50.0	50.9		52.2	60.		60.7
Vehicle Noise:			66.4	63.1		58.5	67.		67.5
				03.1		00.0	07.	'	07.5
Centerline Distant	ce to Noise Coi	ntour (in feet)	7/	- 4D4	65.		CO -/D4		-1D 4

	FHV	VA-RD-77-108 HI	GHWAY	NOISE PI	REDICTIO	ON MODEL		
Scenario: E Road Name: L	asselle St.	•				lame: Towr mber: 1455	Center at M	V
Road Segment: s	s/o Alessan	dro Blvd.						
SITE SPE	CIFIC IN	PUT DATA			NO	DISE MOD	EL INPUTS	3
Highway Data				Site Con	ditions (l	Hard = 10, 3	Soft = 15)	
Average Daily Traf	ffic (Adt): 1	17,718 vehicles				Auto	s: 15	
Peak Hour Per	centage:	7.83%		Me	dium Truc	cks (2 Axles	): 15	
Peak Hour	Volume:	1,387 vehicles		He	avy Truck	s (3+ Axles	): 15	
Vehicle	e Speed:	40 mph		Vehicle I	Miss			
Near/Far Lane D	Distance:	48 feet			icleType	Dav	Evening	Night Daily
Site Data						utos: 77.5		9.6% 97.42%
Parrio	Heiaht:	0.0 feet		М	edium Tru	icks: 84.8	% 4.9%	10.3% 1.84%
Barrier Type (0-Wall,		0.0		- 1	Heavy Tru	icks: 86.5	% 2.7%	10.8% 0.74%
Centerline Dist. to	,	50.0 feet		M-: 0			£4)	
Centerline Dist. to C	bserver:	50.0 feet		Noise Sc	Autos:	vations (in	reet)	
Barrier Distance to C	bserver:	0.0 feet			Autos: m Trucks:			
Observer Height (Abo	ve Pad):	5.0 feet			m Trucks: vv Trucks:		Grade Adi	ustment: 0.0
Pad E	levation:	0.0 feet		пеач	ry Trucks.	0.000	Grade Auj	ustinent. 0.0
Road E	levation:	0.0 feet		Lane Eq	uivalent l	Distance (ii	r feet)	
Roa	d Grade:	0.0%			Autos:	44.147		
L	eft View:	-90.0 degrees		Mediu	m Trucks:	43.947		
Rig	ght View:	90.0 degrees		Heav	y Trucks:	43.966		
FHWA Noise Model C	alculations	6						
VehicleType F	REMEL	Traffic Flow L	Distance	Finite	Road	Fresnel	Barrier Atte	en Berm Atten
Autos:	66.51	-0.02	0.7	71	-1.20	-4.6	5 0.0	0.000
Medium Trucks:	77.72	-17.26	0.7	74	-1.20	-4.8	7 0.0	0.000
Heavy Trucks:	82.99	-21.21	0.7	73	-1.20	-5.43	3 0.0	0.000
Unmitigated Noise Le	vels (with	out Topo and bar	rier atte	nuation)				
	Peak Hou			vening	Leq N		Ldn	CNEL
Autos:	66		_	63.4		57.3	66.0	
Medium Trucks:	60			53.2		51.6	60.1	
Heavy Trucks:	61		-	51.9		53.2	61.5	
Vehicle Noise:	68		4	64.1		59.5	68.1	68.5
Centerline Distance to	Noise Co	ntour (in feet)						
				dBA	65 d		60 dBA	55 dBA
		Ldr		37	80		172	371
		CNEL		10	86		184	397

Tuesday, June 14, 2022

Tuesday, June 14, 2022 Tuesday,

	FHW	A-RD-77-108	HIGH	WAY N	OISE PI	REDICTI	ON MC	DEL			
	io: EAPC (2025 ne: Nason St. nt: n/o Fir Av.	)					Name: umber:		Center at N	/IV	
SITE :	SPECIFIC IN	UT DATA			Cita Can				L INPUT	s	
Average Daily Peak Hour Peak H	Traffic (Adt): 5: Percentage: lour Volume:	3,359 vehicles 7.83% 4,178 vehicles 40 mph			Me He	dium Tru avy Truc	ıcks (2	Autos Axles)	15 15		
	ne Distance:	58 feet		١	/ehicle l	<b>Mix</b> icleType		Dav	Evening	Night	Daily
Site Data					VCII		Autos:	77.59		9.6%	
Barrier Type (0-W	rrier Height: /all, 1-Berm):	0.0 feet 0.0				edium Ti Heavy Ti		84.89 86.59		10.3% 10.8%	
Centerline Dist.  Barrier Distance	to Observer:	55.0 feet 55.0 feet 0.0 feet		٨	Voise Sc	Auto:		<b>is (in f</b>	eet)		
Observer Height (		5.0 feet 0.0 feet				m Truck: y Truck:	-	.297 .006	Grade Ad	justmen	t: 0.0
	ad Elevation: Road Grade: Left View: Right View:	0.0 feet 0.0% -90.0 degree 90.0 degree		L	Mediu	Auto: Truck: y Truck:	s: 47 s: 46	.000 .811 .830	feet)		
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten
Autos: Medium Trucks: Heavy Trucks:	66.51 77.72 82.99	4.77 -12.47 -16.42		0.30 0.33 0.32	3	-1.20 -1.20 -1.20		-4.67 -4.87 -5.38	0.0	000 000 000	0.000
Unmitigated Noise	Levels (witho	ut Topo and	barrie	r atteni	uation)						
VehicleType	Leq Peak Hour			Leg Ev		Leq	Night		Ldn	С	NEL
Autos:	70.4	1	69.5		67.8		61.	7	70.	3	71.0
Medium Trucks:	64.4		63.9		57.6		56.	-	64.	-	64.7
Heavy Trucks: Vehicle Noise:	65.7		65.3 71.7		56.3 68.4		57. 63.	-	65.9 72.4		66.0 72.9
Centerline Distance	re to Noise Cor	tour (in feet)	)							-	
		(		70 a	IBA	65 (	dBA		60 dBA	55	dBA
			Ldn:	80	)	17	72		371		800
		CI	VEL:	86	3	18	34		397		856

Tuesday, June 14, 2022

		WA-RD-77-108	HIGHI		O O E IF I						
	o: EAPC (202	!5)							Center at N	1V	
	e: Nason St.					Job N	umber:	14556			
Road Segmer	t: n/o Cotton	wood Av.									
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				5	Site Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	49,945 vehicles	3					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tru	icks (2	Axles):	15		
Peak H	our Volume:	3,911 vehicles	3		He	avy Truc	ks (3+ .	Axles):	15		
Vei	hicle Speed:	45 mph		,	/ehicle l	Miss					
Near/Far Lar	ne Distance:	58 feet		Ε,		icleType		Day	Evening	Night	Daily
Site Data							lutos:	77.5%	-	_	6 97.429
Par	rier Heiaht:	0.0 feet			М	edium Tı	ucks:	84.8%	4.9%	10.3%	6 1.849
Barrier Type (0-W		0.0 1001			1	Heavy Ti	ucks:	86.5%	2.7%	10.8%	6 0.749
Centerline Dis	. ,	55.0 feet									
Centerline Dist		55.0 feet		1	Voise Sc	ource El			eet)		
Barrier Distance		0.0 feet				Auto		000			
Observer Height (		5.0 feet			Mediu	m Trucks	s: 2.	297			
	nd Flevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Ad	iustmen	t: 0.0
	d Elevation:	0.0 feet		,	ane Fo	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%		F	-uo =q	Auto		000			
,	Left View:	-90.0 degree			Modiu	m Truck:		811			
	Right View:	90.0 degree				vy Truck		830			
	ragin view.	50.0 degree	75		11001	ry much	j. 40	.000			
FHWA Noise Mode	l Calculation	s									
VehicleType	REMEL	Traffic Flow	Dista			Road	Fresi	_	Barrier Att		rm Atten
Autos:	68.46	3.97		0.30	)	-1.20		-4.67	0.0	000	0.00
Medium Trucks:	79.45	-13.27		0.33	3	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-17.22		0.32	2	-1.20		-5.38	0.0	000	0.00
Unmitigated Noise	Levels (with	out Topo and	barrier	atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day		Leq Ev	rening	Leq	Night		Ldn	С	NEL
Autos:	71	.5	70.7		68.9		62.	9	71.5	5	72.
Medium Trucks:	65	5.3	64.9		58.5		57.	0	65.4	1	65.
Heavy Trucks:	66	3.2	65.8		56.8		58.	)	66.4	1	66.
Vehicle Noise:	73	3.4	72.7		69.5		64.	9	73.4	1	73.
Centerline Distanc	e to Noise Co	ontour (in feet,	)								
				70 c	IBA	65	dBA	- (	60 dBA	55	5 dBA
			Ldn:	9:	,	20	00		431	-	928
			Luii.	5.	5	21	)0		431		020

		VA-RD-77-108	шС	IIIVAI	NOISE P						
	o: EAPC (2025 e: Nason St. et: s/o Fir Av.	5)				.,		: Town ( : 14556	Center at N	ΝV	
SITE S	SPECIFIC IN	PUT DATA			Site Coi				L INPUT	s	
· ·					Site Coi	iuitions	паги	Autos:			
Average Daily 1	. ,	7.83%	5		1.4	ndium T	rucke (	Autos. : (Axles			
Peak Hour F	our Volume:	3.769 vehicles						Axles):			
	nicle Speed:	40 mph	,				icks (o	Axico).	10		
Near/Far Lan		58 feet			Vehicle						
	Dictarios.	00 1001			Vel	nicleTyp		Day	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
Barı	rier Height:	0.0 feet				ledium 1		84.8%		10.3%	
Barrier Type (0-Wa		0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis		55.0 feet			Noise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist. t		55.0 feet				Auto		0.000			
Barrier Distance t		0.0 feet			Mediu	ım Truck	s:	2.297			
Observer Height (A	,	5.0 feet			Hea	vy Truck	ks:	8.006	Grade Ad	justment	0.0
	d Elevation:	0.0 feet			Lane Ed		4 Di-4-	(	£4)		
	d Elevation:	0.0 feet			Lane Ec	uivaien Auto			reet)		
h	Road Grade:	0.0%			Madis	Auto Im Truck		7.000			
	Left View: Right View:	-90.0 degree				ım Truci vy Truci		6.811 6.830			
	•	90.0 degree	es		пеа	vy Truci	15. 4	0.830			
FHWA Noise Mode	I Calculations REMEL	Traffic Flow		istance	F:4-	Road	F	snel	Barrier Att	0	m Atten
VehicleType Autos:	66.51	4.32	Di	Stance 0.:		-1.20		-4.67		on Ber 000	m Atten 0.00
Medium Trucks:	77.72	-12.92		0.		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-16.87			32	-1.20		-5.38		000	0.00
Unmitigated Noise			horr			-1.20		-0.00	0.1	500	0.00
	Leg Peak Hou			-	vening	100	Night	1	Ldn		NEL
Autos:	69		69.1	Ley	67.3			.3	69.5		70.
Medium Trucks:	63		63.5		57.1		-	5.6	64.0	-	64
Heavy Trucks:	65		64.9		55.9			7.1	65.		65.
Vehicle Noise:	71		71.3		68.0			3.5	72.0		72.
Centerline Distance	e to Noise Co	ntour (in feet)									
				70	dBA	65	dBA	- 6	60 dBA	55	dBA

Tuesday, June 14, 2022

	FH	WA-RD-77-108	HIG	HWAY	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: EAPC (202 ne: Nason St. ent: s/o Cottony	,						: Town : 14556	Center at I	MV	
	SPECIFIC IN	NPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	43,525 vehicle	s					Autos	: 15		
Peak Hou	Percentage:	7.83%			Me	dium Tru	icks (2	2 Axles)	: 15		
Peak I	Hour Volume:	3,408 vehicle	s		He	avy Truc	ks (3-	+ Axles)	: 15		
Ve	ehicle Speed:	45 mph			Vehicle I	Miv					
Near/Far La	ane Distance:	58 feet				icleType		Dav	Evening	Night	Daily
Site Data							lutos:	77.59	-	9.6%	,
D.	rrier Heiaht:	0.0 feet			М	edium Tı	ucks:	84.89	6 4.9%	10.3%	1.84%
Barrier Type (0-V		0.0 feet			- 1	Heavy Tr	ucks:	86.59	6 2.7%	10.8%	0.74%
	ist. to Barrier:	55.0 feet									
Centerline Dist.		55.0 feet			Noise So				eet)		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Height		5.0 feet				m Trucks		2.297			
	ad Elevation:	0.0 feet			Heav	y Trucks	S.:	8.006	Grade Ad	ljustmen	: 0.0
-	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
710	Road Grade:	0.0%				Autos	s: 4	7.000			
	Left View:	-90.0 degre	es		Mediu	m Trucks	s: 4	6.811			
	Right View:	90.0 degre			Heav	y Trucks	s: 4	6.830			
FHWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fre	snel	Barrier Att	ten Bei	m Atten
Autos:	68.46	3.37		0.0	30	-1.20		-4.67	0.	000	0.000
Medium Trucks:	79.45	-13.86		0.3	33	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	84.25	-17.82		0.3	32	-1.20		-5.38	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hot	ur Leq Da	У	Leq E	vening	Leq	Night		Ldn	_	NEL
Autos:		0.9	70.1		68.3		62	2.3	70.	9	71.5
Medium Trucks:	64	4.7	64.3		57.9		56	6.4	64.	8	65.1
Heavy Trucks:	65	5.6	65.2		56.2			7.4	65.	8	65.9
Vehicle Noise:	72	2.8	72.1		68.9		64	1.3	72.	8	73.3
Centerline Distan	ce to Noise C	ontour (in fee	t)							_	
			Į		dBA		dBA		60 dBA		dBA
			Ldn:		85		32		393		347
		С	NEL:	!	91	19	96		422	9	808

	FH\	WA-RD-77-108	HIGH	IWAY	NOISE PE	REDICT	TION M	ODEL			
Road Nan	rio: EAPC (202 ne: Nason St. nt: n/o Bay Av.	-,				.,	t Name Number		Center at N	ΛV	
	SPECIFIC IN	IPUT DATA							EL INPUT	s	
Highway Data					Site Con	aitions	(Hard				
Average Daily	Traffic (Adt):	40,677 vehicle	S					Autos			
Peak Hour	Percentage:	7.83%					rucks (2				
Peak F	lour Volume:	3,185 vehicle	S		He	avy Tru	ıcks (3+	· Axles)	: 15		
Ve	ehicle Speed:	45 mph		i	Vehicle I	Mix					
Near/Far La	ne Distance:	58 feet		i		icleTyp	e	Day	Evening	Night	Daily
Site Data							Autos:	77.59			% 97.42%
P.	rrier Height:	0.0 feet			Me	edium 1	rucks:	84.89	% 4.9%	10.3	% 1.84%
Barrier Type (0-W		0.0 1661			F	leavy T	rucks:	86.59	% 2.7%	10.8	% 0.74%
Centerline Di	ist. to Barrier:	55.0 feet		-	Noise Sc		lovetio	na (in i	Fo.o.el)		
Centerline Dist.	to Observer:	55.0 feet		-	Noise 30				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		0.000			
Observer Height	(Above Pad):	5.0 feet				n Truci		2.297	Grade Ad	livotmo	nt: 0 0
P	ad Elevation:	0.0 feet			Heav	y Truci	KS:	3.006	Grade Ad	justine	nt. 0.0
Ro	ad Elevation:	0.0 feet		ĺ	Lane Equ	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%		ĺ		Auto	os: 4	7.000			
	Left View:	-90.0 degree	es		Mediui	n Truci	ks: 4	3.811			
	Right View:	90.0 degree			Heav	y Truci	ks: 4	6.830			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fre	snel	Barrier Att	en B	erm Atten
Autos:	68.46	3.08		0.0	30	-1.20		-4.67	0.	000	0.000
Medium Trucks:	79.45	-14.16		0.3	33	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	84.25	-18.11		0.3	32	-1.20		-5.38	0.	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	er atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	/	Leg E	vening	Leg	Night		Ldn		CNEL
Autos:	70	).6	69.8		68.0		62	.0	70.	6	71.2
Medium Trucks:	64	1.4	64.0		57.6		56	.1	64.	5	64.8
Heavy Trucks:	65	5.3	64.9		55.9		57	.1	65.	5	65.6
Vehicle Noise:	72	2.5	71.8		68.6		64	.0	72.	5	73.0
Centerline Distant	ce to Noise Co	ontour (in feet	)								
				70	dBA	65	dBA		60 dBA		55 dBA
			Ldn:	1	B1	1	174		376		809
		C	NEL:	1	87	1	187		403		868

	FH\	WA-RD-77-108	HIGI	1 YAWH	NOISE P	REDICT	ION MO	DDEL			
	io: EAPC (202 le: Nason St. nt: s/o Alessar	•					t Name: lumber:		Center at N	1V	
SITE	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	nditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	26,078 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	2,042 vehicle	es		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		H	Vehicle	Mix					
Near/Far La	ne Distance:	58 feet				icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Rai	rier Height:	0.0 feet			M	ledium T	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis	st. to Barrier:	55.0 feet		H	Noise S	ourco E	lovation	ne (in fe	not)		
Centerline Dist.	to Observer:	55.0 feet			NOISE 3	Auto		.000	et)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		297			
Observer Height (	Above Pad):	5.0 feet				vv Truck		1.006	Grade Ad	iustmant	0.0
Pa	ad Elevation:	0.0 feet			iica	vy IIuch	.s. 0	.000	Orauc Au	usunoni.	0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distar	nce (in t	feet)		
F	Road Grade:	0.0%				Auto	s: 47	.000			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	3.811			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 46	3.830			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46			0.3	-	-1.20		-4.67		000	0.00
Medium Trucks:	79.45			0.3		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-20.04		0.3	12	-1.20		-5.38	0.0	000	0.00
Unmitigated Noise	Levels (with	out Topo and	barri	er atter	nuation)						
,,	Leq Peak Hou	- 7		Leq E	vening		Night		Ldn		VEL
Autos:		3.7	67.9		66.1		60.		68.7		69.
Medium Trucks:		2.5	62.0		55.7		54.		62.6	-	62.
Heavy Trucks:		3.3	63.0		53.9		55.		63.5		63.
Vehicle Noise:		).6	69.9		66.7	,	62	.0	70.6	j	71.
Centerline Distance	e to Noise Co	ontour (in fee	t)	-	10.4						10.4
			L		dBA		dBA	6	0 dBA		dBA
		_	Ldn:	-	30		30		279	-	02
		C	NEL:	6	35	1	39		300	б	46

	FHV	/A-RD-77-108	HIGH	WAY NO	лъв Рі	KEDIC I	ION M	ODEL			
	o: EAPC (2025 e: Nason St. t: s/o Bay Av.	5)						: Town :: 14556	Center at I	MV	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data				Si	te Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	. ,		S					Autos.			
Peak Hour I		7.83%						2 Axles).			
		2,916 vehicle	S		He	avy Tru	cks (3-	+ Axles).	15		
	nicle Speed:	45 mph		V	ehicle l	Иiх					
Near/Far Lar	e Distance:	58 feet			Veh	icleType	è	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	6 12.9%	9.6%	97.42
Ran	rier Heiaht:	0.0 feet			Me	edium T	rucks:	84.89	6 4.9%	10.3%	1.84
Barrier Type (0-Wa	all, 1-Berm):	0.0			F	leavy T	rucks:	86.59	6 2.7%	10.8%	0.74
Centerline Dis		55.0 feet		N	oise Sc	urce E	levatio	ns (in f	eet)		
Centerline Dist. t		55.0 feet				Auto	s:	0.000			
Barrier Distance t		0.0 feet			Mediui	m Truck	s:	2.297			
Observer Height (/	,	5.0 feet			Heav	y Truck	s:	8.006	Grade Ad	djustment	0.0
	d Elevation: d Elevation:	0.0 feet		1.	no Ea	uivalon	t Dieta	nce (in	foot)		
	a Elevation: Road Grade:	0.0 feet		L	ille Eq	Auto		7.000	reet)		
r	Left View:	0.0%			Madiu	m Truck		6.811			
	Right View:	-90.0 degree				y Truck		6.830			
HWA Noise Mode	I Calculations										
VehicleType	REMEL	Traffic Flow		ance	Finite	Road	Fre	snel	Barrier At		rm Atte
Autos:	68.46	2.70		0.30		-1.20		-4.67		000	0.0
Medium Trucks:	79.45	-14.54		0.33		-1.20		-4.87		000	0.0
Heavy Trucks:	84.25	-18.50		0.32		-1.20		-5.38	0.	000	0.0
Inmitigated Noise VehicleType	<b>Levels (witho</b> Lea Peak Hou			r <b>attenu</b> Leg Eve		100	Night		Ldn		NEL
Autos:	70.		69.4	LUG LVE	67.7	Ley		1.6	70.		70
Medium Trucks:	64	-	63.6		57.2		-	5.7	64	_	64
Heavy Trucks:	64.	-	64.5		55.5			3.7	65.		65
Vehicle Noise:	72	.1	71.4		68.3		63	3.6	72.	.1	72
Centerline Distanc	e to Noise Co	ntour (in feet	)								
				70 dE	3A	65	dBA		60 dBA	55	dBA
			Ldn:	76		1	64		354	7	763
			NEL:	82			76		380		319

Tuesday, June 14, 2022

	FHWA	A-RD-77-108 H	lIGH	WAY N	IOISE P	REDICTI	ON MO	DDEL			
Scenario: EAPC Road Name: Nason Road Segment: s/o Car	St.					Project Job No			Center at N	IV	
SITE SPECIFIC	INP	UT DATA				N	OISE	MODE	L INPUT	S	
Highway Data					Site Cor	nditions (	Hard =	10, S	oft = 15)		
Average Daily Traffic (Ac Peak Hour Percentag Peak Hour Volum	e:	,532 vehicles 7.83% .216 vehicles				edium Tru eavy Truc		,	: 15		
Vehicle Spee		45 mph		L				7 131100)	0		
Near/Far Lane Distanc		58 feet		-	<b>Vehicle</b> Veh	Mix nicleType		Day	Evening	Night	Daily
Site Data						Α	utos:	77.59	6 12.9%	9.69	6 97.42%
Barrier Heigi Barrier Type (0-Wall, 1-Berr		0.0 feet 0.0				ledium Tr Heavy Tr		84.89 86.59		10.89	
Centerline Dist. to Barri	,	55.0 feet		H	o			(: 4	41		
Centerline Dist. to Observ	er:	55.0 feet 0.0 feet		ľ		Autos	: 0	.000	eet)		
Observer Height (Above Pa	1):	5.0 feet 0.0 feet				m Trucks vy Trucks	-	.297 .006	Grade Adj	iustmer	nt: 0.0
Road Elevatio		0.0 feet		- 1	ane Fo	uivalent	Distar	ce (in	feet)		
Road Grad		0.0%		F		Autos		.000	,		
Left Vie		-90.0 degrees			Mediu	m Trucks		.811			
Right Vie		90.0 degrees			Hea	vy Trucks	: 46	.830			
FHWA Noise Model Calcula	ions										
VehicleType REMEL	7	Traffic Flow	Dist	ance	Finite	Road	Fres	nel	Barrier Atte	en Be	erm Atten
Autos: 68	.46	-1.10		0.3	0	-1.20		-4.67	0.0	000	0.000
	.45	-18.34		0.3	-	-1.20		-4.87		000	0.000
,	.25	-22.30		0.3		-1.20		-5.38	0.0	000	0.000
Unmitigated Noise Levels (								_			
VehicleType Leq Peak		Leq Day	_	Leq E		Leq I			Ldn		CNEL
Autos: Medium Trucks:	66.5 60.2		5.6 9.8		63.9 53.4		57. 51.		66.4 60.3		67.0 60.6
Mealum Trucks: Heavy Trucks:	61.1	-	9.8 0.7		53.4 51.7		51. 52.	-	61.3		61.4
Vehicle Noise:	68.3		7.6		64.5		52.	-	68.3		68.8
Centerline Distance to Nois	e Con	tour (in feet)									
		( / 1000)	T	70 (	iBA	65 0	IBA		60 dBA	5	5 dBA
		L	dn:	4	3	9:	2	•	198		426
		CNI	EL:	4	6	98	В		212		457

	FH\	WA-RD-77-108	HIGH	NAY NO	DISE PE	REDICTIO	OM MO	DEL			
	o: EAPC (202 e: Eucalyptus nt: e/o Nason	Áv.				Project N Job Nu			Center at M	IV	
	SPECIFIC IN	IPUT DATA							LINPUT	S	
Highway Data				Si	te Con	ditions (F					
Average Daily	. ,		S					lutos:	15		
	Percentage:	7.83%				dium Truc	,				
	our Volume:	793 vehicle	S		He	avy Truck	s (3+ A	xles):	15		
	hicle Speed:	35 mph		Ve	ehicle l	Иiх					
Near/Far Lar	ne Distance:	48 feet			Vehi	icleType		Day	Evening	Night	Daily
Site Data						Αι	itos:	77.5%	12.9%	9.6%	97.42%
Bar	rier Height:	0.0 feet			Me	edium Tru	cks:	34.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	-	0.0			F	leavy Tru	cks:	36.5%	2.7%	10.8%	0.74%
Centerline Dis	t. to Barrier:	50.0 feet		N	oise Sc	urce Ele	vations	(in fe	et)		
Centerline Dist.		50.0 feet				Autos		•			
Barrier Distance		0.0 feet			Mediui	n Trucks:					
Observer Height (	,	5.0 feet			Heav	y Trucks:	8.0	06	Grade Adj	ustment	t: 0.0
	d Elevation:	0.0 feet									
	d Elevation:	0.0 feet		Lá	ne Eq	uivalent L			eet)		
<i>F</i>	Road Grade:	0.0%				Autos:					
	Left View:	-90.0 degre				n Trucks:					
	Right View:	90.0 degre	es		neav	y Trucks:	43.9	ю			
FHWA Noise Mode	l Calculation	s									
VehicleType	REMEL	Traffic Flow		ance	Finite		Fresn		Barrier Atte		rm Atten
Autos:	64.30			0.71		-1.20		4.65	0.0		0.000
Medium Trucks:	75.75			0.74		-1.20		4.87		000	0.000
Heavy Trucks:	81.57	-23.06		0.73		-1.20		5.43	0.0	000	0.000
Unmitigated Noise											
	Leq Peak Hou			Leq Eve		Leq N			Ldn		NEL
Autos:	-	.9	61.1		59.3		53.3		61.9		62.5
Medium Trucks:		5.2	55.7		49.4		47.8		56.3		56.5
Heavy Trucks:	58		57.7		48.6		49.9		58.2		58.4
Vehicle Noise:		1.2	63.5		60.1		55.7		64.2	2	64.7
Centerline Distance	e to Noise Co	ontour (in fee	)	70 dF	24	65 dl	24	-	O dBA		i dBA
			Ldn:	70 at	)A	65 at			96		206
		0	NEL:	21		44			102	_	200
		C		22		41			102	-	

	FH	WA-RD-77-108	HIGHW	VAY NO	DISE PI	REDICTI	ON MC	DEL			
Road Nar	rio: EAPC (202 ne: Bay Av. ent: w/o Lassel	,					Name: umber:		Center at N	1V	
	SPECIFIC II	NPUT DATA							L INPUT	S	
Highway Data				S	ite Con	ditions	Hard =	10, Sc	oft = 15)		
Average Daily Peak Hou	Traffic (Adt): r Percentage:	2,868 vehicles 7.83%	3		Ме	dium Tru		Autos: Axles):			
Peak I	Hour Volume:	225 vehicles	3		He	avy Truc	ks (3+ .	Axles):	15		
Ve	ehicle Speed:	30 mph		V	ehicle l	Mix					
Near/Far La	ane Distance:	24 feet				icleType		Day	Evening	Night	Daily
Site Data							utos:	77.5%	12.9%	9.6%	97.42%
Ra	rrier Height:	0.0 feet			M	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			1	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
	ist. to Barrier:	39.0 feet		N	oise Sc	urce El	evation	s (in fe	eet)		
Centerline Dist.		39.0 feet				Autos	i: 0.	.000			
Barrier Distance		0.0 feet			Mediu	n Trucks	: 2.	297			
Observer Height	. ,	5.0 feet			Heav	y Trucks	: 8.	.006	Grade Ad	iustment:	0.0
-	ad Elevation:	0.0 feet			nno Fa	uivalent	Dieten	oo (in i	foot)		
Ro	ad Elevation:	0.0 feet		L	ane Eq	Autos		443	ieei)		
	Road Grade: Left View:	0.0% -90.0 degree	_		Madiu	m Trucks		.206			
	Leπ view: Right View:	90.0 degree				y Trucks		.230			
FHWA Noise Mod				'							
VehicleType	REMEL	Traffic Flow	Dista		Finite		Fresi		Barrier Att		n Atten
Autos.				1.78		-1.20		-4.58		000	0.000
Medium Trucks.				1.82		-1.20		-4.87		000	0.000
Heavy Trucks.				1.82		-1.20		-5.57	0.0	000	0.000
Unmitigated Nois VehicleType	e Levels (with						1:	1	Ldn		IFL.
venicie i ype Autos			54.8	Leq Eve	53.1	Leq	vignt 47.1	0	55.0		1EL 56.2
Medium Trucks			34.6 49.7		43.4		41.	-	50.		50.2
Heavy Trucks	-		52.3		43.4		44.	-	52.9		53.0
Vehicle Noise.			57.5		53.9		49.		58.		58.6
Centerline Distan	ce to Noise C	ontour (in feet)									
				70 45	2.4	65	AD A	1 6	O ADA		AD A

	FHWA	-RD-77-108 HI	GHWAY	NOISE P	REDICTION	ON MODEL			
Road Nan	rio: EAPC (2025) ne: Cottonwood A nt: w/o Lasselle S					lame: Tow mber: 1455	n Center at N 66	ЛV	
SITE Highway Data	SPECIFIC INPU	JT DATA		Cita Can		DISE MOD	EL INPUT	s	
	T			Site Con	uitions (i	Auto			
	Traffic (Adt): 12,				-ti T	Auto cks (2 Axle:			
		'.83% 001 vehicles				cks (2 Axie: (s (3+ Axie:	.,		
	nour volume: 1,0 hicle Speed:	45 mph		пе	avy IIuci	IS (ST AXIE)	s). 15		
	inicie Speeu. ine Distance:	36 feet		Vehicle I	Иіх				
Neal/Fal La	ne Distance.	36 leet		Veh	icleType	Day			Daily
Site Data						utos: 77.5		9.6%	
Ва	rrier Height:	0.0 feet			edium Tru			10.3%	
Barrier Type (0-VI	/all, 1-Berm):	0.0		F	Heavy Tru	icks: 86.5	5% 2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	44.0 feet		Noise Sc	urce Fle	vations (in	foot)		
Centerline Dist.	to Observer:	44.0 feet		110/36 06	Autos		iccij		
Barrier Distance	to Observer:	0.0 feet		Mediu	m Trucks				
Observer Height	(Above Pad):	5.0 feet			y Trucks.		Grade Ad	liustment	: 0.0
P	ad Elevation:	0.0 feet			•			,	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent l	Distance (i	n feet)		
	Road Grade:	0.0%			Autos.				
	Left View: -	90.0 degrees		Mediui	m Trucks.	40.241			
	Right View:	90.0 degrees		Heav	y Trucks.	40.262			
FHWA Noise Mod				1			T		
VehicleType			Distance	Finite		Fresnel	Barrier Att		m Atten
Autos:		-1.95	1.2		-1.20	-4.6		000	0.000
Medium Trucks:		-19.19	1.3		-1.20	-4.8		000	0.000
Heavy Trucks:		-23.14	1.3		-1.20	-5.5	0 0.	000	0.000
Unmitigated Nois			_						
VehicleType	Leq Peak Hour	Leq Day		vening	Leq N		Ldn		NEL
Autos:	66.6	65.	-	64.0		57.9	66.	-	67.2
Medium Trucks:		59.	-	53.6		52.0	60.	-	60.7
Heavy Trucks:		60.	-	51.8		53.1	61.		61.6
Vehicle Noise:	68.4	67.	.8	64.6		59.9	68.	5	68.9
Centerline Distant	ce to Noise Cont	our (in feet)							

Tuesday, June 14, 2022

FHWA-RD	-77-108 HIGHWAY	NOISE PREDICTIO	N MODEL		
Scenario: EAPC (2025) Road Name: Alessandro Blvd. Road Segment: w/o Perris Blvd.			lame: Town Ce nber: 14556	nter at MV	
SITE SPECIFIC INPUT	DATA		ISE MODEL		
Highway Data		Site Conditions (F	lard = 10, Soft	= 15)	
Average Daily Traffic (Adt): 35,355	vehicles		Autos:	15	
Peak Hour Percentage: 7.83	%	Medium Truc	- (	15	
Peak Hour Volume: 2,768	vehicles	Heavy Truck	s (3+ Axles):	15	
Vehicle Speed: 45	mph	Vehicle Mix			
Near/Far Lane Distance: 82	feet	VehicleType	Day E	vening Nic	tht Daily
Site Data			tos: 77.5%	12.9%	0.6% 97.42%
Barrier Height: 0.0	) feet	Medium Tru	cks: 84.8%	4.9% 10	.3% 1.84%
Barrier Type (0-Wall, 1-Berm): 0.0		Heavy Tru	cks: 86.5%	2.7% 10	0.74%
	) feet	Noise Source Elev	ations (in feet	)	
	) feet	Autos:	0.000	,	
	) feet	Medium Trucks:	2.297		
	) feet	Heavy Trucks:	8.006 G	rade Adjustr	nent: 0.0
	) feet				
	) feet	Lane Equivalent D		et)	
	0%	Autos:			
	0 degrees	Medium Trucks:	53.059		
Right View: 90.0	0 degrees	Heavy Trucks:	53.076		
FHWA Noise Model Calculations	5	15.75			
VehicleType REMEL Traffic	c Flow Distance	Finite Road 51 -1.20	Fresnel Ba	nrrier Atten	Berm Atten
Medium Trucks: 79.45		.51 -1.20 49 -1.20	-4.71 -4.88	0.000	0.000
Heavy Trucks: 79.45		.49 -1.20	-5.29	0.000	0.000
Jnmitigated Noise Levels (without To	po and barrier atte	enuation)			
VehicleType Leq Peak Hour	Leq Day Leq	Evening Leq Ni	ight L	dn	CNEL
Autos: 69.2	68.4	66.6	60.6	69.2	69.8
Medium Trucks: 63.0	62.5	56.2	54.6	63.1	63.3
Heavy Trucks: 63.8	63.5	54.4	55.7	64.0	64.2
Vehicle Noise: 71.1	70.4	67.2	62.6	71.1	71.6
Centerline Distance to Noise Contour					
		) dBA 65 dE		dBA	55 dBA
	Ldn:	79 171	30	68	793
	CNEL:	85 183		95	850

	FHW	/A-RD-77-108	HIGH	WAY N	IOISE PI	REDICT	ON MC	DEL			
Road Nam	io: EAPC (2025 ne: Alessandro nt: w/o Kitching	Blvd.					Name: umber:		Center at N	۸V	
	SPECIFIC IN	PUT DATA			Site Con				L INPUT	s	
Peak Hour Peak H	Traffic (Adt): 3 Percentage: lour Volume: hicle Speed:	0,684 vehicle 7.83% 2,403 vehicle 45 mph			Ме Не	dium Tri avy Truc	ucks (2	Autos Axles)	15 15		
	ne Distance:	82 feet		- 1	Vehicle I	<b>MIX</b> icleType		Dav	Evening	Night	Daily
Site Data					VEII		Autos:	77.59		9.69	-
Barrier Type (0-W	rrier Height: /all, 1-Berm):	0.0 feet 0.0				edium Ti Heavy Ti		84.89 86.59		10.39 10.89	
Centerline Dis		67.0 feet		1	Voise S	ource El	evation	s (in f	eet)		
Centerline Dist. Barrier Distance	to Observer:	67.0 feet 0.0 feet				Auto. m Truck	s: 0.	000			
	ad Elevation:	5.0 feet 0.0 feet				y Truck		006	Grade Ad	justmen	t: 0.0
	ad Elevation:	0.0 feet		1	Lane Eq				feet)		
,	Road Grade:	0.0%				Auto		.226			
	Left View: Right View:	-90.0 degree				m Truck vy Truck	00	.059 .076			
FHWA Noise Mode	el Calculations	i									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten
Autos:	68.46	1.86		-0.5		-1.20		-4.71		000	0.000
Medium Trucks:	79.45	-15.38		-0.4	-	-1.20		-4.88		000	0.000
Heavy Trucks:	84.25	-19.34		-0.4	9	-1.20		-5.29	0.0	000	0.000
Unmitigated Noise			barrie	er atten	uation)						
VehicleType	Leq Peak Hou			Leg E			Night		Ldn		CNEL
Autos:	68.	-	67.8		66.0		59.	-	68.0	-	69.2
Medium Trucks:	62.	•	61.9		55.6		54.	-	62.	-	62.7
Heavy Trucks: Vehicle Noise:	63. 70.		62.9 69.8		53.8 66.6		55. 61.	_	63.4 70.5		63.6 70.9
Centerline Distance	re to Noise Co	ntour (in feet	9								
Contonine Distant		mour <sub>(</sub> m reet	,	70 c	iBA	65	dBA		60 dBA	5	5 dBA
			Ldn:	7:	2	1:	55		335		721
		C	NEL:	7	7	1	67		359		774

	FH	WA-RD-77-108	HIGI	HWAY I	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: EAPC (202 ne: Alessandro nt: e/o Lassell	Blvd.						Town: 14556	Center at M	IV	
	SPECIFIC II	NPUT DATA							L INPUT	8	
Highway Data					Site Con	ditions	Hard	= 10, S			
Peak Hour Peak F	Percentage: Hour Volume:	.,				dium Tru avy Truc			15		
	hicle Speed:	50 mph		ľ	Vehicle I	Wix					
Near/Far La	ne Distance:	82 feet		İ	Veh	icleType		Day	Evening	Night	Daily
Site Data						F	utos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet			M	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	86.5%	6 2.7%	10.8%	0.74%
	st. to Barrier:	67.0 feet			Noise Sc	roo El	nicatio	na (in f	not)		
Centerline Dist.	to Observer:	67.0 feet			Noise 30	Autos		0.000	eet)		
Barrier Distance	to Observer:	0.0 feet			A de elle	Autos m Trucks		2.297			
Observer Height	(Above Pad):	5.0 feet						3.006	Grade Ad	ivotmon	
P	ad Elevation:	0.0 feet			neav	ry Trucks	: 0	3.006	Grade Adj	usunem	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 5	3.226			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 5	3.059			
	Right View:	90.0 degre	es		Heav	y Trucks	: 5	3.076			
FHWA Noise Mod	el Calculation	IS									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Att	en Bei	m Atten
Autos:	70.20	-0.09		-0.5	51	-1.20		-4.71	0.0	000	0.00
Medium Trucks:	81.00	-17.33		-0.4	19	-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	85.38	-21.28		-0.4	19	-1.20		-5.29	0.0	000	0.00
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Ho			Leq E	vening	Leq i	-		Ldn		NEL
Autos:	-	3.4	67.6		65.8		59		68.4		69.
Medium Trucks:		2.0	61.5		55.2		53		62.1		62.
Heavy Trucks:	-	2.4	62.0		53.0		54		62.6		62.
Vehicle Noise:	70	0.1	69.4		66.4		61	.6	70.1		70.
Centerline Distan	ce to Noise C	ontour (in feet	)								
			L		dBA	65 (		(	60 dBA		dBA
			Ldn:	6	88	14	7		317	6	884
			NEL:		73	15			341		735

	FHV	VA-RD-77-108 I	HIGHWA`	Y NOI	ISE PREDIC	TION M	ODEL			
Road Nan	io: EAPC (2025 ne: Alessandro nt: w/o Lasselle	Blvd.					: Town ( : 14556	Center at N	ΛV	
	SPECIFIC IN	PUT DATA		0.4				L INPUT	s	
Highway Data				Site	e Conditions	(Hard				
	Traffic (Adt): 2						Autos:	15		
	Percentage:	7.83%			Medium T		/			
	lour Volume:	1,879 vehicles			Heavy Tr	ıcks (3+	Axles):	15		
	hicle Speed:	45 mph		Vel	hicle Mix					
Near/Far La	ne Distance:	82 feet			VehicleTyp	е	Day	Evening	Night	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97.42%
Ra	rrier Height:	0.0 feet			Medium	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			Heavy	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		67.0 feet								
Centerline Dist.	to Observer:	67.0 feet		No	ise Source E			eet)		
Barrier Distance	to Observer:	0.0 feet			Aut		0.000			
Observer Height	(Above Pad):	5.0 feet		'	Medium Truc		2.297	0	·	
-	ad Elevation:	0.0 feet			Heavy Truc	ks:	8.006	Grade Ad	justment.	0.0
Ro	ad Elevation:	0.0 feet		Lai	ne Equivaler	nt Dista	nce (in f	feet)		
	Road Grade:	0.0%			Aut	os: 5	3.226			
	Left View:	-90.0 degrees	S	1	Medium Truc	ks: 5	3.059			
	Right View:	90.0 degrees			Heavy Truc	ks: 5	3.076			
FHWA Noise Mod										
VehicleType	REMEL	Traffic Flow	Distance		Finite Road			Barrier Att		m Atten
Autos:		0.79		).51	-1.20		-4.71		000	0.000
Medium Trucks:		-16.45		).49	-1.20		-4.88		000	0.000
Heavy Trucks:	84.25	-20.41	-(	).49	-1.20		-5.29	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and b	arrier att	enua	tion)					
VehicleType	Leq Peak Hou			Ever		Night		Ldn		VEL
Autos:	67.	-	6.7		64.9	58		67.	-	68.1
Medium Trucks:	61.	-	0.9		54.5		3.0	61.4		61.7
Heavy Trucks:	62.	2 6	1.8		52.8	54	1.0	62.4	4	62.5
Vehicle Noise:	69.	4 6	8.7		65.5	60	).9	69.4	4	69.9
Centerline Distant	ce to Noise Co	ntour (in feet)								
				0 -10		-10.4		0 -/ 0 4		-ID 4

Tuesday, June 14, 2022

FH	WA-RD-77-108	HIGHWA	AY NOIS	SE PREDICT	ION M	ODEL			
Scenario: EAPC (20 Road Name: Alessandr Road Segment: e/o Nason	o Blvd.			.,		: Town : 14556	Center at N	/IV	
SITE SPECIFIC I	NPUT DATA						L INPUT	s	
lighway Data			Site	<b>Conditions</b>	(Hard	= 10, S	oft = 15)		
Average Daily Traffic (Adt):	23,068 vehicle	S				Autos.	15		
Peak Hour Percentage:	7.83%			Medium Ti	ucks (2	Axles).	15		
Peak Hour Volume:	1,806 vehicle	s		Heavy Tru	cks (3+	Axles).	15		
Vehicle Speed:	45 mph		Voh	nicle Mix					
Near/Far Lane Distance:	58 feet		ven	VehicleType		Day	Evening	Night	Daily
ite Data					Autos:	77.59	-	9.6%	
				Medium 1		84.89		10.3%	1.84%
Barrier Height:	0.0 feet 0.0			Heavy 1		86.59		10.8%	0.74%
Barrier Type (0-Wall, 1-Berm): Centerline Dist. to Barrier:	55.0 feet							10.070	0.7 170
Centerline Dist. to Observer:	55.0 feet		Noi	ise Source E	levatio	ns (in f	eet)		
Barrier Distance to Observer:	0.0 feet			Auto		0.000			
Observer Height (Above Pad):	5.0 feet			Леdium Truck		2.297			
Pad Elevation:	0.0 feet			Heavy Truck	s:	3.006	Grade Ad	justment.	0.0
Road Elevation:	0.0 feet		Lan	ne Equivalen	t Dista	nce (in	feet)		
Road Grade:	0.0%			Auto		7.000	,		
Left View:	-90.0 degree	26	Λ.	лас Medium Truck		6.811			
Right View:	90.0 degree			Heavy Truck		6.830			
HWA Noise Model Calculation	าร								
VehicleType REMEL	Traffic Flow	Distan	ce F	Finite Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos: 68.46	0.62		0.30	-1.20		-4.67	0.0	000	0.000
Medium Trucks: 79.45	-16.62		0.33	-1.20		-4.87	0.0	000	0.000
Heavy Trucks: 84.25	-20.58		0.32	-1.20		-5.38	0.0	000	0.000
Inmitigated Noise Levels (with									
VehicleType Leq Peak Ho			eq Even		Night		Ldn		VEL
Autos: 6	8.2	67.3		65.6		1.5	68.		68.7
Medium Trucks: 6	2.0	61.5		55.1		1.6	62.		
Medium Trucks: 6 Heavy Trucks: 6		61.5 62.4 69.3		55.1 53.4 66.2		.7	62. 63.	0	62.3 63.1 70.5
Medium Trucks: 6 Heavy Trucks: 6 Vehicle Noise: 7	2.0 2.8 0.0	62.4		53.4	54	.7	63.0	0	63.1
Medium Trucks: 6 Heavy Trucks: 6	2.0 2.8 0.0	62.4	70 dBA	53.4 66.2	54	.5	63.0	1	63.1
Medium Trucks: 6 Heavy Trucks: 6 Vehicle Noise: 7	2.0 2.8 0.0	62.4	70 dBA 55	53.4 66.2	54 61	.5	63.1 70.	1 55	63.1 70.5

Tuesday, June 14, 2022

	FHV	VA-RD-77-108	HIGHW	VAY N	IOISE PE	REDICT	ION MC	DEL			
Road Nan	rio: EAPC (2029 ne: Cactus Av. ent: w/o Nason (						t Name: lumber:		Center at M	IV	
SITE	SPECIFIC IN	PUT DATA				1	NOISE	MODE	L INPUTS	3	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 1	8,012 vehicles	S					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak I	lour Volume:	1,410 vehicles	S		He	avy Tru	cks (3+.	Axles)	: 15		
Vé	ehicle Speed:	45 mph		-	Vehicle I	Aiv					
Near/Far La	ane Distance:	36 feet		-		cleType		Day	Evening	Night	Dailv
Site Data							Autos:	77.59		9.6%	
Ra	rrier Height:	0.0 feet			Me	edium T	rucks:	84.89	6 4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			F	leavy T	rucks:	86.59	6 2.7%	10.8%	0.74%
	ist. to Barrier:	44.0 feet		F							
Centerline Dist.	to Observer:	44.0 feet		-	Noise Sc				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				n Truck		297	Grade Adj	otmon	
P	ad Elevation:	0.0 feet			Heav	y Truck	(S.' 8.	.006	Grade Adj	usunem	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Equ	ıivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 40	.460			
	Left View:	-90.0 degree	es		Mediui	n Truck	s: 40	.241			
	Right View:	90.0 degree	es		Heav	y Truck	s: 40	.262			
FHWA Noise Mod	el Calculations	3									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresi	nel	Barrier Atte	en Be	rm Atten
Autos:	68.46	-0.46		1.2	8	-1.20		-4.61	0.0	00	0.000
Medium Trucks:	79.45	-17.70		1.3	1	-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	84.25	-21.65		1.3	1	-1.20		-5.50	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	atten	uation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:			67.2		65.5		59.		68.0		68.6
Medium Trucks:		-	61.4		55.1		53.	-	62.0		62.2
Heavy Trucks:			62.3		53.3		54.	-	62.9		63.0
Vehicle Noise:	69	.9	69.2		66.1		61.	4	70.0	)	70.4
Centerline Distan	ce to Noise Co	ntour (in feet,	)								
					dBA		dBA		60 dBA		dBA
			Ldn:		4		94		203		137
		Ci	VEL:	4	7	1	01		218	4	169

	FHV	VA-RD-77-108	HIGH	IWAY N	IOISE P	REDICT	ION MO	DEL			
Road Nam	o: EAPC (202 e: Iris Av. nt: w/o Nason	,					Name: 'umber:		Center at M	V	
SITE	SPECIFIC IN	IPUT DATA				N	IOISE N	/ODE	L INPUTS	6	
Highway Data				5	Site Con	ditions	(Hard =	10, So	ft = 15)		
	Traffic (Adt): 3 Percentage: our Volume:	7.83%					ucks (2 A cks (3+ A		15 15 15		
	hicle Speed:	50 mph		١	/ehicle	Wix					
Near/Far La	ne Distance:	82 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						,	Autos:	77.5%	12.9%	9.6%	97.42%
Barrier Type (0-W	rier Height: all, 1-Berm):	0.0 feet 0.0				edium T Heavy T		84.8% 86.5%		10.3% 10.8%	
Centerline Dis	st. to Barrier:	67.0 feet		,	Voise Sc	urce F	evation	s (in fe	et)		
Centerline Dist. to Observer: 67.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet					Mediu	Auto m Truck ry Truck	s: 0.0 s: 2.1	000 297 006	Grade Adj	ustmen	t: 0.0
				,	ano Ea	uivalon	Distanc	o (in f	inat)		
	ad Elevation: Road Grade:	0.0 feet 0.0%		-	Laire Ly	Auto		226	eei)		
,	Left View:	-90.0 degree			Modiu	m Truck		059			
	Right View:	90.0 degree				y Truck		076			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance		Road	Fresn		Barrier Atte		rm Atten
Autos:	70.20	1.77		-0.5	•	-1.20		-4.71	0.0		0.00
Medium Trucks:	81.00	-15.46		-0.49	-	-1.20		-4.88	0.0		0.000
Heavy Trucks:	85.38	-19.42		-0.49		-1.20		-5.29	0.0	00	0.000
Unmitigated Noise	Leg Peak Hou					100	Minht		Ldn		NEL
VehicleType Autos:	Leq Peak Hot		39.4	Leq Ev	ening 67.7	Leq	Night 61.6	<u>                                     </u>	70.2		NEL 70.8
Medium Trucks:	63		33.4		57.0		55.5		64.0		64.
Heavy Trucks:	64		33.9		54.9		56.1		64.5		64.
Vehicle Noise:	72		71.3		68.2		63.4		72.0		72.
Centerline Distanc	e to Noise Co	ontour (in feet)									
				70 c	iBA	65	dBA	6	0 dBA	55	dBA
			Ldn:	9			96		423		910
			IEL:	98			11		454		978

	FHW	A-RD-77-108 H	IIGHWAY	NOISE PI	REDICTIO	N MODEL			
Road Nan	nio: EAPC (2025) ne: Cactus Av. nt: e/o Nason St					lame: Town mber: 14556		ΜV	
SITE Highway Data	SPECIFIC INF	UT DATA		Sito Con		DISE MODI		s	
	Traffic (Adt): 12	0 C10 vehielee		Site Con	uitions (i	Autos			
	Percentage:	7.83%		Me	dium Truc	ks (2 Axles)			
	Hour Volume:	988 vehicles				is (3+ Axles)			
	hicle Speed:	45 mph				13 (0 · AXICS)	. 10		
	ne Distance:	36 feet		Vehicle I		-			
	inc Distance.	50 ICCI		Veh	icleType	Day	Evening	Night	Daily
Site Data						itos: 77.5		9.6%	
Ва	rrier Height:	0.0 feet			edium Tru			10.3%	
Barrier Type (0-V	Vall, 1-Berm):	0.0		,	leavy Tru	cks: 86.5°	% 2.7%	10.8%	0.749
Centerline Di	ist. to Barrier:	44.0 feet		Noise So	urce Ele	vations (in	feet)		
Centerline Dist.	to Observer:	44.0 feet			Autos		,		
Barrier Distance		0.0 feet		Mediu	m Trucks:	2.297			
Observer Height	. ,	5.0 feet			y Trucks:		Grade Ad	ljustment.	0.0
-	ad Elevation:	0.0 feet			•				
	ad Elevation:	0.0 feet		Lane Eq		Distance (in	feet)		
	Road Grade:	0.0%			Autos:				
	Left View:	-90.0 degrees			m Trucks:	10.211			
	Right View:	90.0 degrees		Heav	y Trucks:	40.262			
FHWA Noise Mod		T#- Fl	Di-4	Fi-14-	D/	F/	D 44	I D	14
VehicleType Autos:		Traffic Flow -2.01	Distance	28	-1.20	Fresnel -4.61	Barrier Att	en Ber 000	m Atten
Medium Trucks:		-2.01		28 31	-1.20	-4.61 -4.87		000	0.00
		-19.24		31 31	-1.20	-4.87 -5.50			
Heavy Trucks:					-1.20	-5.50	0.	000	0.00
Unmitigated Nois VehicleType	Leg Peak Hour				1 1		Ldn	1 0	VFL
Autos:			5.7	Evening 63.9	Leq N	57.9	Lan 66.		VEL 67
Medium Trucks:			9.9	53.5		52.0	60.	-	60
Heavy Trucks:			0.8	51.8		53.0	61.		61
Vehicle Noise:			7.7	64.5		59.9	68.		68
Centerline Distan				2 1.0			50.		
Centernile Distan	CE TO MOISE COI	itour (iii leet)							

Tuesday, June 14, 2022

	FH\	WA-RD-77-108 HI	GHWAY	NOISE PI	REDICTION	ON MODEL		
Road Nam	io: EAPC (202 ne: Iris Av. nt: e/o Nason	,				Name: Town mber: 1455	Center at M\	/
SITE	SPECIFIC IN	IPUT DATA			N	DISE MOD	EL INPUTS	
Highway Data				Site Con	ditions (	Hard = 10, S	Soft = 15)	
Average Daily	Traffic (Adt):	28,614 vehicles				Auto	3: 15	
Peak Hour	Percentage:	7.83%		Me	dium Tru	cks (2 Axles	): 15	
Peak H	lour Volume:	2,240 vehicles		He	avy Truci	ks (3+ Axles	): 15	
Ve	hicle Speed:	50 mph		Vehicle I	Miv			
Near/Far La	ne Distance:	82 feet	1		icleType	Dav	Evening	Night Daily
Site Data						utos: 77.5		9.6% 97.42%
Ra	rrier Heiaht:	0.0 feet		М	edium Tru	icks: 84.8	% 4.9%	10.3% 1.84%
Barrier Type (0-W		0.0		ı	leavy Tru	icks: 86.5	% 2.7%	10.8% 0.74%
Centerline Di	st. to Barrier:	67.0 feet		Noise So	urce Ele	vations (in	feet)	
Centerline Dist.	to Observer:	67.0 feet			Autos	-	,	
Barrier Distance	to Observer:	0.0 feet		Mediu	n Trucks			
Observer Height	(Above Pad):	5.0 feet		Heav	v Trucks	8.006	Grade Adiu	stment: 0.0
	ad Elevation:	0.0 feet			,			
	ad Elevation:	0.0 feet		Lane Eq		Distance (ir	r feet)	
	Road Grade:	0.0%			Autos			
	Left View:	-90.0 degrees			m Trucks			
	Right View:	90.0 degrees		Heav	y Trucks	53.076		
FHWA Noise Mod			•					
VehicleType	REMEL		Distance	Finite		Fresnel	Barrier Atte	
Autos:		1.09	-0.5		-1.20	-4.7		
Medium Trucks:		-16.14	-0.4	-	-1.20	-4.88		
Heavy Trucks:			-0.4		-1.20	-5.29	0.00	0.000
Unmitigated Noise						e		01/5/
VehicleType Autos:	Leq Peak Hou			vening 67.0	Leq N	60.9	Ldn	CNEL 70.2
Autos: Medium Trucks:	69 63			56.4		54.8	69.6 63.3	70.2 63.5
Heavy Trucks:				54.2		54.8 55.4	63.8	63.9
Vehicle Noise:		.6 63.	_	67.6		62.8	71.3	71.8
			.υ	07.6		02.8	/1.3	/1.8
Centerline Distant	ce to Noise Co	ontour (in feet)	70	dBA	65 d	RA .	60 dBA	55 dBA
		Ldi		32	17		381	820
		CNE		32 RR	19		409	881
		ONL	- '		13	•	.00	331

	FH\	WA-RD-77-108	HIGHW	VAY NO	DISE PI	REDICTIO	ON MO	DEL			
	e: Perris Blvd		t			Project N Job Nu			Center at N	١V	
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data				S	ite Con	ditions (l					
Average Daily	. ,		S					Autos:			
	Percentage:	7.83%				dium Truc					
	our Volume:	2,949 vehicle	S		не	avy Truck	(S (3+ A	axies).	15		
Ver Near/Far Lar	hicle Speed:	40 mph		V	ehicle l	Viix					
Near/Far Lar	ne Distance:	58 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data								77.5%		9.69	
Bar	rier Height:	0.0 feet				edium Tru		84.8%		10.39	
Barrier Type (0-Wa	all, 1-Berm):	0.0			I	Heavy Tru	icks:	86.5%	6 2.7%	10.89	6 0.74%
Centerline Dis		55.0 feet		N	oise Sc	ource Ele	vation	s (in f	eet)		
Centerline Dist. t		55.0 feet				Autos:		000	,		
Barrier Distance t		0.0 feet			Mediu	m Trucks:	2.:	297			
Observer Height (	,	5.0 feet			Heav	y Trucks:	8.	006	Grade Ad	justmer	nt: 0.0
	d Elevation:	0.0 feet			nno Fa	uivalent l	Dioton	na (in	foot)		
	d Elevation: Road Grade:	0.0 feet		Li	ane Eq	Autos:		000	reet)		
	Left View:	0.0%			Madiu	m Trucks:		811			
	Leπ View: Right View:	-90.0 degree				y Trucks:		830			
			es		ricas	y Trucks.	40.	030			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Dista		Finite	Road	Fresn		Barrier Att		erm Atten
Autos:	66.51			0.30		-1.20		-4.67		000	0.000
Medium Trucks:	77.72			0.33		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99			0.32		-1.20		-5.38	0.0	000	0.000
Unmitigated Noise			_								
VehicleType Autos:	Leq Peak Hou		68.0	eq Eve	ening 66.3	Leq N	ight 60.2	_	Ldn 68.1		69.4
Medium Trucks:			62.4		56.1		54.5	-	63.0	-	63.2
Heavy Trucks:			63.8		54.8		56.0		64.4	-	64.5
Vehicle Noise:			70.2		66.9		62.4		70.9		71.4
Centerline Distanc	e to Noise Co	ontour (in feet	)								
				70 dE	BA .	65 di	BA		60 dBA	5	5 dBA
			Ldn:	63		137	7		294	•	634
		C	NEL:	68		146	3		315		679

	FHV	VA-RD-77-108	HIGH	WAY N	OISE P	REDICTI	ON MC	DDEL			
Road Nam	o: GP (2040) \ e: Kitching St. nt: n/o Alessan	,	t					Town 0 14556	Center at N	ИV	
	SPECIFIC IN	PUT DATA							LINPUT	S	
Highway Data				S	ite Con	ditions (	Hard =	= 10, So	ft = 15)		
Average Daily	Traffic (Adt): 2	27,814 vehicle:	S					Autos:	15		
Peak Hour	Percentage:	7.83%				dium Tru			15		
Peak H	our Volume:	2,178 vehicles	S		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		ı	/ehicle	Mix					
Near/Far La	ne Distance:	36 feet		ľ		icleType		Day	Evening	Night	Daily
Site Data					Autos: 77.5% 12.9% 9.6%						97.429
Rai	rier Height:	0.0 feet			Medium Trucks: 84.8% 4.9% 10.3%						
Barrier Type (0-W		0.0			-	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis	st. to Barrier:	44.0 feet		^	loise So	ource Ele	evation	ns (in fe	et)		
Centerline Dist.	to Observer:	44.0 feet		- F	.0.00 0	Autos		.000			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Trucks		297			
Observer Height (	Above Pad):	5.0 feet				y Trucks		.006	Grade Ad	liustment	0.0
Pa	ad Elevation:	0.0 feet								juotimom	0.0
Roa	ad Elevation:	0.0 feet		L	.ane Eq	uivalent	Distan	ice (in f	eet)		
F	Road Grade:	0.0%				Autos	: 40	.460			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 40	1.241			
	Right View:	90.0 degree	es		Heav	y Trucks	: 40	1.262			
FHWA Noise Mode	el Calculations	S									
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Fres		Barrier Att	en Ber	m Atten
Autos:	66.51	1.94		1.28					0.0	000	0.00
Medium Trucks:	77.72	-15.30		1.31		-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-19.25		1.31		-1.20		-5.50	0.0	000	0.00
Unmitigated Noise											
, , , .	Leq Peak Hou	.,.,		Leq Ev		Leq I			Ldn	-	VEL
Autos:	68		67.7		65.9		59.	-	68.	-	69.
Medium Trucks:	62		62.1		55.7		54.	_	62.	-	62.
Heavy Trucks: Vehicle Noise:	63		63.5 69.9		54.5 66.6		55. 62.	•	64. 70.		64. 71.
					30.0		02.	. 1	70.		71.
Centerline Distanc	e to worse Co	intour (In reet,	,	70 d	IBA	65 0	iBA	6	0 dBA	55	dBA
			Ldn:	48		10	)4		224	4	82
CNEL:								40			

	FHV	VA-RD-77-108	HIG	HWAY	NOISE P	REDICT	TION MO	DEL			
Road Nan	rio: GP (2040) ne: Perris Blvd.	•	t				t Name: Number:		Center at N	١٧	
Highway Data	SPECIFIC IN	PUT DATA			Site Co		(Hard =		L INPUTS oft = 15)	5	
Average Daily	Traffic (Adt): 4	17,980 vehicle	s					Autos:	15		
Peak Hour	Percentage:	7.83%			M	edium T	rucks (2 /	Axles):	15		
Peak F	lour Volume:	3,757 vehicle	s		H	eavy Tru	icks (3+ )	Axles):	15		
Ve	ehicle Speed:	40 mph			Vehicle						
Near/Far La	ne Distance:	58 feet				iviix nicleTyp	e .	Dav	Evening	Niaht	Daily
Site Data							Autos:	77.5%	-		97.42%
Ra	rrier Height:	0.0 feet			N	ledium 1	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0				Heavy 1	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		55.0 feet									
Centerline Dist		55.0 feet			Noise S		levation		eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				m Truci		297	Crada Ad	iuotmon	
P	ad Elevation:	0.0 feet			Hea	vy Truci	KS: 8.	006	Grade Adj	usunem	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivaler	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	os: 47.	.000			
	Left View:	-90.0 degree	es		Mediu	ım Truci	ks: 46.	811			
	Right View:	90.0 degre	es		Hea	vy Truci	ks: 46.	.830			
FHWA Noise Mod	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fresr	nel	Barrier Att	en Bei	m Atten
Autos:	66.51	4.31		0.3	30	-1.20		-4.67	0.0	000	0.000
Medium Trucks:	77.72	-12.93		0.3	33	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-16.89		0.3	32	-1.20		-5.38	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	ier atte	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	69	.9	69.1		67.3	3	61.3	3	69.9	9	70.5
Medium Trucks:			63.5		57.1		55.6		64.0		64.3
Heavy Trucks:			64.9		55.8	}	57.	1	65.4	ļ	65.6
Vehicle Noise:	71	.9	71.3		68.0	)	63.4	4	72.0	)	72.4
Centerline Distan	ce to Noise Co	ntour (in feet	)			1				1	
				70	dBA	65	dBA	1 6	30 dBA	55	dBA

Tuesday, June 14, 2022

	FH	WA-RD-77-108	HIGI	HWAY	NOISE PI	REDICT	ION M	ODEL			
Road Na	nrio: GP (2040) me: Kitching St ent: s/o Alessar		t			.,		: Town : 14556	Center at N	ИV	
SITE	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	/ Traffic (Adt):	11,647 vehicle	s					Autos	15		
Peak Hou	r Percentage:	7.83%			Me	dium Tr	ucks (2	2 Axles)	15		
Peak	Hour Volume:	912 vehicle	s		He	avy Tru	cks (3-	Axles)	15		
V	ehicle Speed:	40 mph			Vehicle I	Miss					
Near/Far L	ane Distance:	36 feet				icleType		Day	Evening	Night	Daily
Site Data					****		Autos:	77.59	-	9.6%	
	arrier Height:	0.0 feet			М	edium T				10.3%	
Barrier Type (0-1		0.0 reet			,	Heavy T	rucks:	86.59	6 2.7%	10.8%	
** '	ist. to Barrier:	44.0 feet									
Centerline Dist		44.0 feet			Noise So			_ •	eet)		
Barrier Distance		0.0 feet				Auto		0.000			
	bserver Height (Above Pad): 5.0 feet					m Truck		2.297			
-	Pad Flevation:	0.0 feet			Heav	y Truck	S.	8.006	Grade Ad	ljustment	: 0.0
	nad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 4	0.460			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 4	0.241			
	Right View:	90.0 degree			Heav	y Truck	s: 4	0.262			
HWA Noise Mod	del Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos	: 66.51	-1.84		1.3	28	-1.20		-4.61	0.	000	0.000
Medium Trucks	77.72	-19.08		1.3	31	-1.20		-4.87	0.	000	0.000
Heavy Trucks	: 82.99	-23.03		1.3	31	-1.20		-5.50	0.	000	0.000
Inmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou			Leq E	Evening	Leq	Night		Ldn	-	NEL
Autos			63.9		62.1			5.1	64.		65.3
Medium Trucks			58.3		51.9			).4	58.	-	59.1
Heavy Trucks Vehicle Noise			59.7 66.1		50.7 62.8		_	1.9	60. 66.	-	60.4
					62.8		50	0.0	00.	0	67.3
Centerline Distar	ice to Noise C	ontour (in feet	,	70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:		27		58		125		70
			NEL:		29	-	32		134		189
		0.			-	,				-	

	FH\	WA-RD-77-108	HIGH	WAY I	NOISE P	REDICT	ION M	DDEL			
Road Nan	rio: GP (2040) ne: Lasselle St ent: n/o Cottony		t				t Name: Number:		Center at N	/IV	
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Cor	nditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	26,106 vehicle	S					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	edium Ti	rucks (2	Axles).	15		
Peak F	Hour Volume:	2,044 vehicle	S		He	eavy Tru	icks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		ŀ	Vehicle	Mix					
Near/Far La	ane Distance:	48 feet		ŀ		icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
Do.	rrier Height:	0.0 feet			М	edium 7	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0				Heavy 1	rucks:	86.5%	6 2.7%	10.8%	0.74%
	ist to Barrier:	50.0 feet		-							
Centerline Dist		50.0 feet		-	Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				m Truck		.297			
	ad Elevation:	0.0 feet			Hea	vy Truck	s: 8	.006	Grade Ad	justmeni	0.0
	ad Elevation:	0.0 feet		Ī	Lane Eq	uivalen	t Distar	ice (in	feet)		
	Road Grade:	0.0%		ľ		Auto	s: 44	.147	-		
	Left View:	-90.0 degree	es		Mediu	m Truck	(s: 43	.947			
	Right View:	90.0 degree			Hea	vy Truck	(s: 43	.966			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en Bei	rm Atten
Autos:	66.51	1.67		0.7	1	-1.20		-4.65	0.0	000	0.000
Medium Trucks:	77.72	-15.57		0.7	4	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-19.53		0.7	'3	-1.20		-5.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	,	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	67	.7	66.8		65.1		59	.0	67.	3	68.3
Medium Trucks:	61	.7	61.2		54.9	1	53	.3	61.	В	62.0
Heavy Trucks:	63	.0	62.6		53.6		54	.9	63.	2	63.3
Vehicle Noise:	69	0.7	69.0		65.8		61	.2	69.	7	70.2
Centerline Distan	ce to Noise Co	ontour (in feet	)					,		,	
			L		dBA		dBA	(	60 dBA		dBA
			Ldn:		18		04		223		181
		C	VEL:	5	51	1	11		239	5	515

Tuesday,	June	14.	2022

		VA-RD-77-108		HWAY N	IOISE P						
Road Nam	o: GP (2040) \ e: Lasselle St. nt: n/o Alessan	,	t					: Town : 14556	Center at N	ИV	
SITE S	SPECIFIC IN	PUT DATA				ı	IOISE	MODE	L INPUT	S	
Highway Data				5	Site Cor	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 3	31,121 vehicle	s					Autos	15		
Peak Hour	Percentage:	7.83%			Me	edium Tr	ucks (2	Axles).	15		
Peak H	our Volume:	2,437 vehicle	s		He	eavy Tru	cks (3+	Axles):	15		
Vei	hicle Speed:	40 mph		,	/ehicle	Miv					
Near/Far Lar	ne Distance:	48 feet		F.		icleType		Dav	Evening	Night	Daily
Site Data							Autos:	77.5%	-		97.42%
Par	rier Heiaht:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Dis		50.0 feet		١.	v-: 0			/ 6	41		
Centerline Dist.	to Observer:	50.0 feet		- /	Voise S				eet)		
Barrier Distance	to Observer:	0.0 feet			A 4 17:-	Auto m Truck		0.000			
Observer Height (	Above Pad):	5.0 feet				m Truck vv Truck		2.297 3.006	Grade Ad	livotmoni	
Pa	ad Elevation:	0.0 feet			пеа	vy Truck	S. (	5.006	Grade Ad	jusunem	. 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Dista	nce (in	feet)		
F	Road Grade:	0.0%				Auto	s: 4	4.147			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 4	3.947			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 4	3.966			
FHWA Noise Mode	el Calculations	3									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Att	en Bei	m Atten
Autos:	66.51	2.43		0.7		-1.20		-4.65		000	0.00
Medium Trucks:	77.72	-14.81		0.74		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-18.77		0.73	3	-1.20		-5.43	0.0	000	0.000
Unmitigated Noise			barri	er atten	uation)						
	Leq Peak Hou			Leg Ev			Night		Ldn	_	NEL
Autos:	68.		67.6		65.8		59		68.		69.0
Medium Trucks:	62.		62.0		55.6		54		62.	-	62.8
Heavy Trucks:	63.	-	63.4		54.4		55		64.	-	64.
Vehicle Noise:	70.	.5	69.8		66.5	1	62	1.0	70.	5	71.
Centerline Distanc	e to Noise Co	ntour (in feet	)	70	/D /		-/0.4		CO -(D.4		-10.4
				70 c			dBA		60 dBA		dBA
		0	Ldn: NFL:	5- 5i			16 25		251 269		540
		C	VEL:	5	0	- 1	20		209		579

	FHV	VA-RD-77-108	HIG	HWAY I	NOISE P	REDICT	TION MO	ODEL			
Road Nan	ne: Lasselle St. nt: s/o Cottonw	,	t				t Name: Number:		Center at N	ИV	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard	= 10, S			
Peak Hour	Traffic (Adt): 3 Percentage: Hour Volume:	35,755 vehicle 7.83% 2,800 vehicle					rucks (2 icks (3+	,	15		
Vé	hicle Speed:	40 mph			Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		F	Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet			М	edium 1	Trucks:	84.89	4.9%	10.3%	1.84%
Barrier Type (0-V	/all, 1-Berm):	0.0				Heavy 1	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	50.0 feet		ŀ	Noise S	ource F	levatio	ns (in f	pet)		
Centerline Dist.	to Observer:	50.0 feet		ŀ		Auto		0.000	2019		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truci		2.297			
Observer Height	(Above Pad):	5.0 feet				/y Truci		3.006	Grade Ad	liustmen	t: 0.0
	ad Elevation:	0.0 feet		-		•					
	ad Elevation:	0.0 feet		-	Lane Eq				feet)		
	Road Grade:	0.0%				Auto		1.147			
	Left View:	-90.0 degre				m Truci		3.947			
	Right View:	90.0 degree	es		Hea	y Truci	ks: 43	3.966			
FHWA Noise Mod	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	snel	Barrier Att	en Be	rm Atten
Autos:	66.51	3.03		0.7	1	-1.20		-4.65	0.	000	0.000
Medium Trucks:	77.72	-14.21		0.7	4	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	82.99	-18.16		0.7	3	-1.20		-5.43	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	69.		68.2		66.4		60		69.	-	69.6
Medium Trucks:	63.		62.6		56.2		54		63.	_	63.4
Heavy Trucks:	64.	.4	64.0		55.0		56	.2	64.	6	64.7
Vehicle Noise:	71.	.1	70.4		67.1		62	.6	71.	1	71.6
Centerline Distan	ce to Noise Co	ntour (in feet	)								
	-			70	dBA	65	dBA		60 dBA	55	dBA

	FH	WA-RD-77-	108 HIGI	HWAY	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: GP (2040) ne: Lasselle St ent: s/o Alessar	t.	oject					: Town : 14556	Center at N	ΜV	
	SPECIFIC IN	NPUT DAT	Ά						L INPUT	s	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	28,255 veh	icles					Autos.	15		
Peak Hou	Percentage:	7.83%			Me	dium Tru	icks (2	Axles).	15		
Peak I	Hour Volume:	2,212 veh	icles		He	avy Truc	ks (3+	Axles).	15		
Ve	ehicle Speed:	40 mph	1		Vehicle I	Miss					
Near/Far La	ane Distance:	48 feet				icleType		Dav	Evening	Night	Daily
Site Data							utos:	77.59	-	9.6%	
	rrier Heiaht:	0.0 fee			М	edium Tr		84.89		10.3%	1.84%
Barrier Type (0-V		0.0 100	at.		F	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
	ist to Barrier:	50.0 fee	at								
Centerline Dist.		50.0 fee			Noise Sc				eet)		
Barrier Distance		0.0 fee				Autos		0.000			
	bserver Height (Above Pad): 5.0 feet					m Trucks	-	2.297			
	bserver Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet				Heav	y Trucks	: 8	3.006	Grade Ad	justment.	0.0
Ro	ad Elevation:	0.0 fee	et		Lane Equ	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	4.147			
	Left View:	-90.0 de	arees		Mediui	m Trucks	: 4:	3.947			
	Right View:	90.0 de	grees		Heav	y Trucks	: 4:	3.966			
HWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flo		stance	Finite		Fres		Barrier Att		m Atten
Autos:		_	.01	0.7		-1.20		-4.65		000	0.000
Medium Trucks:				0.7		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-19	.19	0.7	73	-1.20		-5.43	0.0	000	0.000
Inmitigated Nois	e Levels (with	out Topo a	nd barri	er atte	nuation)						
VehicleType	Leq Peak Hot	ur Leq	Day	Leq E	vening	Leq I	Vight		Ldn	CI	VEL
Autos:		3.0	67.2		65.4		59	1.4	68.0	0	68.6
Medium Trucks:		2.0	61.6		55.2			1.7	62.		62.4
Heavy Trucks:		3.3	63.0		53.9			i.2	63.0		63.7
Vehicle Noise:	70	0.0	69.4		66.1		61	.6	70.	1	70.5
Centerline Distan	ce to Noise C	ontour (in f	eet)								
			Į		dBA	65 (		- 1	60 dBA		dBA
			Ldn:		51	10	-		235	-	07
			CNEL:		54	11	7		252	5	42

Tuesday, June 14, 2022

	FH	WA-RD-77-108	HIGH	WAY N	OISE P	REDICT	ION M	ODEL			
	e: Nason St.	Without Projec	t			.,		Town (	Center at N	ИV	
	SPECIFIC II	NPUT DATA			0				L INPUT	S	
Highway Data				3	ite Coi	nditions	(Hara				
Average Daily	. ,		S					Autos:			
	Percentage:	7.83%				edium Tr					
	our Volume:	.,	S		He	eavy Tru	cks (3+	· Axles):	15		
	hicle Speed:	40 mph		V	'ehicle	Mix					
Near/Far Lar	ne Distance:	58 feet			Vel	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.69	6 97.42%
Rar	rier Height:	0.0 feet			N	ledium T	rucks:	84.8%	4.9%	10.39	6 1.84%
Barrier Type (0-W	all, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.89	6 0.74%
Centerline Dis		55.0 feet		٨	loise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.		55.0 feet				Auto	s: (	0.000			
Barrier Distance		0.0 feet			Mediu	m Truck	s: :	2.297			
Observer Height (	,	5.0 feet			Hea	vy Truck	s:	3.006	Grade Ad	justmen	t: 0.0
	ad Elevation:	0.0 feet		-		•					
	ad Elevation:	0.0 feet		L	ane Eq	uivalen			feet)		
F	Road Grade:	0.0%				Auto		7.000			
	Left View:	-90.0 degree				m Truck		6.811			
	Right View:	90.0 degree	es		Hea	vy Truck	(S: 4)	5.830			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fre	snel	Barrier Att	en Be	rm Atten
Autos:	66.51	4.62		0.30	)	-1.20		-4.67	0.0	000	0.000
Medium Trucks:	77.72	-12.62		0.33	3	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	82.99	-16.58		0.32	!	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise			barrie								
	Leq Peak Ho			Leq Ev			Night		Ldn		NEL
Autos:			69.4		67.6		61		70.	_	70.8
Medium Trucks:	-		63.8		57.4		55		64.	-	64.6
Heavy Trucks:			65.2		56.1		57		65.		65.9
Vehicle Noise:			71.6		68.3	3	63	.7	72.	3	72.7
Centerline Distance	e to Noise C	ontour (in feet	)								
			L	70 d			dBA	6	0 dBA	_	dBA
			Ldn:	78			68		363		781
		C	NEL:	84	ŀ	1	80		388		836

Tuesday, June 14, 2022

	FHV	VA-RD-77-108	HIG	HWAY N	NOISE P	REDICT	ION MO	ODEL			
Road Nam	io: GP (2040) ne: Nason St. nt: n/o Cottonv	,	t					Town (	Center at N	ΛV	
	SPECIFIC IN	IPUT DATA			a:: a				L INPUT	S	
Highway Data					Site Con	ditions	(Hard :				
Average Daily	. ,		S					Autos:			
	Percentage:	7.83%				dium Tr					
	lour Volume:	5,214 vehicles	S		He	avy Tru	cks (3+	Axles):	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	58 feet		F	Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ra	rrier Height:	0.0 feet			М	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0				Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	. ,	55.0 feet		-							
Centerline Dist	to Observer:	55.0 feet		ļ.	Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		0.000			
Observer Height	(Above Pad):	5.0 feet				m Truck		2.297	0	···	
	ad Elevation:	0.0 feet			Heal	y Truck	s: 8	3.006	Grade Ad	justment	. 0.0
Roi	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distar	nce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 47	7.000			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46	5.811			
	Right View:	90.0 degree	es		Heav	y Truck	s: 46	3.830			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance		Road	Fres		Barrier Att	en Ber	m Atten
Autos:	68.46	5.22		0.3	0	-1.20		-4.67	0.	000	0.00
Medium Trucks:	79.45	-12.02		0.3	3	-1.20		-4.87	0.	000	0.00
Heavy Trucks:	84.25	-15.97		0.3	2	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise			barri	ier atten	uation)						
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL
Autos:	72		71.9		70.2		64		72.		73.
Medium Trucks:	66		66.1		59.8		58		66.		66.
Heavy Trucks: Vehicle Noise:	67 74		67.0 73.9		58.0 70.8		59 66		67. 74.		67.°
Centerline Distant					70.0						
Senterinie Distant	e to Noise CC	mour (m reet,		70	dBA	65	dBA	6	60 dBA	55	dBA
			ا Ldn:	1	12	2	42		522	1,	124
			VEL:		21		60		560		206

	FHV	VA-RD-77-108	HIGHW	/AY N	OISE P	REDICT	TION MC	DEL			
Road Nan	rio: GP (2040) ne: Nason St. ent: s/o Fir Av.	Without Project					t Name: Number:		Center at N	/IV	
	SPECIFIC IN	PUT DATA			·4- O		NOISE   (Hard =		L INPUT	S	
Highway Data				3	ite Con	aitions	•				
	. ,	15,454 vehicles						Autos:			
	Percentage:	7.83%					rucks (2	,			
	Hour Volume:	3,559 vehicles			He	avy Iru	icks (3+	Axies):	15		
	ehicle Speed:	40 mph		V	ehicle	Mix					
Near/Far La	ane Distance:	58 feet			Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ва	rrier Height:	0.0 feet			М	edium 1	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-V		0.0			1	Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74
	ist. to Barrier:	55.0 feet		A/	laiaa C	nuraa E	levation	o (in f	not)		
Centerline Dist.	to Observer:	55.0 feet		/4	orse so				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto m Truck		.000 .297			
Observer Height	(Above Pad):	5.0 feet				n Truci		.006	Grade Ad	iuetmant	
P	ad Elevation:	0.0 feet			пеа	ry Truci	15. 0.	.000	Orace Au	usuncin	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 47	.000			
	Left View:	-90.0 degree	s		Mediu	m Truck	(s: 46	.811			
	Right View:	90.0 degree	s		Hear	y Truck	ks: 46	.830			
FHWA Noise Mod	lel Calculation:	s									
VehicleType	REMEL	Traffic Flow	Dista			Road	Fresi		Barrier Att		m Atter
Autos:		4.07		0.30		-1.20		-4.67		000	0.00
Medium Trucks:		-13.16		0.33		-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-17.12		0.32		-1.20		-5.38	0.0	000	0.00
Unmitigated Nois	e Levels (with										
VehicleType	Leq Peak Hou	- 1 - 7		.eq Ev			Night		Ldn		NEL
Autos:			8.8		67.1		61.	-	69.7		70
Medium Trucks:			33.2		56.9		55.		63.8		64
Heavy Trucks:			64.6		55.6		56.		65.2		65
Vehicle Noise:			71.0		67.8		63.	2	71.7	7	72
Centerline Distan	ce to Noise Co	ntour (in feet)		70 di	DA.		dBA		50 dBA		dBA
				10 at	אט	00	UDA	1 ,	JU UDA	33	UDA

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGH	WAY	NOISE PE	REDICTION	ON M	ODEL			
	: Nason St.	Without Projec	t					: Town	Center at I	MV	
	SPECIFIC IN	NPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	57,461 vehicle	s					Autos:	15		
Peak Hour I	Percentage:	7.83%			Me	dium Tru	cks (2	2 Axles):	15		
Peak Ho	our Volume:	4,499 vehicle	s		He	avy Truc	ks (3-	+ Axles):	15		
Vel	nicle Speed:	45 mph		ł	Vehicle I	Miv					
Near/Far Lar	e Distance:	58 feet		1		icleType		Day	Evening	Night	Daily
Site Data						A	utos:	77.5%	12.9%	9.6%	97.42%
Par	rier Height:	0.0 feet			Me	edium Tri	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wa		0.0			F	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	. ,	55.0 feet		-							
Centerline Dist. t	o Observer:	55.0 feet		-	Noise So			_ •	eet)		
Barrier Distance t	o Observer:	0.0 feet				Autos		0.000			
Observer Height (	Above Pad):	5.0 feet				m Trucks		2.297	0	·	
	d Elevation:	0.0 feet			Heav	y Trucks		8.006	Grade Ad	ijustment	0.0
Roa	d Elevation:	0.0 feet		İ	Lane Equ	uivalent	Dista	nce (in	feet)		
F	Road Grade:	0.0%		İ		Autos	: 4	7.000			
	Left View:	-90.0 degree	es		Mediur	m Trucks	: 4	6.811			
	Right View:	90.0 degree	es		Heav	y Trucks	: 4	6.830			
FHWA Noise Mode	I Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fre	snel	Barrier At	ten Ber	m Atten
Autos:	68.46	4.58		0.3	30	-1.20		-4.67	0.	000	0.000
Medium Trucks:	79.45	-12.66		0.3	33	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	84.25	-16.61		0.3	32	-1.20		-5.38	0.	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	er attei	nuation)						
VehicleType	Leq Peak Ho	ur Leq Day	′	Leq E	vening	Leq N	light		Ldn	C	VEL
Autos:	72	2.1	71.3		69.5		63	3.5	72.	1	72.7
Medium Trucks:			65.5		59.1		-	7.6	66.	-	66.3
Heavy Trucks:			66.4		57.4		58	3.6	67.	0	67.
Vehicle Noise:	74	4.0	73.3		70.1		65	5.5	74.	0	74.5
Centerline Distanc	e to Noise Co	ontour (in feet	)								
					dBA	65 a		(	60 dBA		dBA
			Ldn:		02	22	-		473	,	019
		C	NEL:	1	09	23	6		507	1,	093

		FHWA	A-RD-77-108	HIGH	IWAY I	NOISE P	REDICT	ION MO	DDEL			
	me: Nasc	on St.	ithout Project	t				t Name: lumber:		Center at N	۸V	
	E SPECII	FIC INP	UT DATA							L INPUT	s	
Highway Data						Site Cor	nditions	(Hard =				
Average Dai	ly Traffic (	Adt): 57	,461 vehicles	3					Autos:			
Peak Ho	ur Percent	age:	7.83%				edium Tr					
Peak	Hour Volu	ume: 4	,499 vehicles	3		He	eavy Tru	cks (3+	Axles):	15		
1	/ehicle Sp	eed:	45 mph		H	Vehicle	Mix					
Near/Far	Lane Dista	nce:	58 feet		ŀ		icleType		Day	Evening	Night	Daily
Site Data								Autos:	77.5%	12.9%	9.6	6 97.42%
	Barrier He	iaht:	0.0 feet			M	ledium T	rucks:	84.8%	4.9%	10.39	% 1.84%
Barrier Type (0-			0.0				Heavy T	rucks:	86.5%	2.7%	10.89	% 0.74%
Centerline			55.0 feet		- 1							
Centerline Dis	t. to Obse	rver:	55.0 feet			Noise S				eet)		
Barrier Distance	e to Obse	rver:	0.0 feet				Auto		.000			
Observer Heigh	t (Above F	Pad):	5.0 feet				m Truck		.297			
	Pad Eleva	,	0.0 feet			Hea	vy Truck	s: 8	.006	Grade Ad	justmei	nt: 0.0
	oad Eleva		0.0 feet		Ī	Lane Eq	uivalen	t Distar	ce (in	feet)		
	Road Gr	rade:	0.0%				Auto	s: 47	.000			
	Left \	/iew:	-90.0 degree	20		Mediu	m Truck	s: 46	811			
	Right \		90.0 degree			Hea	vy Truck	s: 46	.830			
FHWA Noise Mo	del Calcu	lations										
VehicleType	REM	EL 1	raffic Flow	Dis	tance		Road	Fres		Barrier Att	en B	erm Atten
Auto	S.	68.46	4.58		0.3	80	-1.20		-4.67	0.0	000	0.000
Medium Truck	S.	79.45	-12.66		0.3	13	-1.20		-4.87	0.0	000	0.000
Heavy Truck	S.	84.25	-16.61		0.3	12	-1.20		-5.38	0.0	000	0.000
Unmitigated No.	se Levels	(withou	t Topo and	barrie	er atter	nuation)						
VehicleType	Leq Pe	ak Hour	Leq Day	,	Leq E	vening	Leq	Night		Ldn	(	CNEL
Auto	S.'	72.1		71.3		69.5	,	63.	.5	72.	1	72.7
Medium Truck	S.	65.9		65.5		59.1		57.	.6	66.0	)	66.3
Heavy Truck		66.8		66.4		57.4		58.	-	67.0	-	67.1
Vehicle Nois	e:	74.0		73.3		70.1		65	.5	74.0	0	74.5
Centerline Dista	nce to No	ise Con	tour (in feet)	)					,		,	
				L		dBA		dBA	(	60 dBA		5 dBA
				Ldn:		02		20		473		1,019
			CI	VEL:	1	09	2	36		507		1,093

	FHV	VA-RD-77-108	HIGHW	AY NOISE P	REDICTI	ON MC	DEL			
Road Nam	o: GP (2040) \ e: Nason St. nt: s/o Alessan	,	t				Town 0 14556	Center at N	ИV	
	SPECIFIC IN	PUT DATA						LINPUT	s	
Highway Data				Site Cor	nditions (	Hard =	: 10, So	ft = 15)		
Average Daily	Traffic (Adt): 2	27,854 vehicles	S				Autos:	15		
Peak Hour	Percentage:	7.83%		Me	edium Tru	cks (2	Axles):	15		
Peak H	our Volume:	2,181 vehicles	S	He	eavy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		Vehicle	Miv					
Near/Far La	ne Distance:	58 feet			icleType		Day	Evening	Night	Daily
Site Data					Α	utos:	77.5%	12.9%	9.6%	97.429
Rai	rier Height:	0.0 feet		N	ledium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	st. to Barrier:	55.0 feet		Noise S	ource Ele	evation	s (in fe	et)		
Centerline Dist.	to Observer:	55.0 feet			Autos		000	/		
Barrier Distance	to Observer:	0.0 feet		Medii	m Trucks		297			
Observer Height (	Above Pad):	5.0 feet			vy Trucks	. –		Grade Ad	liustment	0.0
Pá	ad Elevation:	0.0 feet							,	
Ros	ad Elevation:	0.0 feet		Lane Eq	uivalent			eet)		
F	Road Grade:	0.0%			Autos		.000			
	Left View:	-90.0 degree	es		m Trucks		.811			
	Right View:	90.0 degree	es	Hea	vy Trucks	: 46	.830			
FHWA Noise Mode	el Calculation:	S								
VehicleType	REMEL	Traffic Flow	Distar		Road	Fresi		Barrier Att		m Atten
Autos:	68.46	1.44		0.30	-1.20		-4.67		000	0.00
Medium Trucks:	79.45	-15.80		0.33	-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-19.76		0.32	-1.20		-5.38	0.0	000	0.00
Unmitigated Noise										
VehicleType	Leq Peak Hou	.,.,		eq Evening	Leq I	Vight		Ldn		VEL
Autos:	69		68.2	66.4		60.	-	69.	-	69.
Medium Trucks:	62		62.3	56.0		54.		62.	-	63.
Heavy Trucks: Vehicle Noise:	63 70		63.3 70.2	54.2 67.0		55. 62.	_	63. 70.	-	64. 71.
				07.0	'	02.	J	70.	5	/1.
Centerline Distanc	e to Noise Co	ntour (in feet,	,	70 dBA	65 0	IBA	6	0 dBA	55	dBA
			Ldn:	63	13	5	-	292	6	29
			VEL:	67	14			313		75

	FHV	VA-RD-77-108	HIGH	HWAY	NOISE P	REDICT	ION M	ODEL			
Road Nan	rio: GP (2040) \ne: Nason St. nt: s/o Bay Av.	Without Projec	t					: Town (	Center at N	ИV	
SITE Highway Data	SPECIFIC IN	PUT DATA			Site Cor				L INPUT	S	
	Traffic (Adt): 3	27 209 vobielos					(	Autos:			
	Percentage:	7.83%	•		Me	edium Tr	ucks (				
	-	2.921 vehicles				eavy Tru					
	hicle Speed:	45 mph	,				0110 (0	710007.			
	ne Distance:	58 feet			Vehicle						
	ino Diotarioo.	00 1001			Veh	icleType	_	Day	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
	rrier Height:	0.0 feet				edium T		84.8%		10.3%	
Barrier Type (0-V		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
	ist. to Barrier:	55.0 feet			Noise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.		55.0 feet		ı		Auto	s: I	0.000			
Barrier Distance		0.0 feet			Mediu	m Truck	s:	2.297			
Observer Height	. ,	5.0 feet			Hea	vy Truck	s:	8.006	Grade Ad	ljustmeni	0.0
	ad Elevation:	0.0 feet									
	ad Elevation:	0.0 feet			Lane Eq				reet)		
	Road Grade:	0.0%				Auto		7.000			
	Left View:	-90.0 degree				m Truck		6.811			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 4	6.830			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Dis	stance		Road	Fre		Barrier Att		m Atten
Autos:		2.70		0.3		-1.20		-4.67		000	0.00
Medium Trucks:		-14.53		0.3		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-18.49		0.3	32	-1.20		-5.38	0.	000	0.000
<b>Unmitigated Nois</b>	e Levels (with	out Topo and	barri	er attei	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL
Autos:			69.4		67.7		61		70.	_	70.
Medium Trucks:			63.6		57.2		55		64.	_	64.4
Heavy Trucks:			64.5		55.5	i	56	5.7	65.	1	65.2
Vehicle Noise:	72	.1	71.4		68.3		63	3.6	72.	1	72.6
Centerline Distan	ce to Noise Co	ntour (in feet)									
				70	ADA	65	ADA	1 6	SO ADA	1 55	ADA

Tuesday, June 14, 2022

	FH	WA-RD-77-1	I08 HIGI	HWAY	NOISE PI	REDICTI	ON M	ODEL			
Road Nan	rio: GP (2040) ne: Nason St. ent: s/o Cactus	Without Pro	ject					: Town : 14556	Center at N	ΜV	
	SPECIFIC IN	IPUT DAT	Α						L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	17,079 vehi	cles					Autos.	15		
Peak Hou	Percentage:	7.83%				dium Tru					
Peak I	Hour Volume:	1,337 vehi	cles		He	avy Truc	ks (3+	Axles).	15		
Ve	ehicle Speed:	45 mph	ı		Vehicle I	Miv					
Near/Far La	ane Distance:	58 feet				icleType		Dav	Evening	Night	Daily
Site Data							utos:	77.5%	-	9.6%	
D-	rrier Heiaht:	0.0 fee	•		Me	edium Tr	ucks:	84.89	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0	·		F	leavy Tr	ucks:	86.5%	6 2.7%	10.8%	0.74%
	ist to Barrier:	55.0 fee	t								
Centerline Dist.	to Observer:	55.0 fee	t		Noise Sc				eet)		
Barrier Distance		0.0 fee	t			Autos		0.000			
Observer Height	(Above Pad):	5.0 fee	t			m Trucks	-	2.297			
	ad Elevation:	0.0 fee	t		Heav	y Trucks	: 8	3.006	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 fee	t		Lane Equ	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	7.000			
	Left View:	-90.0 ded	rees		Mediui	m Trucks	: 4	6.811			
	Right View:	90.0 deg			Heav	y Trucks	: 41	6.830			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flo		stance	Finite		Fres		Barrier Att		m Atten
Autos:		-		0.0		-1.20		-4.67		000	0.000
Medium Trucks:				0.0		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-21.	.88	0.0	32	-1.20		-5.38	0.0	000	0.000
Inmitigated Nois	e Levels (with	out Topo a	nd barri	er atte	nuation)						
VehicleType	Leq Peak Hot	ır Leq l	Day	Leq E	vening	Leq I	Vight		Ldn	C	NEL
Autos:		3.9	66.0		64.3		58	1.2	66.	В	67.4
Medium Trucks:	60	).6	60.2		53.8		52	2.3	60.8	В	61.0
Heavy Trucks:	61	1.5	61.1		52.1		53	1.3	61.	7	61.8
Vehicle Noise:	68	3.7	68.0		64.9		60	1.2	68.	7	69.2
Centerline Distan	ce to Noise C	ontour (in f	eet)								
					dBA	65 c		-	60 dBA		dBA
			Ldn:		45	98	-		211		54
			CNEL:		49	10	15		226	4	87

	FH	WA-RD-77-108	HIGH	WAY N	OISE P	REDICT	ION M	ODEL			
	e: Eucalyptus		t			.,		Town (	Center at N	ЛV	
	SPECIFIC II	NPUT DATA			· O				L INPUT	S	
Highway Data				5	ite Coi	nditions	(Hard				
Average Daily	. ,		S					Autos:	15		
	Percentage:	7.83%				edium Tr			15		
	our Volume:	1,918 vehicle	S		He	eavy Tru	cks (3+	· Axles):	15		
	hicle Speed:	35 mph		ν	ehicle	Mix					
Near/Far Lar	ne Distance:	48 feet			Vel	nicleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Rar	rier Height:	0.0 feet			N	fedium T	rucks:	84.8%	4.9%	10.3%	6 1.84%
Barrier Type (0-W	all, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	6 0.74%
Centerline Dis		50.0 feet		٨	loise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.		50.0 feet				Auto	s: (	0.000			
Barrier Distance		0.0 feet			Mediu	ım Truck	s: 2	2.297			
Observer Height (	,	5.0 feet			Hea	vy Truck	s: 8	3.006	Grade Ad	ljustmen	t: 0.0
	ad Elevation:	0.0 feet		-							
	ad Elevation:	0.0 feet		L	ane Eq	uivalen			eet)		
F	Road Grade:	0.0%				Auto		4.147			
	Left View:	-90.0 degree				ım Truck		3.947			
	Right View:	90.0 degree	es		неа	vy Truck	(S: 4)	3.966			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dist	tance	-	Road	Fres		Barrier Att		rm Atten
Autos:	64.30			0.71		-1.20		-4.65		000	0.000
Medium Trucks:	75.75			0.74		-1.20		-4.87		000	0.000
Heavy Trucks:	81.57			0.73		-1.20		-5.43	0.0	000	0.000
Unmitigated Noise			barrie								
	Leq Peak Ho			Leq Ev			Night		Ldn		NEL
Autos:			64.9		63.2	-	57		65.		66.3
Medium Trucks:			59.6		53.2	-	51		60.		60.4
Heavy Trucks:			61.5		52.5		53		62.		62.2
Vehicle Noise:			67.4		63.9	)	59	1.5	68.	1	68.5
Centerline Distanc	e to Noise C	ontour (in feet	)	70 d	D A	65	dBA	-	i0 dBA		5 dBA
			Ldn:	70 a			<i>aba</i> 30		172	_	371
			Lan: NEL:	40			30 35		184		371 397
		C	VCL.	40			JJ		104		151

		VA-RD-77-108		HWAY	NOISE P						
Road Nam	io: GP (2040) \ ne: Bay Av. nt: w/o Lasselle	,	t				Name: lumber:		Center at N	١V	
SITE	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	2,832 vehicle	s					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	222 vehicle	s		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	30 mph		F	Vehicle	Misc					
Near/Far La	ne Distance:	24 feet		ŀ		icleType	.	Dav	Evening	Night	Dailv
Site Data					*011		Autos:	77.5%	-		97.42%
	rrior Holesh4:	0.0 feet			М	edium T		84.8%		10.3%	
Barrier Type (0-W	rrier Height:	0.0 reet				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		39.0 feet		ļ.							• • • • • • • • • • • • • • • • • • • •
Centerline Dist		39.0 feet			Noise So				eet)		
Barrier Distance		0.0 feet				Auto		.000			
	oserver Height (Above Pad): 5.0 feet					m Truck		.297			
	Pad Elevation: 5.0 feet				Heav	ry Truck	s: 8	.006	Grade Ad	justment	: 0.0
	Pad Elevation: 0.0 feet  Road Elevation: 0.0 feet				Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		f		Auto	s: 37	443			
	Left View:	-90.0 degree	es		Mediu	m Truck		.206			
	Right View:	90.0 degree			Heav	y Truck	s: 37	.230			
FHWA Noise Mode	el Calculations	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fresi	nel	Barrier Att	en Ber	m Atten
Autos:	61.75	-6.73		1.7	78	-1.20		-4.58	0.0	000	0.000
Medium Trucks:	73.48	-23.97		1.8	32	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	79.92	-27.93		1.8	32	-1.20		-5.57	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	ier attei	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	55	.6	54.8		53.0		46.	9	55.0	-	56.2
Medium Trucks:	50		49.7		43.3		41.	-	50.2	_	50.5
Heavy Trucks:	52		52.3		43.2		44.	_	52.8	_	52.9
Vehicle Noise:			57.5		53.8		49.	./	58.2	2	58.6
Centerline Distant	ce to Noise Co	ntour (in feet	)	70	dBA	65	dBA	1 4	60 dBA	55	dBA
			Ldn:		6		4		29		64

	FHV	VA-RD-77-108	HIGH	I YAWI	NOISE P	REDICT	TION MO	DEL			
Road Nar	rio: GP (2040) ne: Cottonwood ent: w/o Lassell	d Av.	t				t Name: Number:		Center at N	/IV	
	SPECIFIC IN	PUT DATA			0				L INPUT	s	
Highway Data					Site Cor	aitions	•				
	Traffic (Adt):		S					Autos:			
	Percentage:	7.83%					rucks (2	,			
	Hour Volume:	2,719 vehicles	3		He	avy Tru	icks (3+ )	Axles):	15		
	ehicle Speed:	45 mph		ľ	Vehicle	Mix					
Near/Far La	ane Distance:	36 feet		İ	Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Ва	rrier Height:	0.0 feet			M	edium 1	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-V	Vall, 1-Berm):	0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.749
Centerline D	ist. to Barrier:	44.0 feet		ŀ	Noise S	ourco E	lovation	c (in f	not)		
Centerline Dist.	to Observer:	44.0 feet		ŀ	NOISE S	Auto		000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		297			
Observer Height	(Above Pad):	5.0 feet				/y Truck		006	Grade Ad	iustment	. 0 0
P	ad Elevation:	0.0 feet				•					0.0
Ro	ad Elevation:	0.0 feet		L	Lane Eq			_ •	feet)		
	Road Grade:	0.0%				Auto		460			
	Left View:	-90.0 degree	es			m Truck		241			
	Right View:	90.0 degree	es		Hea	y Truck	(s: 40	.262			
FHWA Noise Mod	lel Calculation:	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresi	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	2.39		1.2	28	-1.20		-4.61	0.0	000	0.00
Medium Trucks:	79.45	-14.85		1.3	31	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	84.25	-18.80		1.3	31	-1.20		-5.50	0.0	000	0.00
Unmitigated Nois	e Levels (with	out Topo and	barrie								
VehicleType	Leq Peak Hou	.,.,		Leq E	vening		Night		Ldn		NEL
Autos:			70.1		68.3		62.	-	70.9	-	71.
Medium Trucks:			64.3		57.9		56.4		64.8		65.
Heavy Trucks:			65.2		56.2		57.4		65.8		65.
Vehicle Noise:			72.1		68.9		64.	3	72.8	3	73.
Centerline Distan	ce to Noise Co	ntour (in feet)	)	70	15.4	-	10.1				10.4
				70	dBA	65	dBA	1 6	60 dBA	55	dBA

Tuesday, June 14, 2022

FH)	WA-RD-77-108 HI	GHWAY	NOISE P	REDICTION	ON MO	DEL			
Scenario: GP (2040) Road Name: Alessandro Road Segment: w/o Perris	Blvd.				Name: 1 Imber: 1		Center at N	/IV	
SITE SPECIFIC IN	IPUT DATA			N	OISE N	IODE	L INPUT	S	
Highway Data			Site Con	ditions (	Hard =	10, Sc	oft = 15)		
Average Daily Traffic (Adt):	65,227 vehicles				-	Autos:	15		
Peak Hour Percentage:	7.83%		Me	dium Tru	cks (2 A	(xles	15		
Peak Hour Volume:	5,107 vehicles		He	avy Truc	ks (3+ A	(xles	15		
Vehicle Speed:	45 mph		Vehicle	Miv					
Near/Far Lane Distance:	82 feet			icleType		Dav	Evening	Night	Dailv
Site Data					utos:	77.5%		9.6%	97.42%
Barrier Height:	0.0 feet		М	edium Tri	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wall, 1-Berm):	0.0			Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barrier:	67.0 feet		Noise So	urce Fle	vations	: (in f	not)		
Centerline Dist. to Observer:	67.0 feet		110/36 01	Autos		000	,		
Barrier Distance to Observer:	0.0 feet		Modiu	m Trucks		97			
Observer Height (Above Pad):	5.0 feet			vy Trucks		006	Grade Ad	iustmant	. 0 0
Pad Elevation:	0.0 feet							justinent	0.0
Road Elevation:	0.0 feet		Lane Eq	uivalent	Distanc	e (in	feet)		
Road Grade:	0.0%			Autos	: 53.2	226			
Left View:	-90.0 degrees			m Trucks		059			
Right View:	90.0 degrees		Hear	y Trucks	: 53.0	076			
FHWA Noise Model Calculation	s								
VehicleType REMEL	Traffic Flow L	Distance	Finite	Road	Fresn	el	Barrier Att	en Ber	m Atten
Autos: 68.46	5.13	-0.	51	-1.20		-4.71	0.0	000	0.000
Medium Trucks: 79.45	-12.11	-0.4	49	-1.20		-4.88	0.0	000	0.000
Heavy Trucks: 84.25	-16.06	-0.4	49	-1.20		-5.29	0.0	000	0.000
Unmitigated Noise Levels (with	out Topo and bar	rier atte	nuation)						
VehicleType Leq Peak Hot	ır Leq Day	Leq E	vening	Leq N	light		Ldn	CI	VEL
Autos: 71	.9 71.	0	69.3		63.2		71.8	В	72.5
	5.7 65.	_	58.8		57.3		65.8	-	66.0
Heavy Trucks: 66			57.1		58.4		66.	7	66.8
Vehicle Noise: 73	3.7 73.	0	69.9		65.2		73.	В	74.2
Centerline Distance to Noise Co	ontour (in feet)								
		70	dBA	65 a	IBA .	6	60 dBA	55	dBA
	Ldr		19	25			554	1,	193
	CNEL	. 1	28	27	6		594	1,	279

Tuesday, June 14, 2022

	FH	WA-RD-77-10	B HIGH	- YAWI	NOISE P	REDICT	ION MC	DEL			
Road Na	nrio: GP (2040) me: Alessandro ent: w/o Kitchir	o Blvd.	ct				t Name: lumber:		Center at N	/IV	
	SPECIFIC II	NPUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard =	10, S	oft = 15)		
Average Dail	y Traffic (Adt):	60,883 vehicle	es					Autos.	15		
Peak Hou	r Percentage:	7.83%			Me	edium Tr	ucks (2	Axles)	15		
Peak	Hour Volume:	4,767 vehicle	es		He	eavy Tru	cks (3+	Axles).	15		
V	ehicle Speed:	45 mph		-	Vehicle	Mix					
Near/Far L	ane Distance:	82 feet		-		icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	77.59		9.69	-
	arrier Height:	0.0 feet			М	edium T	rucks:	84.89	6 4.9%	10.39	
Barrier Type (0-l		0.0 feet				Heavy T	rucks:	86.59	6 2.7%	10.89	6 0.74%
	oist to Barrier:	67.0 feet									
Centerline Dist		67.0 feet			Noise S				eet)		
Barrier Distance		0.0 feet				Auto		.000			
Observer Height		5.0 feet				m Truck		297			
-	Pad Elevation:	0.0 feet			Hea	vy Truck	s: 8	.006	Grade Ad	justmen	t: 0.0
	nad Elevation:	0.0 feet		İ	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		-		Auto	s: 53	.226	,		
	Left View	-90.0 deare	es		Mediu	m Truck	s: 53	059			
	Right View:	90.0 degre			Hea	vy Truck	s: 53	.076			
FHWA Noise Mod	del Calculation	าร									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten
Autos	: 68.46	4.83	1	-0.5	51	-1.20		-4.71	0.0	000	0.000
Medium Trucks	79.45	-12.41		-0.4	19	-1.20		-4.88	0.0	000	0.000
Heavy Trucks	84.25	-16.36	i	-0.4	19	-1.20		-5.29	0.0	000	0.000
Unmitigated Nois	se Levels (with	nout Topo and	barri	er attei	nuation)						
VehicleType	Leq Peak Ho	ur Leq Da	У	Leq E	vening	Leq	Night		Ldn	(	NEL
Autos	: 7	1.6	70.7		69.0	1	62.	9	71.	5	72.2
Medium Trucks	: 6	5.4	64.9		58.5		57.	0	65.	5	65.7
Heavy Trucks	:6	6.2	65.8		56.8		58.	1	66.4	4	66.5
Vehicle Noise	: 7	3.4	72.7		69.6		64.	9	73.	5	73.9
Centerline Distar	nce to Noise C	ontour (in fee	t)								
			L		dBA		dBA		60 dBA		5 dBA
			Ldn:		14	_	45		529		,139
		C	NEL:	1	22	2	63		567	1	,222

	FHW	A-RD-77-108 I	HIGHWA'	Y NOISE P	REDICTION	ON MOD	EL			
Road Nam	o: GP (2040) V e: Alessandro I nt: e/o Lasselle	Blvd.				Name: T mber: 1		enter at M	IV	
SITE	SPECIFIC IN	PUT DATA			N	DISE M	ODEL	INPUTS	3	
Highway Data				Site Cor	ditions (	Hard = 1	0, Soft	1 = 15)		
	Percentage:	1,277 vehicles 7.83% 3,232 vehicles			edium Tru eavy Truci	cks (2 A	/	15 15 15		
	hicle Speed:	50 mph		Vehicle	Mix					
Near/Far Lar	ne Distance:	82 feet		Veh	icleType	L	Day E	ening	Night	Daily
Site Data					A	utos: 7	7.5%	12.9%	9.6%	97.42%
Bar	rier Height:	0.0 feet		М	edium Tru	icks: 8	4.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0			Heavy Tru	icks: 8	6.5%	2.7%	10.8%	0.749
Centerline Dis	st. to Barrier:	67.0 feet		Noice S	ource Ele	vations	(in foo	<i>4</i> )		
Centerline Dist.	to Observer:	67.0 feet		NOISE S	Autos		•	i)		
Barrier Distance	to Observer:	0.0 feet		Modiu	m Trucks					
Observer Height (	Above Pad):	5.0 feet			vy Trucks			Grade Adj	uctmon	+ n n
Pa	ad Elevation:	0.0 feet		пеа	vy Trucks	0.0	00 0	naue Auj	usunem	. 0.0
Roa	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance	e (in fe	et)		
F	Road Grade:	0.0%			Autos	53.2	26			
	Left View:	-90.0 degrees	3	Mediu	m Trucks	53.0	59			
	Right View:	90.0 degrees	3	Hear	vy Trucks	53.0	76			
FHWA Noise Mode	el Calculations			1						
VehicleType	REMEL	Traffic Flow	Distanc	e Finite	Road	Fresne	l B	arrier Atte	en Bei	rm Atten
Autos:	70.20	2.69	-(	0.51	-1.20	-	4.71	0.0	00	0.00
Medium Trucks:	81.00	-14.55	-(	0.49	-1.20	-	4.88	0.0	00	0.00
Heavy Trucks:	85.38	-18.51	-(	0.49	-1.20	-	5.29	0.0	00	0.00
Unmitigated Noise		<del> </del>								
	Leq Peak Hour			Evening	Leq N		L	.dn	_	NEL
Autos:	71.		0.3	68.6		62.5		71.1		71.
Medium Trucks:	64.	-	4.3	58.0		56.4		64.9		65.
	65.		4.8 2.2	55.8 69.1		57.0 64.4		65.4 72.9		65. 73.
Heavy Trucks:	79	9 7				07.4		12.0		10.
Vehicle Noise:	72.									
· · · · · ·				O dBA	65 d	BA	60	dBA	55	i dBA
Vehicle Noise:		ntour (in feet)		0 dBA 105	65 d 22			dBA		dBA ,047

	FHWA	-RD-77-108 H	IIGHWAY	NOISE P	REDICTIO	ON MODEL			
Road Nan	rio: GP (2040) Wit ne: Alessandro Bl nt: w/o Lasselle S	vd.				Name: Town Imber: 1455	Center at N	ИV	
	SPECIFIC INPU	UT DATA		04- 0		DISE MOD	EL INPUT	S	
Highway Data				Site Con	aitions (i				
	Traffic (Adt): 55,					Auto			
		7.83%				cks (2 Axles			
	,	378 vehicles		не	avy iruci	ks (3+ Axles	): 15		
	hicle Speed:	45 mph		Vehicle I	Mix				
Near/Far La	ne Distance:	82 feet		Veh	icleType	Day	Evening	Night	Daily
Site Data					A	utos: 77.5	% 12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet		Me	edium Tru	icks: 84.8	% 4.9%	10.3%	1.84%
Barrier Type (0-VI		0.0		F	Heavy Tru	icks: 86.5	% 2.7%	10.8%	0.74%
Centerline Di	. ,	67.0 feet		Maina Ca	uraa Ela	vations (in	foot)		
Centerline Dist.	to Observer:	67.0 feet		Noise 30	Autos:		reet)		
Barrier Distance	to Observer:	0.0 feet		A de elle	Autos: m Trucks:				
Observer Height	(Above Pad):	5.0 feet			v Trucks.		Grade Ad	liustmant	. 0 0
P	ad Elevation:	0.0 feet		Heav	y Trucks:	8.006	Grade Ad	justinent	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent l	Distance (ir	r feet)		
	Road Grade:	0.0%			Autos:	53.226			
	Left View: -	90.0 degrees		Mediui	m Trucks:	53.059			
	Right View:	90.0 degrees		Heav	y Trucks:	53.076			
FHWA Noise Mod									
VehicleType		raffic Flow	Distance	Finite		Fresnel	Barrier Att		m Atten
Autos:		4.46	-0.		-1.20	-4.7		000	0.000
Medium Trucks:		-12.78	-0.4		-1.20	-4.88		000	0.000
Heavy Trucks:		-16.73	-0.		-1.20	-5.2	9 0.	000	0.000
Unmitigated Nois									
VehicleType	Leq Peak Hour	Leq Day		vening	Leq N		Ldn		VEL
Autos:	71.2		0.4	68.6		62.6	71.	_	71.8
Medium Trucks:		-	1.5	58.2		56.6	65.		65.3
Heavy Trucks:			5.5	56.4		57.7	66.	-	66.2
Vehicle Noise:			2.4	69.2		64.5	73.	1	73.5
Centerline Distant	ce to Noise Cont	our (in feet)							

Tuesday, June 14, 2022

	FHV	VA-RD-77-108 HI	GHWAY	NOISE PI	REDICTION	ON MODEL		
Scenario: Road Name: Road Segment:	Alessandro					Name: Town Imber: 1455	n Center at M 6	IV
	PECIFIC IN	IPUT DATA					EL INPUTS	3
Highway Data				Site Con	ditions (	Hard = 10, 3	Soft = 15)	
Average Daily Tr	affic (Adt):	24,233 vehicles				Auto	s: 15	
Peak Hour Pe	ercentage:	7.83%		Me	dium Tru	cks (2 Axles	): 15	
Peak Hou	ır Volume:	1,897 vehicles		He	avy Truc	ks (3+ Axles	): 15	
	cle Speed:	45 mph		Vehicle I	Mix			
Near/Far Lane	Distance:	58 feet			icleType	Day	Evening	Night Daily
Site Data					A	utos: 77.5	% 12.9%	9.6% 97.42%
Barri	er Heiaht:	0.0 feet		M	edium Tru	icks: 84.8	% 4.9%	10.3% 1.84%
Barrier Type (0-Wali		0.0		- 1	Heavy Tru	icks: 86.5	% 2.7%	10.8% 0.74%
Centerline Dist.	to Barrier:	55.0 feet		Noise So	urce Fle	vations (in	feet)	
Centerline Dist. to	Observer:	55.0 feet			Autos		10019	
Barrier Distance to	Observer:	0.0 feet		Mediu	n Trucks			
Observer Height (At	ove Pad):	5.0 feet			v Trucks		Grade Adi	ustment: 0.0
Pad	Elevation:	0.0 feet			,			
Road	Elevation:	0.0 feet		Lane Eq	uivalent	Distance (ii	ı feet)	
Ro	ad Grade:	0.0%			Autos			
	Left View:	-90.0 degrees			m Trucks			
F	Right View:	90.0 degrees		Heav	y Trucks	46.830		
FHWA Noise Model	Calculation	-						
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atte	en Berm Atten
Autos:	68.46	0.83	0.		-1.20	-4.6		
Medium Trucks:	79.45	-16.41	0.3		-1.20	-4.8		
Heavy Trucks:	84.25	-20.36	0.	32	-1.20	-5.3	8 0.0	0.000
Unmitigated Noise L								
	eq Peak Hou			vening	Leq N	-	Ldn	CNEL
Autos:	68			65.8		59.7	68.4	
Medium Trucks:	62			55.4		53.8	62.3	
Heavy Trucks:	63			53.6		54.9	63.2	
Vehicle Noise:	70		.6	66.4		61.7	70.3	70.7
Centerline Distance	to Noise Co	ontour (in feet)						
				dBA	65 d		60 dBA	55 dBA
		Ldi		57	12	-	266	573
		CNE	L:	61	13	2	285	615

	FHW	A-RD-77-108	HIGH	WAY I	NOISE P	REDICT	ION MC	DEL			
Road Nan	rio: GP (2040) W ne: Cactus Av. nt: w/o Nason S	•	t				t Name: lumber:		Center at N	۸V	
	SPECIFIC IN	UT DATA							EL INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 19	9,683 vehicles	S					Autos	: 15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak F	lour Volume:	1,541 vehicles	S		He	avy Tru	cks (3+	Axles)	: 15		
Ve	hicle Speed:	45 mph		ŀ	Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		-		icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	77.59		9.6	
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	84.89	% 4.9%	10.3	% 1.84%
Barrier Type (0-W		0.0 1001				Heavy T	rucks:	86.59	% 2.7%	10.8	% 0.74%
Centerline Di		44.0 feet		-							
Centerline Dist	to Observer:	44.0 feet		-	Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				m Truck		297			
	ad Elevation:	0.0 feet			Hea	y Truck	s: 8	.006	Grade Ad	justme.	nt: 0.0
	ad Flevation:	0.0 feet		-	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		Ī	,	Auto	s: 40	.460	,		
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 40	.241			
	Right View:	90.0 degree			Hea	y Truck	s: 40	.262			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresi	nel	Barrier Att	en B	erm Atten
Autos:	68.46	-0.07		1.2	28	-1.20		-4.61	0.0	000	0.000
Medium Trucks:	79.45	-17.31		1.3	31	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-21.27		1.3	31	-1.20		-5.50	0.0	000	0.000
Unmitigated Noise	e Levels (witho	ut Topo and	barrie	er attei	nuation)						
VehicleType	Leq Peak Hour	Leq Day	,	Leq E	vening	Leq	Night		Ldn		CNEL
Autos:	68.5	5	67.6		65.9		59.	8	68.4	4	69.0
Medium Trucks:	62.2	2	61.8		55.4		53.	9	62.4	4	62.6
Heavy Trucks:			62.7		53.7		54.		63.3		63.4
Vehicle Noise:	70.3	3	69.6		66.5		61.	8	70.3	3	70.8
Centerline Distant	ce to Noise Cor	ntour (in feet,	)					_			
			L		dBA		dBA		60 dBA	5	5 dBA
			Ldn:		16		00		215		464
		CI	VEL:		50	1	07		231		498

	FHW	A-RD-77-108	HIGHWA	AY NOISE P	REDICTIO	N MOL	DEL			
Scenari Road Nam	o: GP (2040) V	/ithout Project				lame: T mber: 1		enter at M	IV	
	nt: w/o Nason S			000 144	noci. I	4000				
SITE S	SPECIFIC INI	PUT DATA			NO	ISE M	ODEL	. INPUT	S	
Highway Data				Site Cor	nditions (l	lard = 1	10, Sot	ft = 15)		
Average Daily	Traffic (Adt): 4	0,959 vehicles				Α	utos:	15		
Peak Hour	Percentage:	7.83%		Me	edium Truc	ks (2 A	xles):	15		
Peak H	our Volume:	3,207 vehicles		He	eavy Truck	s (3+ A	xles):	15		
Vei	hicle Speed:	50 mph		Vehicle	Miv					
Near/Far Lar	ne Distance:	82 feet			icleType	1	Day	Evening	Night	Daily
Site Data					AL	itos: T	77.5%	12.9%	9.6%	97.429
Rar	rier Height:	0.0 feet		M	ledium Tru	cks: 8	34.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0			Heavy Tru	cks: 8	36.5%	2.7%	10.8%	0.749
Centerline Dis	t. to Barrier:	67.0 feet		Noise S	ource Ele	rations	(in fo	af)		
Centerline Dist.	to Observer:	67.0 feet		Noise 3	Autos:		•	=1)		
Barrier Distance	to Observer:	0.0 feet		Modiu	m Trucks:					
Observer Height (	Above Pad):	5.0 feet			vy Trucks:			Grade Adı	iuctman	
Pa	d Elevation:	0.0 feet		пеа	vy Trucks.	0.0	00	Graue Auj	usunem	. 0.0
Roa	d Elevation:	0.0 feet		Lane Eq	uivalent l	Distanc	e (in fe	eet)		
F	Road Grade:	0.0%			Autos:	53.2	26			
	Left View:	-90.0 degree	s	Mediu	m Trucks:	53.0	59			
	Right View:	90.0 degree	s	Hea	vy Trucks:	53.0	76			
FHWA Noise Mode	l Calculations									
VehicleType	REMEL	Traffic Flow	Distan	ce Finite	Road	Fresne	el E	Barrier Atte	en Bei	m Atten
Autos:	70.20	2.65		-0.51	-1.20	-	4.71	0.0	000	0.00
Medium Trucks:	81.00	-14.59		-0.49	-1.20	-	4.88	0.0	000	0.00
Heavy Trucks:	85.38	-18.54		-0.49	-1.20	-	5.29	0.0	000	0.00
Unmitigated Noise	Levels (witho	ut Topo and I	oarrier a	ttenuation)						
	Leq Peak Hour			q Evening	Leq N			Ldn		NEL
Autos:	71.		70.3	68.5		62.5		71.1		71.
Medium Trucks:	64.7		64.3	57.9		56.4		64.8		65.
Heavy Trucks:	65. <sup>-</sup>		64.8 72.2	55.7 69.1		57.0 64.3		65.4 72.9		65. 73.
· · · · · ·	12.	D 1	2.2	69.1		04.3		72.8	,	73.
Vehicle Noise:										
· · · · · ·	e to Noise Co	ntour (in feet)		70 dBA	65 d	84	61	) dBA	55	dBA
Vehicle Noise:	e to Noise Co	, ,	_dn:	70 dBA 104	65 di			0 dBA 484		dBA 042

	FHV	VA-RD-77-108	HIGH	WAY N	OISE P	REDICT	TION MO	DEL			
Road Nan	rio: GP (2040) ne: Cactus Av. ent: e/o Nason S	Without Project St.					t Name: Number:		Center at N	IV.	
SITE Highway Data	SPECIFIC IN	IPUT DATA			Sito Cor		NOISE (Hard =		L INPUT	S	
	T#- (A-#)	40.005			one cor	uitions	(riaru -	Autos:			
	Percentage:	16,935 vehicles 7.83%			1.40	dium T	rucks (2				
	Hour Volume:	1.326 vehicles					icks (3+	,			
	ehicle Speed:	45 mph					icks (5+	Axies).	10		
	ane Distance:	36 feet		١	/ehicle	Mix					
	ille Distalice.	30 leet			Veh	icleTyp		Day	Evening	Night	Daily
Site Data							Autos:	77.5%			97.42
Ва	rrier Height:	0.0 feet				edium 1		84.8%		10.3%	
Barrier Type (0-V	Vall, 1-Berm):	0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Di	ist. to Barrier:	44.0 feet		,	Voise S	ource F	levation	s (in f	oet)		
Centerline Dist.	to Observer:	44.0 feet		ŕ	10,00	Auto		.000	,,,,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height	. ,	5.0 feet			Hea	y Truck	ks: 8	.006	Grade Ad	iustment	0.0
-	ad Elevation:	0.0 feet		<u> </u>		•					
	ad Elevation:	0.0 feet		L	.ane Eq		t Distan	_ •	feet)		
	Road Grade:	0.0%				Auto		.460			
	Left View:	-90.0 degree	S			m Truck		.241			
	Right View:	90.0 degree	S		Hea	y Truck	ks: 40	.262			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Fres		Barrier Att		m Atter
Autos:		-0.73		1.28	-	-1.20		-4.61		000	0.00
Medium Trucks:		-17.96		1.31		-1.20		-4.87		000	0.00
Heavy Trucks:		-21.92		1.31		-1.20		-5.50	0.0	000	0.00
Unmitigated Nois											
VehicleType	Leq Peak Hou	- 1 - 7		Leq Ev			Night		Ldn		NEL
Autos:			37.0		65.2		59.	_	67.8		68
Medium Trucks:			31.2 32.1		54.8 53.0		53. 54.	_	61.7 62.6		61 62
Heavy Trucks: Vehicle Noise:			52.1 59.0		65.8		54. 61.	-	69.7		70
Centerline Distan	ce to Noise Co	ontour (in feet)									
		( 1001)		70 a	iBA	65	dBA	1 6	60 dBA	55	dBA

Tuesday, June 14, 2022

FH	WA-RD-77-108 HIG	HWAY N	IOISE PI	REDICTION	ON MODE	L			
Scenario: GP (2040) Road Name: Iris Av. Road Segment: e/o Nason	,				Vame: Tov Imber: 145	vn Center at N 556	ΜV		
SITE SPECIFIC IN	IPUT DATA			N	OISE MO	DEL INPUT	S		
Highway Data			Site Con	ditions (	Hard = 10,	Soft = 15)			
Average Daily Traffic (Adt):	31,345 vehicles				Aut	os: 15			
Peak Hour Percentage:	7.83%		Me	dium Tru	cks (2 Axle	es): 15			
Peak Hour Volume:	2,454 vehicles		He	avy Truc	ks (3+ Axle	es): 15			
Vehicle Speed:	50 mph		/ehicle l	Miv					
Near/Far Lane Distance:	82 feet	l l		icleType	Da	y Evening	Night Daily		
Site Data						5% 12.9%	9.6% 97.42%		
Barrier Height:	0.0 feet		M	edium Tru	ucks: 84.	8% 4.9%	10.3% 1.84%		
Barrier Type (0-Wall, 1-Berm):	0.0		1	Heavy Tru	ucks: 86.	5% 2.7%	10.8% 0.74%		
Centerline Dist. to Barrier:	67.0 feet		Voice Se	urco Ela	vatione (i	n foot)			
Centerline Dist. to Observer:	67.0 feet	ľ	Noise Source Elevations (in feet)  Autos: 0.000						
Barrier Distance to Observer:	0.0 feet		Mediu	m Trucks					
Observer Height (Above Pad):	5.0 feet			y Trucks			ljustment: 0.0		
Pad Elevation:	0.0 feet	L					Juou 11011111 0.0		
Road Elevation:	0.0 feet	1	.ane Eq	uivalent	Distance (	in feet)			
Road Grade:	0.0%			Autos	53.226	5			
Left View:	-90.0 degrees			m Trucks					
Right View:	90.0 degrees		Heav	y Trucks	53.076	5			
FHWA Noise Model Calculation	s								
VehicleType REMEL	Traffic Flow D	istance	Finite	Road	Fresnel	Barrier Att	en Berm Atten		
Autos: 70.20	1.49	-0.5	1	-1.20	-4.	71 0.	0.000		
Medium Trucks: 81.00	-15.75	-0.4	9	-1.20	-4.	88 0.	0.000		
Heavy Trucks: 85.38	-19.70	-0.4	9	-1.20	-5	29 0.	0.000		
Unmitigated Noise Levels (with	out Topo and barr	ier atten	uation)						
VehicleType Leq Peak Hot	ur Leq Day	Leg E	ening/	Leq N	light	Ldn	CNEL		
	0.0 69.1		67.4		61.3	69.			
	3.6 63.1		56.8		55.2	63.			
,	1.0 63.6		54.6		55.8	64.			
Vehicle Noise: 71	1.7 71.0		67.9		63.2	71.	7 72.2		
Centerline Distance to Noise Co	ontour (in feet)								
		70 0		65 d		60 dBA	55 dBA		
	Ldn:					87 188 405 87			
	Lan: CNFL:	-		18 20	-	405	936		

Tuesday, June 14, 2022

	FHV	VA-RD-77-108	HIGHW	YAY N	NOISE PE	REDICT	ION MC	DEL		_	
Road Nan	rio: GP (2040) \ ne: Perris Blvd. ent: n/o Alessan	•					t Name: lumber:		Center at M	V	
SITE	SPECIFIC IN	PUT DATA				- 1	NOISE	MODE	L INPUTS	3	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 3	88,058 vehicles	s					Autos	: 15		
Peak Hour	r Percentage:	7.83%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak I	Hour Volume:	2,980 vehicles	S		He	avy Tru	cks (3+	Axles)	: 15		
Ve	ehicle Speed:	40 mph		- +	Vehicle I	liv					
Near/Far La	ane Distance:	58 feet		H		cleType	9	Day	Evening	Niaht	Dailv
Site Data							Autos:	77.59		9.6%	97.42%
Ra	rrier Height:	0.0 feet			Me	edium T	rucks:	84.89	6 4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			F	leavy T	rucks:	86.59	6 2.7%	10.8%	0.74%
	ist. to Barrier:	55.0 feet		ŀ							
Centerline Dist.	to Observer:	55.0 feet		Ľ	Noise Sc				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				n Truck		297	Grade Adj	. cotmon	
P	Pad Elevation:	0.0 feet			Heav	y Truck	(S.' 8.	006	Grade Adj	usunem	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Equ	ıivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 47	.000			
	Left View:	-90.0 degree	es		Mediui	n Truck	s: 46	811			
	Right View:	90.0 degree	es		Heav	y Truck	s: 46	830			
FHWA Noise Mod	lel Calculations	5									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresi	nel	Barrier Atte	en Bei	rm Atten
Autos:	66.51	3.30		0.3	0	-1.20		-4.67	0.0	00	0.000
Medium Trucks:	77.72	-13.94		0.3	3	-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	82.99	-17.89		0.3	2	-1.20		-5.38	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	atten	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	′ L	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	68		68.1		66.3		60.	3	68.9	1	69.5
Medium Trucks:			62.5		56.1		54.	-	63.0		63.2
Heavy Trucks:		_	63.9		54.8		56.	_	64.4		64.6
Vehicle Noise:	70	.9	70.3		67.0		62.	4	71.0		71.4
Centerline Distan	ce to Noise Co	ntour (in feet,	)					,			
					dBA		dBA		60 dBA		dBA
			Ldn:	-	i4		38		296		38
		Ci	VEL:	6	88	1	47		317	6	883

Tuesday, June 14, 2022

	FHW	A-RD-77-108	HIGH	WAY N	IOISE P	REDICT	ION MC	DEL			
Road Nam	io: GP (2040) We: Kitching St. nt: n/o Alessand	,					Name: lumber:		Center at M	1V	
SITE	SPECIFIC IN	PUT DATA				N	OISE	MODE	L INPUT	s	
Highway Data				,	Site Cor	ditions	(Hard =	10, Sc	ft = 15)		
Average Daily	Traffic (Adt): 2	7,932 vehicles	s					Autos:	15		
Peak Hour	Percentage:	7.83%			Ме	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	2,187 vehicle:	S		He	avy Truc	cks (3+ .	Axles):	15		
Ve	hicle Speed:	40 mph			Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		F.		icleType		Dav	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
Par	rrier Height:	0.0 feet			М	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0				Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		44.0 feet									
Centerline Dist		44.0 feet		1	Noise S			- '	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height (	(Above Pad):				m Truck		297				
	ad Elevation:	0.0 feet			Hea	y Truck	s: 8.	.006	Grade Ad	ustment.	0.0
	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distan	ce (in t	feet)		
	Road Grade:	0.0%				Auto.	s: 40	.460			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 40	.241			
	Right View:	90.0 degree	es		Hear	y Truck	s: 40	.262			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance		Road	Fresi		Barrier Att	en Ber	m Atten
Autos:	66.51	1.96		1.2	8	-1.20		-4.61	0.0	000	0.00
Medium Trucks:	77.72	-15.28		1.3	1	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-19.24		1.3	1	-1.20		-5.50	0.0	000	0.000
Unmitigated Noise	Levels (witho	ut Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hour	- , - ,	_	Leq E	vening	Leq	Night		Ldn		VEL
Autos:	68.5	5	67.7		65.9		59.	9	68.5	5	69.
Medium Trucks:	62.5	-	62.1		55.7		54.	_	62.7		62.9
Heavy Trucks:	63.9	-	63.5		54.5		55.		64.		64.2
Vehicle Noise:	70.6		69.9		66.6		62.	1	70.6	j .	71.
Centerline Distanc	ce to Noise Cor	ntour (in feet,	)	70	-(D.4	0.5	-(D.4		0 -104		-10.4
			,L	70 0			dBA		i0 dBA		dBA
			Ldn: NFL:					83			
		Ci	VEL.	5.	52 111 240 517						17

	FHV	VA-RD-77-108	HIGH	WAY NO	DISE PI	REDICTION	ON MOI	DEL				
Scenario: GP (2)		Nith Project							Center at I	MV		
Road Name: Perris Road Seament: s/o Ale		dro Blvd				JOD INL	ımber: 1	4556				
								_		_		
SITE SPECIFI Highway Data	CIN	PUT DATA			ito Con	ditions (			L INPUT	'S		
				3	ile Con	uitions (						
Average Daily Traffic (A	,		S			diam. Too		Autos:				
Peak Hour Percenta	-	7.83%				dium Tru		/				
Peak Hour Volur		3,788 vehicle	S		не	avy Truc	KS (3+ A	xies).	15			
Vehicle Spe Near/Far Lane Distan		40 mph 58 feet		V	ehicle l	Иiх						
Near/Far Lane Distan	ce:	58 Teet			Veh	icleType		Day	Evening		t I	Daily
Site Data								77.5%				7.429
Barrier Heig	ht:	0.0 feet			Me	edium Tri		84.8%				1.84%
Barrier Type (0-Wall, 1-Ber	m):	0.0			F	Heavy Tr	ucks:	86.5%	2.7%	10.8	3%	0.749
Centerline Dist. to Barr	ier:	55.0 feet		N	nise Sr	urce Ele	vations	(in f	pet)			
Centerline Dist. to Observ	er:	55.0 feet		-	0,00 00	Autos		000	,,,,			
Barrier Distance to Observ		0.0 feet			Mediu	n Trucks		97				
Observer Height (Above Pa	,	5.0 feet			Heav	y Trucks	: 8.0	006	Grade Ad	djustm	ent: 0	.0
Pad Elevati		0.0 feet		_								
Road Elevati		0.0 feet		Li	ane Eq	uivalent			reet)			
Road Gra		0.0%				Autos						
Left Vi		-90.0 degree				m Trucks						
Right Vi		90.0 degre	es		пеач	y Trucks	: 46.8	330				
FHWA Noise Model Calcula												
VehicleType REME		Traffic Flow		ance	Finite		Fresn		Barrier At		Berm .	Atten
	6.51	4.34		0.30		-1.20		-4.67		000		0.00
	7.72	-12.89		0.33		-1.20		-4.87		000		0.00
	2.99	-16.85		0.32		-1.20		-5.38	0.	000		0.00
VehicleType Leg Peal							E-lak		1 -1-	_	ONE	,
VehicleType Leq Peal Autos:	70.		69.1	Leq Eve	ening 67.4	Leq N	11gnt 61.3		Ldn 69	0	CNE	70.
Medium Trucks:	63		63.5		57.1		55.6		64.	-		64
Heavy Trucks:	65.		64.9		55.9		57.1		65.			65.
Vehicle Noise:	72.		71.3		68.0		63.5		72.			72.
Centerline Distance to Nois	se Co	ntour (in feet	)									
Centerline Distance to Nois	se Co	ntour (in feet	)	70 dE	BA	65 a	IBA	(	60 dBA		55 dE	3A
Centerline Distance to Nois	se Co	ntour (in feet	Ldn:	70 dE		65 d		(	348		55 dE 749	

Tuesday, June 14, 2022

	FH	WA-RD-	77-108	HIGH	WAY	NOISE P	REDICT	ION N	MODEL					
Road Nan	no: GP (2040) ne: Kitching St nt: s/o Alessar		•						e: Town er: 14556	Center at I	MV			
	SPECIFIC IN	IPUT D	ATA							L INPUT	s			
Highway Data						Site Co	nditions	(Haro	i = 10, S	oft = 15)				
Average Daily	Traffic (Adt):	11,765	vehicles			Autos: 15								
Peak Hour	Percentage:	7.83%	6			M	edium Ti	rucks (	2 Axles)	: 15				
Peak F	lour Volume:	921 1	vehicles			H	eavy Tru	icks (3	+ Axles)	: 15				
Ve	hicle Speed:	40 ı	mph			Vehicle	Miv							
Near/Far La	ne Distance:	36 1	feet				nicleTyp	e	Dav	Evening	Night	Daily		
Site Data								Autos	77.59	-	9.6%			
Pa	rrier Heiaht:	0.0	feet			N	ledium 1	rucks.	84.89	6 4.9%	10.3%	6 1.84%		
Barrier Type (0-V		0.0					Heavy 1	rucks.	86.59	6 2.7%	10.8%	6 0.74%		
*, ,	st to Barrier:	44.0												
Centerline Dist	Centerline Dist. to Observer: 44.0 feet							Noise Source Elevations (in feet)  Autos: 0.000						
	arrier Distance to Observer: 0.0 feet								0.000					
Observer Height	(Above Pad):	5.0	feet			Medium Trucks: 2.297 Heavy Trucks: 8.006 Grade Adjustment: 0.								
	ad Elevation:	0.0	feet			неа	vy Iruci	(S.	8.006	Grade Ad	ijustmen	r: 0.0		
Ro	ad Elevation:	0.0	feet			Lane Eq	uivalen	t Dista	ance (in	feet)				
	Road Grade:	0.0	%				Auto	os: 4	10.460					
	Left View:	-90.0	degree	s		Mediu	ım Truck	(S: 4	10.241					
	Right View:	90.0	degree	s		Hea	vy Truck	(S. 4	10.262					
FHWA Noise Mod		_												
VehicleType	REMEL	Traffic		Dis	tance		Road	Fre	esnel	Barrier At		rm Atten		
Autos:			-1.80		1.2		-1.20		-4.61		000	0.000		
Medium Trucks:			-19.03		1.3		-1.20		-4.87		000	0.000		
Heavy Trucks:	82.99		-22.99		1.3	31	-1.20		-5.50	0.	000	0.000		
Unmitigated Nois	e Levels (with	out Top	oo and b	arrie	er atte	nuation)								
VehicleType	Leq Peak Hou		eq Day		Leq E	vening		Night		Ldn		NEL		
Autos:	64		_	64.0		62.2	-	-	6.1	64.	-	65.4		
Medium Trucks:							)	-	0.4	58.	-	59.1		
Heavy Trucks:		).1		9.8		50.7		_	2.0	60.	-	60.4		
Vehicle Noise:		8.8		66.1		62.9	)	5	8.3	66.	9	67.3		
Centerline Distan	ce to Noise C	ontour (	in feet)		70	10.4		10.1			-	- 10.4		
				L		dBA		dBA		60 dBA		5 dBA		
				.dn:					271					
			CN	IEL:		29		63		135		291		

	FH	WA-RD-77-108	HIGH	WAY	NOISE P	REDICT	TION MC	DEL			
Road Nar	rio: GP (2040) ne: Lasselle St ent: n/o Cotton	i.					t Name: Number:		Center at N	/IV	
	SPECIFIC II	NPUT DATA							L INPUT	s	
Highway Data					Site Cor	nditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	26,224 vehicle	s					Autos:	15		
Peak Hou	r Percentage:	7.83%			Ме	edium Ti	rucks (2	Axles):	15		
Peak I	Hour Volume:	2,053 vehicle	S		He	eavy Tru	icks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		ł	Vehicle	Mix					
Near/Far La	ane Distance:	48 feet		ł		icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	77.5%		9.6%	
D.	rrier Height:	0.0 feet			М	edium 7	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0				Heavy 1	rucks:	86.5%	6 2.7%	10.8%	0.74%
	ist to Barrier:	50.0 feet		-							
Centerline Dist	to Observer:	50.0 feet		-	Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				m Truck		.297	0	·	4. 0.0
-	ad Elevation:	0.0 feet			Hea	vy Truck	(s: 8	.006	Grade Ad	justmen	t: 0.0
	ad Elevation:	0.0 feet		İ	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		İ		Auto	s: 44	.147			
	Left View:	-90.0 degre	es		Mediu	m Truck	(s: 43	.947			
	Right View:	90.0 degre	es		Hea	vy Truck	(s: 43	.966			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten
Autos.	66.51	1.69		0.7	71	-1.20		-4.65	0.0	000	0.000
Medium Trucks.	77.72	-15.55		0.7	74	-1.20		-4.87	0.0	000	0.000
Heavy Trucks.	82.99	-19.51		0.7	73	-1.20		-5.43	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leg E	ening	Leq	Night		Ldn	(	NEL
Autos.	67	7.7	66.9		65.1		59.	0	67.	7	68.3
Medium Trucks.	61	1.7	61.3		54.9		53.	3	61.8	В	62.0
Heavy Trucks.		3.0	62.7		53.6		54.		63.2		63.4
Vehicle Noise.	: 69	9.7	69.1		65.8		61.	2	69.8	В	70.2
Centerline Distan	ce to Noise C	ontour (in feet	)					_		_	
			L		dBA		dBA	- (	60 dBA		dBA
		_	Ldn:		48 104 224				482		
		С	NEL:		52	1	11		240		516

	FHW	A-RD-77-108	HIGH	WAY N	IOISE PI	REDICT	ION MC	DEL			
Road Nam	io: GP (2040) We: Lasselle St. nt: n/o Alessand	,					Name: lumber:		Center at N	1V	
SITE	SPECIFIC IN	UT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, Sc	ft = 15)		
Average Daily	Traffic (Adt): 3	1,239 vehicles	3					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume: 1	2,446 vehicles	3		He	avy Tru	cks (3+ .	Axles):	15		
Ve	hicle Speed:	40 mph		-	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		H.		icleType		Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Rai	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0			- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Dis	. ,	50.0 feet		١.	Noise So	roo E	lovetion	a (in fe	not)		
Centerline Dist.	to Observer:	50.0 feet		-	voise 30	Auto		000	et)		
Barrier Distance	to Observer:	0.0 feet			A decedio	Auto m Truck		297			
Observer Height (	(Above Pad):	5.0 feet				m Truck vy Truck		006	Grade Ad	ivotmont	
Pa	ad Elevation:	0.0 feet			пеан	ry Truck	S. O.	.000	Grade Au	usunent	0.0
Ros	ad Elevation:	0.0 feet		I	Lane Eq	uivalen	t Distan	ce (in t	feet)		
1	Road Grade:	0.0%				Auto	s: 44	.147			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 43	.947			
	Right View:	90.0 degree	es		Heav	ry Truck	s: 43	.966			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Fresi		Barrier Att	en Ber	m Atten
Autos:	66.51	2.45		0.7	1	-1.20		-4.65	0.0	000	0.00
Medium Trucks:	77.72	-14.79		0.7		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-18.75		0.7	3	-1.20		-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (witho	ut Topo and	barrie	r atten	uation)						
VehicleType	Leq Peak Hour	-, -,	_	Leg E			Night		Ldn		VEL
Autos:	68.5	-	67.6		65.9		59.	-	68.4		69.0
Medium Trucks:	62.5	-	62.0		55.7		54.		62.6	-	62.8
Heavy Trucks: Vehicle Noise:	63.8		63.4 69.8		54.4 66.5		55. 62.	-	64.0 70.5		64. <sup>-</sup>
					00.5		62.	U	70.5	)	71.
Centerline Distanc	ce to Noise Cor	tour (in feet)	1	70 0	IRA	65	dBA	-	i0 dBA	55	dBA
			Ldn:		54 117 251				42		
			VEL:		58 125 269 580						
		0,			-						

	FHV	VA-RD-77-108	HIGI	HWAY	NOISE P	REDICT	ION M	ODEL			
Road Nan	ne: Lasselle St. nt: s/o Cottonw	•						: Town :: 14556	Center at N	ΛV	
	SPECIFIC IN	PUT DATA			0				L INPUT	s	
Highway Data					Site Cor	iditions	(Hard				
	Traffic (Adt): 3		3					Autos.			
	Percentage:	7.83%						2 Axles).			
Peak F	lour Volume:	2,809 vehicles	3		He	eavy Tru	cks (3-	Axles).	15		
	hicle Speed:	40 mph		İ	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		l	Veh	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Ва	rrier Heiaht:	0.0 feet			М	ledium 1	rucks:	84.89	4.9%	10.3%	1.84%
Barrier Type (0-VI	/all, 1-Berm):	0.0				Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	50.0 feet		ŀ	Noise S	ource F	lovatio	ne (in f	not)		
Centerline Dist.	to Observer:	50.0 feet		ł	140/36 0	Auto		0.000			
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height	(Above Pad):	5.0 feet				vy Truck		8.006	Grade Ad	iustmen	- 0.0
P	ad Elevation:	0.0 feet			iica	vy IIuch	١٥.	0.000	0,000,10	juoumom	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 4	4.147			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 4	3.947			
	Right View:	90.0 degree	es		Hea	vy Truck	(S: 4	3.966			
FHWA Noise Mod	el Calculation:	3									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fre	snel	Barrier Att	en Bei	m Atten
Autos:	66.51	3.05		0.7	71	-1.20		-4.65	0.0	000	0.00
Medium Trucks:	77.72	-14.19		0.7	74	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-18.15		0.7	73	-1.20		-5.43	0.0	000	0.00
Unmitigated Noise	e Levels (with	out Topo and	barri	er attei	nuation)						
VehicleType	Leq Peak Hou	- 1 - 7		Leg E	vening		Night		Ldn		NEL
Autos:	69		68.2		66.5			0.4	69.		69.
Medium Trucks:	63		62.6		56.3		-	1.7	63.2	_	63.
Heavy Trucks:	64	.4	64.0		55.0	l	56	3.2	64.		64.
Vehicle Noise:	71	.1	70.4		67.1		62	2.6	71.	1	71.
Centerline Distant	ce to Noise Co	ntour (in feet)									
				70	dRA	65	dRA	1 1	SO dRA	1 55	dRA

Tuesday, June 14, 2022

	FH	WA-RD-7	7-108 H	IGHWAY	' NOISE I	PREDICT	ON M	ODEL			
Road Nan	rio: GP (2040) ne: Lasselle St ent: s/o Alessar	t. ´						: Town	Center at N	/IV	
	SPECIFIC IN	NPUT DA	ΙΤΑ			N	OISE	MODE	L INPUT	S	
Highway Data					Site Co	nditions	(Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	28,655 ve	ehicles		Autos: 15						
Peak Hour	Percentage:	7.83%			M	edium Tru	icks (	2 Axles):	15		
Peak H	Hour Volume:	2,244 ve	ehicles		H	eavy Truc	ks (3	+ Axles):	15		
Ve	hicle Speed:	40 m	ph		Vehicle	Miss					
Near/Far La	ne Distance:	48 fe	et			hicleType		Dav	Evening	Night	Daily
Site Data							lutos:	77.5%	-	9.6%	
		0.0 f			١,	Лedium Ti				10.3%	
Barrier Type (0-V	rrier Height:	0.0 1	eet		1	Heavy Ti				10.8%	
	ist. to Barrier:	50.0 f	oot								
Centerline Dist		50.0 f			Noise S	ource El		_ •	eet)		
Barrier Distance		0.0 f			l	Auto		0.000			
Observer Height	(Above Pad):	5.0 f	eet			um Truck:		2.297			
-	ad Flevation:	0.0 f	eet		Hea	vy Truck	5.	8.006	Grade Ad	yustment	0.0
Ro	ad Elevation:	0.0 f	eet		Lane E	quivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 4	4.147			
	Left View:	-90.0 c	legrees		Medi	um Truck	s: 4	3.947			
	Right View:	90.0 c	legrees		Hea	vy Truck	s: 4	3.966			
FHWA Noise Mod	el Calculation	ıs									
VehicleType	REMEL	Traffic F	low	Distance	Finit	e Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:			2.07	0	.71	-1.20		-4.65	0.	000	0.000
Medium Trucks:			15.17		.74	-1.20		-4.87		000	0.000
Heavy Trucks:	82.99		19.12	0	.73	-1.20		-5.43	0.	000	0.000
Unmitigated Nois						_					
VehicleType	Leq Peak Hot		q Day		Evening		Night		Ldn		NEL
Autos:		3.1	67		65.	-	-	9.4	68.		68.7
Medium Trucks:		2.1	61		55.	-	-	3.7	62.	_	62.4
Heavy Trucks:		3.4		1.0	54.			5.3	63.		63.7
Vehicle Noise:		0.1		).4	66.	2	6	1.6	70.	1	70.6
Centerline Distan	ce to Noise C	ontour (ir	r feet)				10.4			1	/D.4
					0 dBA	-	dBA	(	60 dBA		dBA
			Lo		51 55		10		237 254	_	111
			CNE	L:	55	11	18		∠54	5	48

Tuesday, June 14, 2022

Tuesday, June 14, 2022 Tuesday, Ju

		FHW.	A-RD-77-108	HIGH	HWAY	NOISE P	REDICT	ION MO	DDEL			
Road Na	ario: GP (20 ame: Nason nent: n/o Fir	St.	ith Project					t Name: Number:		Center at N	۱V	
	E SPECIFIC	INP	UT DATA							L INPUT	s	
Highway Data						Site Cor	nditions	(Hard =				
Average Dai		,		3					Autos:			
	ur Percentag		7.83%				edium Tr					
Peak	Hour Volum	e: 4	,545 vehicles	3		He	eavy Tru	icks (3+	Axles):	15		
1	/ehicle Spee	d:	40 mph			Vehicle	Mix					
Near/Far	Lane Distanc	e:	58 feet				nicleType	е	Day	Evening	Night	Daily
Site Data								Autos:	77.5%	12.9%	9.6	% 97.42%
	Barrier Heigh	ıt-	0.0 feet			N	fedium T	rucks:	84.8%	4.9%	10.39	% 1.84%
Barrier Type (0-	-		0.0				Heavy T	rucks:	86.5%	2.7%	10.89	% 0.74%
	Dist. to Barrie		55.0 feet									
Centerline Dis	t. to Observe	er:	55.0 feet			Noise S				eet)		
Barrier Distance	e to Observe	er:	0.0 feet				Auto		.000			
Observer Heigh	t (Above Pa	n:	5.0 feet				ım Truck		.297			
	Pad Elevation	,	0.0 feet			Hea	vy Truck	(s: 8	.006	Grade Ad	justmei	nt: 0.0
	oad Elevation		0.0 feet		ı	Lane Ed	uivalen	t Distar	ce (in	feet)		
	Road Grad	e:	0.0%		ı		Auto	s: 47	.000			
	Left Vie	N:	-90.0 degree	25		Mediu	ım Truck	(s: 46	811			
	Right Vie		90.0 degree			Hea	vy Truck	(s: 46	.830			
FHWA Noise Mo	del Calcula	ions										
VehicleType	REMEL	1	raffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en B	erm Atten
Auto	s: 66	.51	5.14		0.3	30	-1.20		-4.67	0.0	000	0.000
Medium Truck	s: 77	.72	-12.10		0.3	33	-1.20		-4.87	0.0	000	0.000
Heavy Truck	s: 82	.99	-16.06		0.0	32	-1.20		-5.38	0.0	000	0.000
Unmitigated No.	se Levels (v	vithou	t Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak	Hour	Leq Day	,	Leq E	vening	Leq	Night		Ldn	(	CNEL
Auto	S.	70.7		69.9		68.1	ĺ	62.	1	70.	7	71.3
Medium Truck	S.'	64.7		64.3		57.9	)	56.	4	64.8	В	65.1
Heavy Truck	s:	66.1		65.7		56.7	7	57.	9	66.3	3	66.4
Vehicle Nois	e:	72.8		72.1		68.8	3	64	3	72.	3	73.2
Centerline Dista	nce to Nois	Con	tour (in feet)	)								
					70	dBA	65	dBA	(	60 dBA	5	5 dBA
				Ldn:	-	85	1	82		393		846
			CI	VEL:	9	91	1	95		420		906

	FHV	VA-RD-77-108	HIGH	WAY I	NOISE P	REDICT	ION MC	DEL			
Road Nam	io: GP (2040) Ne: Nason St. nt: n/o Cottonw	,				.,	t Name: lumber:		Center at N	۸V	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	73,805 vehicle	S					Autos:			
Peak Hour	Percentage:	7.83%					ucks (2				
Peak H	lour Volume:	5,779 vehicle	S		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		}	Vehicle	Miv					
Near/Far La	ne Distance:	58 feet		l		icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-W		0.0				Heavy T	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Di		55.0 feet		-	Noise S	ouraa E	lovetion	o (in f	206)		
Centerline Dist.	to Observer:	55.0 feet		ŀ	Noise 3	Auto		.000	ei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		.297			
Observer Height	(Above Pad):	5.0 feet				vy Truck	-	.006	Grade Ad	ii ratma ni	
Pi	ad Elevation:	0.0 feet			неа	vy iruck	S. 8	.006	Grade Ad	justriierii	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 47	.000			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46	.811			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 46	.830			
FHWA Noise Mode	el Calculations	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Bei	m Atten
Autos:	68.46	5.67		0.3	30	-1.20		-4.67	0.0	000	0.00
Medium Trucks:	79.45	-11.57		0.3	33	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-15.53		0.3	32	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er attei	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL
Autos:	73	-	72.4		70.6		64.	-	73.2	_	73.
Medium Trucks:	67		66.6		60.2		58.		67.		67.3
Heavy Trucks:	67		67.5		58.5		59.		68.		68.
Vehicle Noise:	75		74.4		71.2		66.	ь	75.	1	75.
Centerline Distant	ce to Noise Co	ontour (in feet	)		10.4		10.4				10.4
			L		dBA		dBA	(	0 dBA		dBA
			Ldn:					204			
		C	NEL:	1	29	2	78		600	1,	292

	FH\	VA-RD-77-108	HIGH	WAY I	NOISE P	REDICT	TION MO	DEL			
Road Nar	rio: GP (2040) ne: Nason St. ent: s/o Fir Av.	With Project					t Name: Number:		Center at N	/IV	
	SPECIFIC IN	IPUT DATA			0:4- 0		NOISE I		L INPUT	S	
Highway Data					Site Con	aitions	•				
	Traffic (Adt):		8					Autos:			
	Percentage:	7.83%					rucks (2 /	,			
	Hour Volume:	4,092 vehicles	5		He	avy iru	icks (3+ )	4xies):	15		
	ehicle Speed:	40 mph		ſ	Vehicle	Mix					
Near/Far La	ane Distance:	58 feet		ſ	Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Ва	rrier Height:	0.0 feet			М	edium 1	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-V	Vall, 1-Berm):	0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.749
Centerline D	ist. to Barrier:	55.0 feet			Maiaa C	5	levation	a (in f	n a #1		
Centerline Dist.	to Observer:	55.0 feet		ŀ	NOISE S	Auto		000	ei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		297			
Observer Height	(Above Pad):	5.0 feet				/y Truck		006	Grade Ad	iustment	. 0 0
P	ad Elevation:	0.0 feet				•					0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto		000			
	Left View:	-90.0 degree	es			m Truck		811			
	Right View:	90.0 degree	es		Hear	y Truck	(s: 46.	830			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance		Road	Fresr		Barrier Att		m Atten
Autos:		4.68		0.3	-	-1.20		-4.67		000	0.00
Medium Trucks:				0.3	-	-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-16.51		0.3	32	-1.20		-5.38	0.0	000	0.00
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atter	nuation)						
VehicleType	Leq Peak Hou	- 1 - 7		Leq E	vening		Night		Ldn		NEL
Autos:			69.5		67.7		61.6	-	70.3	-	70.
Medium Trucks:			63.8		57.5		55.9		64.4		64.
Heavy Trucks:			65.2		56.2		57.5		65.8		65.
Vehicle Noise:			71.6		68.4		63.8	3	72.3	3	72.
Centerline Distan	ce to Noise Co	ntour (in feet)	)	70	dBA	-	dBA		SO dBA		dBA
				10	uBA	05	UBA	1 (	ou aba	25	uBA

Tuesday, June 14, 2022

	FH	WA-RD-77-1	08 HIG	HWAY	NOISE PF	REDICTI	ON M	ODEL			
Road Nan	rio: GP (2040) ne: Nason St. ent: s/o Cottony	,						: Town	Center at I	MV	
	SPECIFIC IN	IPUT DAT	4						L INPUT	s	
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	62,981 vehic	les					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tru	icks (2	2 Axles):	15		
Peak F	Hour Volume:	4,931 vehic	les		He	avy Truc	ks (3-	+ Axles):	15		
Ve	ehicle Speed:	45 mph			Vehicle I	Aire					
Near/Far La	ne Distance:	58 feet				cleType		Dav	Evening	Night	Daily
Site Data					V C///		utos:	77.5%	-	9.6%	
					M	edium Tr				10.3%	
	rrier Height:	0.0 feet				leavy Tr				10.8%	
Barrier Type (0-V		0.0				icavy iii	иско.	00.07	2.170	10.070	0.7470
	ist. to Barrier:	55.0 feet			Noise So	urce Ele	evatio	ns (in f	eet)		
Centerline Dist.		55.0 feet				Autos		0.000			
Barrier Distance		0.0 feet			Mediur	n Trucks	: :	2.297			
Observer Height	. ,	5.0 feet			Heav	y Trucks	: :	8.006	Grade Ac	ljustment	0.0
	ad Elevation:	0.0 feet			Lane Equ	invalent	Dieta	nco (in	foot)		
	ad Elevation:	0.0 feet			Lane Ly	Autos		7.000	ieet)		
	Road Grade:	0.0%			A decelling	Autos n Trucks		7.000 6.811			
	Left View:	-90.0 deg									
	Right View:	90.0 deg	rees		neav	y Trucks	: 4	6.830			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flov		stance	Finite		Fre	snel	Barrier At		m Atten
Autos:				0.3		-1.20		-4.67		000	0.000
Medium Trucks:				0.3		-1.20		-4.87		000	0.000
Heavy Trucks:					32	-1.20		-5.38	0.	000	0.000
Unmitigated Nois											
VehicleType	Leq Peak Hot			Leq E	vening	Leq I	-		Ldn		NEL
Autos:			71.7		69.9			3.9	72.	-	73.1
Medium Trucks:		3.3	65.9		59.5			3.0	66.		66.7
Heavy Trucks:		7.2	66.8		57.8		59	9.0	67.	4	67.5
Vehicle Noise:	74	1.4	73.7		70.5		65	5.9	74.	4	74.9
Centerline Distan	ce to Noise C	ontour (in fe	et)								
			Į		dBA	65 c		(	60 dBA		dBA
			Ldn:		80	23	-		503	,	083
			CNEL:	1	16	25	0		539	1,	162

Site Data	F	HW.	A-RD-77-108	HIG	HWAY	NOI	SE P	REDICT	TION N	IODEL				
Auton	Road Name: Nason S	t.	ith Project									MV		
Average Daily Traffic (Adt): 62,981 vehicles   Peak Hour Percentage: 7,83%   Medium Trucks (2 Axles): 15		INP	UT DATA			Cit.						rs		
Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15   Peak Hour Volume: 4,931 vehicles   Vehicle Speed: 45 mph   Near/Far Lane Distance: 58 feet   Vehicle Mix   Vehicle Type   Day   Evening   Night   Da   Night   Night   Da   Night						SIL	CON	uiuons	паги					
Peak Hour Volume: 4,931 vehicles   Vehicle Speed: 45 mph   Vehicle Mix				S										
Vehicle Speed:   45 mph   Near/Far Lane Distance:   58 feet     Vehicle Mix   Vehicle Type   Day   Evening   Night   Day     Site Data   Autos:   77.5%   12.9%   91.6%   9														
Near/Far Lane Distance:   S8 feet   Vehicle Type   Day   Evening   Night   Day   Site Data   Nations   77.5%   12.9%   9.6%   97.5%   12.9%   12.9%   9.6%   97.5%   12.9%   9.6%   97.5%   9.6%			,	S			HE	avy iru	icks (3	+ Axies)	: 15			
Site Data						Vel	hicle	Mix						
Barrier Height: 0.0 feet   Medium Trucks: 84.8% 4.9% 10.3% 1.	Near/Far Lane Distance	<i></i>	os reet				Veh	icleTyp	е			Nig	ght	Daily
Barrier Trype (C-Wall, 1-Berm): 0.0 test   Heavy Trucks: 86.5% 2.7% 10.8% 0.0	Site Data													97.429
Noise   Source   Elevations (in feet)	Barrier Heigh	:	0.0 feet											1.849
Centerline Dist. to Observer: 55.0 feet   Autos: 0.000	Barrier Type (0-Wall, 1-Berm	):	0.0				1	Heavy 1	rucks:	86.59	% 2.7%	10	0.8%	0.749
Autos: 0.00   Centerline Dist. to Observer: 55.0 feet   Barrier Pistance to Observer: 0.0 feet   Medium Trucks: 2.297   Heavy Trucks: 8.006   Grade Adjustment: 0.0 feet   Road Grade: 0.0%   Left View: 90.0 degrees   Right View: 90.0 degrees   PHWA Noise Model Calculations   Vehicle Type   REMEL   Traffic Flow   Distance   Finite Road   Fresnel   Barrier Atten   Berm Att   Reavy Trucks: 1.20   -4.67   0.000	Centerline Dist. to Barrie	7	55.0 feet			No	ise Sr	nurce F	levatio	nns (in i	feet)			
Barrier Distance to Observer:	Centerline Dist. to Observe	7.	55.0 feet								001)			
Diserver Height (Above Pad):	Barrier Distance to Observe	7	0.0 feet			,	Madiu							
Pad Elevation:   0.0 feet	Observer Height (Above Pad	):	5.0 feet			,					Grade A	diustr	nent:	0.0
Road Grade: 0.0%	Pad Elevation	1:	0.0 feet					•				,		
Left View: -90.0 degrees   Medium Trucks: 46.811   Heavy Trucks: 46.830   Heavy Trucks: 46.830	Road Elevation	1:	0.0 feet			Lai	ne Eq				feet)			
Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.830   Heavy Trucks: 46.840   Heavy Trucks: 79.45   Heavy Trucks: 79.45   Heavy Trucks: 79.45   Heavy Trucks: 79.45   Heavy Trucks: 84.25   Heavy Trucks: 79.45   Heavy Trucks: 84.25   Heavy Trucks: 84.25   Heavy Trucks: 84.25   Heavy Trucks: 84.25   Heavy Trucks: 84.25   Heavy Trucks: 84.25   Heavy Trucks: 86.3   Heavy Trucks:			0.0%											
VehicleType   REMEL   Traffic Flow   Distance   Finite Road   Fresnel   Barrier Atten   Bern Att	Left Viev	r:	-90.0 degree	es		- /								
VehicleType	Right Viev	r:	90.0 degree	es			Heav	y Truck	ks: 4	6.830				
Autos: 68.46														
Medium Trucks: 79.45   -12.26   0.33   -1.20   -4.87   0.000   0		_		Di			Finite						Berr	
Heavy Trucks: 84.25											-			0.00
Unmitigated Noise   Levels (without Topo and barrier attenuation)   VehicleType   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL Autos: 72.5   71.7   69.9   63.9   72.5   72.5   73.7   73.7   70.5   73.7   70.5   73.4   73.7   70.5   73.7   74.4   73.7   70.5   73.9   74.4   73.7   70.5   73.9   74.4   73.7   74.8   74											-			0.00
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         72.5         71.7         69.9         63.9         72.5           Medium Trucks:         66.3         65.9         59.5         58.0         66.4           Heavy Trucks:         67.2         66.8         57.8         59.0         67.4           Vehicle Noise:         74.4         73.7         70.5         65.9         74.4	Heavy Trucks: 84.	25	-16.22		0.3	32		-1.20		-5.38	0	.000		0.00
Autos:         72.5         71.7         69.9         63.9         72.5           Medium Trucks:         66.3         65.9         59.5         58.0         66.4           Heavy Trucks:         67.2         66.8         57.8         59.0         67.4           Vehicle Noise:         74.4         73.7         70.5         65.9         74.4		_	•	$\overline{}$		_						_		
Medium Trucks:         66.3         65.9         59.5         58.0         66.4           Heavy Trucks:         67.2         66.8         57.8         59.0         67.4           Vehicle Noise:         74.4         73.7         70.5         65.9         74.4	., ., .,				Leq E	Ever							CΛ	
Heavy Trucks:         67.2         66.8         57.8         59.0         67.4           Vehicle Noise:         74.4         73.7         70.5         65.9         74.4									-					73.
Vehicle Noise: 74.4 73.7 70.5 65.9 74.4									-					66.
	· -											•		67. 74.
							. 5.0		-					
70 dBA 65 dBA 60 dBA 55 dBA	Contentine Distance to Noise	0011	ioui (ili leet)	,	70	dB/	4	65	dBA		60 dBA		55 (	dBA
Ldn: 108 233 503 1,083				Ldn:	1	108		2	233		503	•	1,0	183
CNEL: 116 250 539 1,162			CI	NEL:	1	116		2	250		539		1,1	62

	FHW	A-RD-77-108	HIGH	WAY N	OISE PI	REDICTI	ON MO	DEL			
	o: GP (2040) W e: Nason St.	ith Project					Name: umber:		Center at M	IV	
	nt: s/o Alessand	ro Blvd.				JOD IV	umber.	14556			
	SPECIFIC IN					N	OISE N	/ODE	L INPUT		
Highway Data	DI EGII IO IIII	UIDAIA		S	ite Con	ditions					
Average Daily	Traffic (Adt): 28	3.610 vehicles	3					Autos:	15		
	Percentage:	7.83%			Me	dium Tru	icks (2 A	Axles):	15		
		2,240 vehicles	3		He	avy Truc	cks (3+ A	Axles):	15		
Ve	hicle Speed:	45 mph			ehicle l	Miss					
Near/Far La	ne Distance:	58 feet		-		icleType		Dav	Evening	Night	Daily
Site Data								77.5%		9.6%	
Par	rier Height:	0.0 feet			М	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0 feet			-	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis		55.0 feet		-							
Centerline Dist.	to Observer:	55.0 feet		^	ioise Sc	ource El			et)		
Barrier Distance	to Observer:	0.0 feet				Autos m Trucks		000 297			
Observer Height (	Above Pad):	5.0 feet				m Trucks vy Trucks		297 006	Grade Ad	iustment	. 0.0
Pa	ad Elevation:	0.0 feet			пеач	ry Trucks	s. o.	000	Grade Auj	usunent	0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distant	ce (in f	eet)		
F	Road Grade:	0.0%				Autos	s: 47.	000			
	Left View:	-90.0 degree	s		Mediu	m Trucks	s: 46.	811			
	Right View:	90.0 degree	es		Heav	y Trucks	s: 46.	830			
FHWA Noise Mode	el Calculations			-							
VehicleType		Traffic Flow	Dist	tance		Road	Fresn		Barrier Atte		m Atten
Autos:	68.46	1.55		0.30		-1.20		-4.67	0.0		0.000
Medium Trucks:	79.45	-15.69		0.33		-1.20		-4.87	0.0		0.000
Heavy Trucks:	84.25	-19.64		0.32	2	-1.20		-5.38	0.0	000	0.000
Unmitigated Noise											
, , ,	Leq Peak Hour	- 1 - 7		Leq Ev			Night		Ldn		VEL
Autos:	69.1		68.3		66.5		60.5		69.1		69.7
Medium Trucks:	62.9		62.4		56.1		54.5		63.0		63.2
Heavy Trucks: Vehicle Noise:	63.7 71.0		63.4 70.3		54.3 67.1		55.6 62.4		63.9 71.0		64. 71.
Centerline Distance											
Contenine Distant	e to Noise Coi	nour (m reet)		70 d	BA	65 (	dBA	6	0 dBA	55	dBA
			Ldn:	64	ļ	13	38		297	6	40

FH	IWA-RD-77-108	HIGH	WAY NO	DISE PREDIC	TION M	DDEL			
Scenario: GP (2040) Road Name: Nason St. Road Segment: s/o Bay Av	,				ct Name: Number:		Center at N	/IV	
SITE SPECIFIC I	NPUT DATA			ite Condition			L INPUT	s	
Highway Data			31	ite Condition	s (Hara :				
Average Daily Traffic (Adt):		s		Medium	F1 (O	Autos:			
Peak Hour Percentage:	7.83%	_				,			
Peak Hour Volume:	3,182 vehicle	S		Heavy Tr	ucks (5+	Axies).	15		
Vehicle Speed: Near/Far Lane Distance:	45 mph 58 feet		V	ehicle Mix					
Near/Far Lane Distance.	36 leet			VehicleTy	ре	Day	Evening	Night	Daily
Site Data					Autos:	77.5%		9.6%	
Barrier Height:	0.0 feet				Trucks:			10.3%	
Barrier Type (0-Wall, 1-Berm):	0.0			Heavy	Trucks:	86.5%	2.7%	10.8%	0.749
Centerline Dist. to Barrier:	55.0 feet		N	oise Source	Flevation	ns (in fe	oet)		
Centerline Dist. to Observer:	55.0 feet		-			0.000	,,,,		
Barrier Distance to Observer:	0.0 feet			Medium Truc		2.297			
Observer Height (Above Pad):	5.0 feet			Heavy Truc		3.006	Grade Ad	iustment	: 0.0
Pad Elevation:	0.0 feet								
Road Elevation:	0.0 feet		La	ane Equivale		_ •	feet)		
Road Grade:	0.0%					7.000			
Left View:	-90.0 degre			Medium Truc		3.811			
Right View:	90.0 degre	es		Heavy Truc	cks: 46	3.830			
FHWA Noise Model Calculation									
VehicleType REMEL	Traffic Flow		ance	Finite Road			Barrier Att		m Atten
Autos: 68.4			0.30	-1.20	-	-4.67		000	0.00
Medium Trucks: 79.4			0.33	-1.20		-4.87		000	0.00
Heavy Trucks: 84.2			0.32		)	-5.38	0.0	000	0.00
Unmitigated Noise Levels (with								1	
VehicleType Leq Peak Ho			Leq Eve		q Night		Ldn		NEL
		69.8		68.0	62		70.0	-	71.
Medium Trucks: 6		64.0		57.6	56		64.		64.
		64.9		55.9	57	.1	65.	5	65.
									-
	2.5	71.8		68.6	64	.0	72.	5	73.

Tuesday, June 14, 2022

	FH	WA-RD-77-10	B HIG	HWAY	NOISE PE	REDICTI	ON M	ODEL			
Road Nan	rio: GP (2040) ne: Nason St. nt: s/o Cactus	,						e: Town r: 14556	Center at I	MV	
	SPECIFIC IN	NPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	Hard				
Average Daily	Traffic (Adt):	17,599 vehicle	es					Autos:			
Peak Hour	Percentage:	7.83%				dium Tru					
Peak F	Hour Volume:	1,378 vehicle	es		He	avy Truc	ks (3	+ Axles):	15		
Ve	ehicle Speed:	45 mph			Vehicle I	Mix					
Near/Far La	ne Distance:	58 feet				icleType		Day	Evening	Night	Daily
Site Data							utos:	77.5%	12.9%	9.6%	97.42%
Ra	rrier Height:	0.0 feet			Me	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			F	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
	ist. to Barrier:	55.0 feet			Noise Sc	roo El	nuntie	na (in f	not)		
Centerline Dist.	to Observer:	55.0 feet			Noise 30	Auto:		0.000	eet)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Trucks		2.297			
Observer Height	(Above Pad):	5.0 feet				y Trucks		8.006	Grade Ad	livotmont	F 0 0
P	ad Elevation:	0.0 feet			пеач	y Trucks	s.	0.000	Grade At	ijusiirierii	. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	7.000			
	Left View:	-90.0 degre	es		Mediui	m Trucks	: 4	6.811			
	Right View:	90.0 degre	es		Heav	y Trucks	8: 4	6.830			
HWA Noise Mod	el Calculation	ıs									-
VehicleType	REMEL	Traffic Flow		stance	Finite		Fre	snel	Barrier At		rm Atten
Autos:				0.3		-1.20		-4.67		000	0.000
Medium Trucks:				0.3		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-21.75	5	0.3	32	-1.20		-5.38	0.	000	0.000
Inmitigated Nois											
VehicleType	Leq Peak Hot		_	Leq E	ening	Leq	-		Ldn		NEL
Autos:		7.0	66.2		64.4		-	3.3	67.	-	67.6
Medium Trucks:		0.8	60.3		54.0		-	2.4	60.	-	61.1
Heavy Trucks:		1.6	61.3		52.2			3.5	61.	_	62.0
Vehicle Noise:		3.8	68.2		65.0		60	0.3	68.	9	69.3
Centerline Distan	ce to Noise C	ontour (in fee	t)								
			Į		dBA	65 (		- (	60 dBA		dBA
		_	Ldn:		46	10	-		215		163
		C	NEL:		50	10	)7		231	4	197

	F	HWA	-RD-77-108	HIGH	HWAY	NOISE P	REDICT	ION MO	DDEL				
Road Na	ario: GP (2040 ame: Eucalypto nent: e/o Naso	ıs Av						t Name: lumber:		Center at N	/IV		
	E SPECIFIC	INPL	JT DATA							L INPUT	S		
Highway Data						Site Cor	nditions	(Hard :					
	ly Traffic (Adt).								Autos:				
	ur Percentage.		7.83%				edium Tr						
Peak	Hour Volume.	1,	949 vehicles			He	eavy Tru	cks (3+	Axles):	15			
1	/ehicle Speed.		35 mph			Vehicle	Mix						
Near/Far	Lane Distance.		48 feet		1		icleType		Day	Evening	Nigh	t	Daily
Site Data								Autos:	77.5%	12.9%	9.6	3% 9	7.42%
F	Barrier Height.		0.0 feet			N	ledium T	rucks:	84.8%	4.9%	10.3	3%	1.84%
Barrier Type (0-			0.0				Heavy T	rucks:	86.5%	6 2.7%	10.8	3%	0.74%
	Dist. to Barrier		50.0 feet										
Centerline Dis	t. to Observer		50.0 feet			Noise S				eet)			
Barrier Distance	e to Observer		0.0 feet				Auto		.000				
Observer Heigh	t (Above Pad)		5.0 feet				m Truck		.297				_
	Pad Elevation		0.0 feet			Hea	vy Truck	s: 8	.006	Grade Ad	justme	ent: (	1.0
	Road Elevation		0.0 feet		İ	Lane Ed	uivalen	t Distar	ice (in	feet)			
	Road Grade		0.0%		İ		Auto	s: 44	.147	,			
	Left View		90.0 degree	s		Mediu	m Truck	s: 43	.947				
	Right View		90.0 degree			Hea	vy Truck	s: 43	.966				
FHWA Noise Mo	del Calculatio	ns											
VehicleType	REMEL	T	raffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en E	Berm	Atten
Auto	s: 64.3	80	2.04		0.7	71	-1.20		-4.65	0.0	000		0.000
Medium Truck	s: 75.7	75	-15.20		0.7	74	-1.20		-4.87	0.0	000		0.000
Heavy Truck	s: 81.5	7	-19.16		0.7	73	-1.20		-5.43	0.0	000		0.000
Unmitigated No.	ise Levels (wi	thou	t Topo and b	arri	er atte	nuation)							
VehicleType	Leq Peak H	our	Leq Day		Leq E	vening	Leq	Night		Ldn		CNE	L
Auto	s:	65.8	6	55.0		63.2		57	.2	65.8	3		66.4
Medium Truck	S.	60.1	5	59.6		53.3	1	51	.7	60.2	2		60.4
Heavy Truck	s:	61.9	6	31.6		52.6	;	53	.8	62.2	2		62.3
Vehicle Nois	e:	68.1	6	37.4		64.0	)	59	.6	68.	1		68.6
Centerline Dista	nce to Noise	Cont	our (in feet)										
-				T	70	dBA	65	dBA	- (	60 dBA		55 dl	3A
			_	.dn:		38		31		174		375	
			CN	IEL:	4	40		36		186		401	

	FHW	/A-RD-77-108	HIGHWA	AY NOISE F	REDICT	ION MC	DEL			
Road Nam	io: GP (2040) V ne: Bay Av. nt: w/o Lasselle	,				Name: lumber:		Center at M	1V	
SITE	SPECIFIC IN	PUT DATA			ı	IOISE	MODE	L INPUT	S	
Highway Data				Site Co.	nditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	3,410 vehicles	3				Autos:	15		
Peak Hour	Percentage:	7.83%		M	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	267 vehicles	3	H	eavy Tru	cks (3+ .	Axles):	15		
Ve	hicle Speed:	30 mph		Vehicle	Mix					
Near/Far La	ne Distance:	24 feet			nicleType	,	Day	Evening	Night	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97.429
Rai	rrier Height:	0.0 feet		٨	ledium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis		39.0 feet		Noise S	ouroo E	lovention	a (in fe	206)		
Centerline Dist.	to Observer:	39.0 feet		NOISE 3	Auto		.000	et)		
Barrier Distance	to Observer:	0.0 feet		Modiu	m Truck		297			
Observer Height (	Above Pad):	5.0 feet			vy Truck		006	Grade Ad	iustmant	. 0 0
Pa	ad Elevation:	0.0 feet		1100	vy IIuck	s. 0.	.000	Orauc Au	usunone	0.0
Roa	ad Elevation:	0.0 feet		Lane Ed	uivalen	t Distan	ce (in f	feet)		
I	Road Grade:	0.0%			Auto	s: 37	.443			
	Left View:	-90.0 degree	es	Mediu	ım Truck	s: 37	.206			
	Right View:	90.0 degree	es	Hea	vy Truck	s: 37	.230			
FHWA Noise Mode	el Calculations	3								
VehicleType	REMEL	Traffic Flow	Distan		Road	Fresi		Barrier Att	en Ber	m Atten
Autos:	61.75	-5.92		1.78	-1.20		-4.58		000	0.000
Medium Trucks:	73.48	-23.16		1.82	-1.20		-4.87		000	0.000
Heavy Trucks:	79.92	-27.12		1.82	-1.20		-5.57	0.0	000	0.000
Unmitigated Noise				,						
VehicleType	Leq Peak Hou			eq Evening		Night		Ldn		VEL
Autos:	56.		55.6	53.8		47.	-	56.4	•	57.0
Medium Trucks:	50.	-	50.5	44.1		42.	-	51.0		51.0
Heavy Trucks: Vehicle Noise:	53. 58.		53.1 58.3	44.0 54.6		45. 50.	_	53.6 59.0		53.8
Centerline Distance				01			-			
Centernile Distant	e to Moise Co.	intour (III leet)		70 dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:	7		15		33		72
		CI	VEL:	8		17		36		77

	FHWA-	-RD-77-108 HI	GHWAY N	NOISE PE	REDICTI	ON MODEL			
Road Name	o: GP (2040) Wit e: Cottonwood A t: w/o Lasselle S	v. ,				Name: Tow umber: 145	n Center at I 56	MV	
SITE S	SPECIFIC INPU	JT DATA		Sita Con		OISE MOI Hard = 10,	Soft = 15)	s	
· ·	Traffic (Adt): 35,	122 vohioloc		one con	untions (	Auto			
	. , .	.83%		Me	dium Tru	icks (2 Axle			
		750 vehicles				ks (3+ Axle	-,-		
	nicle Speed:	45 mph			•		-,		
Near/Far Lar		36 feet	-	Vehicle I		-	I		
				Veh	cleType	Day			Daily
Site Data						utos: 77.			97.42%
	rier Height:	0.0 feet			edium Tr				
Barrier Type (0-W	. ,	0.0		,	leavy Tr	ucks: 86.	5% 2.7%	10.8%	0.74%
Centerline Dis		44.0 feet		Noise Sc	urce Ele	evations (ir	feet)		
Centerline Dist. t		44.0 feet			Autos	: 0.000			
Barrier Distance t		0.0 feet		Mediui	n Trucks	: 2.297			
Observer Height (	,	5.0 feet		Heav	y Trucks	: 8.006	Grade Ad	djustment.	0.0
	d Elevation:	0.0 feet	-			Di-4 (	- f4)		
	d Elevation:	0.0 feet		Lane Eq		Distance (	n reet)		
F	Road Grade:	0.0%		A de elle	Autos n Trucks				
		90.0 degrees							
	-	90.0 degrees		neav	y Trucks	40.262			
FHWA Noise Mode		affic Flow I	Distance	Finite	Dood	Fresnel	Barrier At	ton Bor	m Atten
VehicleType Autos:	68.46	2.44	1.2		-1.20	-4.6		000	0.00
Medium Trucks:	79.45	-14.80	1.3		-1.20	-4.6		000	0.00
Heavy Trucks:	84.25	-14.00	1.3		-1.20	-5.5		000	0.00
Unmitigated Noise					-1.20	-0.0	0.	000	0.00
	Lea Peak Hour	Leg Day		vening	Leg I	Viaht	Ldn	CI	VEL
Autos:	71.0	70.		68.4	2041	62.3	70.		71.
Medium Trucks:	64.8	64.	3	58.0		56.4	64.		65.
Heavy Trucks:	65.6	65.	2	56.2		57.5	65.	8	65.
Vehicle Noise:	72.8	72.	1	69.0		64.3	72.	9	73.
		our (in feet)							

Tuesday, June 14, 2022

FH	WA-RD-77-108 H	IIGHWAY	NOISE P	REDICTION	ON MODEL		
Scenario: GP (2040) Road Name: Alessandr Road Segment: w/o Perris	o Blvd.				Vame: Tow Imber: 145	n Center at N 56	/IV
SITE SPECIFIC I	NPUT DATA			N	DISE MOD	EL INPUT	S
Highway Data			Site Con	ditions (	Hard = 10,	Soft = 15)	
Average Daily Traffic (Adt):	65,695 vehicles				Auto	s: 15	
Peak Hour Percentage:	7.83%		Ме	dium Tru	cks (2 Axle	s): 15	
Peak Hour Volume:	5,144 vehicles		He	avy Truc	ks (3+ Axle	s): 15	
Vehicle Speed:	45 mph		Vehicle	Miv			
Near/Far Lane Distance:	82 feet			icleType	Dav	Evening	Night Daily
Site Data			* 0		utos: 77.		9.6% 97.42%
Barrier Height:	0.0 feet		М	edium Tri			10.3% 1.84%
Barrier Type (0-Wall, 1-Berm):	0.0 reet			Heavy Tr	ucks: 86.	5% 2.7%	10.8% 0.74%
Centerline Dist. to Barrier:	67.0 feet			·			
Centerline Dist. to Observer:	67.0 feet		Noise S		vations (in	reet)	
Barrier Distance to Observer:	0.0 feet			Autos			
Observer Height (Above Pad):	5.0 feet			m Trucks		0	
Pad Elevation:	0.0 feet		Heal	y Trucks	8.006	Grade Ad	justment: 0.0
Road Elevation:	0.0 feet		Lane Eq	uivalent	Distance (i	n feet)	
Road Grade:	0.0%			Autos	53.226		
Left View:	-90.0 degrees		Mediu	m Trucks	53.059		
Right View:	90.0 degrees		Hear	y Trucks	53.076		
FHWA Noise Model Calculation	าร						
VehicleType REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Att	en Berm Atten
Autos: 68.4	5.16	-0.	51	-1.20	-4.7	1 0.0	0.000
Medium Trucks: 79.4	-12.08	-0.4	49	-1.20	-4.8	8 0.0	0.000
Heavy Trucks: 84.25	-16.03	-0.4	49	-1.20	-5.2	9 0.0	0.000
Unmitigated Noise Levels (with	nout Topo and ba	arrier atte	nuation)				
VehicleType Leq Peak Ho			vening	Leq N	-	Ldn	CNEL
		1.1	69.3		63.3	71.9	
		5.2	58.9		57.3	65.8	
,		3.2	57.1		58.4	66.7	
Vehicle Noise: 7	3.8 73	3.1	69.9		65.2	73.8	3 74.2
Centerline Distance to Noise C	Contour (in feet)						
			dBA	65 a		60 dBA	55 dBA
			20	25	-	556	1,198
	CNE	EL: 1	29	27	7	597	1,285

	FH	WA-RD-77-108	HIGH	lWAY N	IOISE P	REDICT	ION M	ODEL			
	o: GP (2040) e: Alessandro nt: w/o Kitchin	Blvd.				.,		Town (	Center at N	ИV	
	SPECIFIC II	NPUT DATA			Di4- O-				L INPUT	S	
Highway Data					site Coi	nditions	(Hara				
Average Daily	. ,		S					Autos:			
	Percentage:	7.83%				edium Tr					
	our Volume:	4,866 vehicle	S		He	eavy Tru	cks (3+	· Axles):	15		
	hicle Speed:	45 mph		١	/ehicle	Mix					
Near/Far Lar	ne Distance:	82 feet			Vel	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.69	6 97.42%
Rar	rier Height:	0.0 feet			N	ledium T	rucks:	84.8%	4.9%	10.39	6 1.84%
Barrier Type (0-W	all, 1-Berm):	0.0				Heavy T	rucks:	86.5%	2.7%	10.89	6 0.74%
Centerline Dis		67.0 feet		1	Voise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.		67.0 feet				Auto	s: (	0.000			
Barrier Distance		0.0 feet			Mediu	m Truck	s: 2	2.297			
Observer Height (	,	5.0 feet			Hea	vy Truck	s: 8	3.006	Grade Ad	justmen	t: 0.0
	ad Elevation:	0.0 feet		-		•					
	ad Elevation:	0.0 feet		L	ane Eq	uivalen			feet)		
F	Road Grade:	0.0%				Auto		3.226			
	Left View:	-90.0 degree				m Truck	-	3.059			
	Right View:	90.0 degree	es		Hea	vy Truck	(s: 5)	3.076			
FHWA Noise Mode	el Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	snel	Barrier Att	en Be	rm Atten
Autos:	68.46	4.92		-0.5	1	-1.20		-4.71	0.	000	0.000
Medium Trucks:	79.45	-12.32		-0.49	9	-1.20		-4.88	0.	000	0.000
Heavy Trucks:	84.25	-16.27		-0.49	9	-1.20		-5.29	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	er atten	uation)						
	Leq Peak Ho			Leq Ev			Night		Ldn		NEL
Autos:	-	1.7	70.8		69.1		63		71.	-	72.2
Medium Trucks:			65.0		58.6		57		65.	-	65.8
Heavy Trucks:	66	5.3	65.9		56.9	)	58	.1	66.	5	66.6
Vehicle Noise:			72.8		69.7		65	.0	73.	5	74.0
Centerline Distance	e to Noise C	ontour (in feet	)								
			L	70 c			dBA		0 dBA	1	5 dBA
			Ldn:	11	-	_	49		536		,155
		C	NEL:	12	24	2	67		575	1	,239

Barrier Height:   0.0 feet   Medium Trucks: 84.8%   4.9%   10.3%   1.1		FH\	WA-RD-77-108	HIGH	NAY N	OISE P	REDICT	ION MO	DDEL			
	Road Nam	e: Alessandro	Blvd.								ИV	
Average Daily Traffic (Adt): 43,301 vehicles   Peak Hour Percentage: 7,83%   Medium Trucks (2 Axles): 15   Seek Hour Volume: 3,390 vehicles   Vehicle Speed: 50 mph   Near/Far Lane Distance: 82 feet   Vehicle Mix   Vehicle Type   Day   Evening   Night   Day   Sevening   Night   Night   Day   Night   Day   Sevening   Night   Night   Day   Night   N		SPECIFIC IN	IPUT DATA								s	
Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15	Highway Data				S	ite Con	ditions	(Hard :	= 10, S	oft = 15)		
Peak Hour Volume: 3,390 vehicles   Vehicle Speed: 50 mph   Near/Far Lane Distance: 82 feet	Average Daily	Traffic (Adt):	43,301 vehicle	S								
Vehicle Speed:         50 mph         Vehicle Mix         Vehicle Type         Day         Evening         Night         Dascenting           Site Data         Autos:         77.5%         12.9%         9.6%         96.9%	Peak Hour	Percentage:	7.83%					,				
Near/Far Lane Distance:   82 feet     Vehicle Nize   Day   Evening   Night   Day   Site Data   Near Nize   Near	Peak H	lour Volume:	3,390 vehicle	S		He	avy Tru	cks (3+	Axles):	: 15		
Near/Far Lane Distance: 82 feet   VehicleType   Day   Evening   Night   Day	Ve	hicle Speed:	50 mph		V	ehicle	Mix					
Barrier Height:   D.0 feet   D.	Near/Far La	ne Distance:	82 feet		F				Day	Evening	Night	Daily
Barrier Trype (C-Wall, 1-Berm)	Site Data						-	Autos:	77.5%	6 12.9%	9.69	6 97.429
Barrier Type (0-Wall, 1-Berm): 0.0   Heavy Trucks: 86.5% 2.7% 10.8% 0.7	Rai	rrier Height	0.0 feet			М	edium Ti	rucks:	84.8%	6 4.9%	10.39	6 1.849
Centerline Dist. to Observer: 67.0 feet   Autos: 0.000						-	Heavy T	rucks:	86.5%	6 2.7%	10.89	6 0.749
Autos: 0.000   Content	Centerline Dis	st. to Barrier:	67.0 feet		٨	loise So	ource El	levatio	ns (in f	eet)		
Barrier Distance to Observer: 0.0 feet   Distance   Medium Trucks: 2.297   Heavy Trucks: 8.006   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Autos: 53.256   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Autos: 53.256   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Autos: 53.059   Grade Adjustment: 0.0   Autos: 53.059   Grade Adjustment: 0.0   Grade Adjustment: 0.0   Autos: 53.059   Grade Adjustment: 0.0   Grade Adjustment: 0	Centerline Dist.	to Observer:	67.0 feet		F					,		
Diserver Height (Above Pad):	Barrier Distance	to Observer:	0.0 feet			Mediu						
Pad Elevation:   0.0 feet	Observer Height (	Above Pad):	5.0 feet							Grade Ad	liustmer	t: 0.0
Road Grade:	Pa	ad Elevation:	0.0 feet								,	
Left View: -90.0 degrees   Medium Trucks: 53.059	Ros	ad Elevation:			L	ane Eq				feet)		
FHWA Noise Model Calculations	F											
FHWA Noise Model Calculations												
VehicleType		Right View:	90.0 degree	es		Heav	y Truck	s: 53	1.076			
Autos: 70.20   2.89   -0.51   -1.20   -4.71   0.000   0.	FHWA Noise Mode	el Calculation	s									
Medium Trucks:   81.00   -14.34   -0.49   -1.20   -4.88   0.000   0.     Heavy Trucks:   85.38   -18.30   -0.49   -1.20   -5.29   0.000   0.     Unmitigated Noise Levels (without Topo and barrier attenuation)   VehicleType   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL     Autos:   71.4   70.6   68.8   62.7   71.4     Medium Trucks:   65.0   64.5   58.2   56.6   65.1   1.0     Medium Trucks:   65.0   64.5   58.2   56.6   65.1   1.0     Company Trucks:   65.0   64.5   64.5   64.5   64.5     Company Trucks:   65.0   64.5   64.5   64.5   64.5     Company Trucks:   65.0   64.5   64.5   64.5     Company Trucks:   65.0   64.5   64.5     Company Trucks:   65.0   64.5   64.5     Company Trucks:   65.0   64.5     Company Trucks:   65.0   64.5     Company Trucks:   65.0   64.5     Company Trucks:   65.0   64.5     Company Trucks:   65.0   64.5     Company Trucks:   65.0   64.5     Company Trucks:   65.0     Company				Dista				Fres				erm Atten
Heavy Trucks:												0.00
Unmitigated Noise Levels (without Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         71.4         70.6         68.8         62.7         71.4           Medium Trucks:         65.0         64.5         58.2         56.6         65.1												0.00
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         71.4         70.6         68.8         62.7         71.4           Medium Trucks:         65.0         64.5         58.2         56.6         65.1	Heavy Trucks:	85.38	-18.30		-0.49	)	-1.20		-5.29	0.	000	0.00
Autos:     71.4     70.6     68.8     62.7     71.4       Medium Trucks:     65.0     64.5     58.2     56.6     65.1									_		,	
Medium Trucks: 65.0 64.5 58.2 56.6 65.1		- 1	.,.,		Leq Ev							
												72.
									-			65.
											-	65. 73.
						09.4		04	.0	13.	'	13.
Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA	Centerline Distanc	e to Noise Co	ontour (in feet	)	70 4	'BA	65	dBA	_	60 dBA	- 5	5 dBA
Ldn: 108 233 502 1.081				I dn:					1 '			
CNEL: 116 250 539 1.161						-	_					,

FHV	VA-RD-77-108	HIGH	N YAW	IOISE PI	REDICT	ION MO	DEL					
Scenario: GP (2040) \ Road Name: Alessandro Road Segment: w/o Lasselle	Blvd.			Project Name: Town Center at MV Job Number: 14556								
SITE SPECIFIC IN Highway Data	PUT DATA			Sita Can		IOISE N (Hard =		L INPUT	S			
	7 440			one con	untions		Autos:					
Average Daily Traffic (Adt): 5 Peak Hour Percentage:	7.83%	5		140	dium Te	ucks (2 A						
	4.496 vehicles					cks (3+ A						
Vehicle Speed:	4,496 verilcles	•	L			cha (a+ /	1/103).	10				
Near/Far Lane Distance:	82 feet		L	Vehicle I	Vix							
Neal/I al Lane Distance.	02 leet			Veh	icleType		Day	Evening	Night	Daily		
Site Data							77.5%			97.42%		
Barrier Height:	0.0 feet			М	edium T		84.8%		10.3%			
Barrier Type (0-Wall, 1-Berm):	0.0			I	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline Dist. to Barrier:	67.0 feet			Noisa Sr	urce F	levations	e (in fa	not)				
Centerline Dist. to Observer:	67.0 feet		· · · · · ·	10/30 00	Auto		000	,				
Barrier Distance to Observer:	0.0 feet			Modiu	m Truck		297					
Observer Height (Above Pad):	5.0 feet				y Truck		201	Grade Ad	iustment	. 0 0		
Pad Elevation:	0.0 feet		L		•					. 0.0		
Road Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distanc	e (in	feet)				
Road Grade:	0.0%				Auto	s: 53.	226					
Left View:	-90.0 degree	es		Mediu	m Truck	s: 53.	059					
Right View:	90.0 degree	es		Heav	y Truck	s: 53.	076					
FHWA Noise Model Calculations												
VehicleType REMEL	Traffic Flow	Dis	tance		Road	Fresn		Barrier Att		m Atten		
Autos: 68.46	4.58		-0.5		-1.20		-4.71		000	0.000		
Medium Trucks: 79.45	-12.66		-0.4		-1.20		-4.88		000	0.000		
Heavy Trucks: 84.25	-16.62		-0.4	9	-1.20		-5.29	0.0	000	0.000		
Unmitigated Noise Levels (with	out Topo and	barrie	er atten	uation)								
VehicleType Leq Peak Hou			Leg E		Leq	Night		Ldn		NEL		
Autos: 71		70.5		68.7		62.7		71.3		71.9		
Medium Trucks: 65		64.7		58.3		56.7		65.2	-	65.4		
Heavy Trucks: 65		65.6		56.5		57.8	3	66.2	2	66.3		
Vehicle Noise: 73	.2	72.5		69.3		64.7	, –	73.2	2	73.7		
Centerline Distance to Noise Co	-4 C EE											

Tuesday, June 14, 2022

	FH	WA-RD-77-10	8 HIGH	YAW	NOISE PE	REDICTI	ON M	ODEL							
Road Nam	io: GP (2040) ne: Alessandro nt: e/o Nason	Blvd.						: Town ( : 14556	Center at N	ЛV					
	SPECIFIC IN	NPUT DATA							L INPUT	s					
Highway Data					Site Con	ditions (	Hard								
Average Daily	Traffic (Adt):	25,271 vehicle	es		Autos: 15										
Peak Hour	Percentage:	7.83%				dium Tru									
Peak H	lour Volume:	1,979 vehicle	es		Heavy Trucks (3+ Axles): 15										
Ve	hicle Speed:	45 mph			Vehicle I	Mix									
Near/Far La	ne Distance:	58 feet				icleType		Day	Evening	Night	Daily				
Site Data						A	utos:	77.5%	12.9%	9.6%	97.42%				
Ra	rrier Height:	0.0 feet			Ме	edium Tr	ucks:	84.8%	4.9%	10.3%	1.84%				
Barrier Type (0-W		0.0			F	Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%				
Centerline Di	. ,	55.0 feet			Noise Source Elevations (in feet)										
Centerline Dist.	Centerline Dist. to Observer: 55.0 feet					Noise Source Elevations (in feet)  Autos: 0.000									
Barrier Distance	to Observer:	0.0 feet			A decellor	Autos m Trucks		2.297							
Observer Height	(Above Pad):	5.0 feet						2.297 8.006	Grade Ad	livatmant	0.0				
P	ad Elevation:	0.0 feet			Heav	y Trucks		8.006	Grade Ad	jusimeni.	0.0				
Ro	ad Elevation:	0.0 feet			Lane Equ	uivalent	Dista	nce (in	feet)						
	Road Grade:	0.0%				Autos	: 4	7.000							
	Left View:	-90.0 degre	ees		Mediur	m Trucks	: 4	6.811							
	Right View:	90.0 degre	ees		Heav	y Trucks	: 4	6.830							
FHWA Noise Mod	el Calculation	ıs													
VehicleType	REMEL	Traffic Flow		stance	Finite		Fre		Barrier Att		m Atten				
Autos:	68.46			0.0		-1.20		-4.67		000	0.000				
Medium Trucks:	79.45			0.0		-1.20		-4.87		000	0.000				
Heavy Trucks:	84.25	-20.18	3	0.0	32	-1.20		-5.38	0.	000	0.000				
Unmitigated Noise			l barri	er atte	nuation)										
VehicleType	Leq Peak Hou		,	Leq E	vening	Leq I	-		Ldn		VEL				
Autos:		3.6	67.7		66.0		-	9.9	68.		69.1				
Medium Trucks:		2.3	61.9		55.5		-	1.0	62.	-	62.7				
Heavy Trucks:		3.2	62.8		53.8			5.0	63.		63.5				
Vehicle Noise:		0.4	69.7		66.6		61	1.9	70.	5	70.9				
Centerline Distan	ce to Noise C	ontour (in fee	t)							,					
			[		dBA	65 c		6	60 dBA		dBA				
		_	Ldn:		59	12			274	-	89				
		C	NEL:		53	13	6		293	6	32				

FH\	VA-RD-77-108	HIGHV	VAY NOISE	PREDICT	ION MO	DEL					
Scenario: GP (2040) Road Name: Cactus Av. Road Segment: w/o Nason	,		Project Name: Town Center at MV Job Number: 14556								
SITE SPECIFIC IN	IPUT DATA		04- 0-				L INPUT	s			
Highway Data			Site Co	nditions							
Average Daily Traffic (Adt):	- ,	S				Autos:	15				
Peak Hour Percentage:	7.83%			ledium Tr			15				
Peak Hour Volume:	1,550 vehicle	S	F	leavy Tru	cks (3+ )	Axles):	15				
Vehicle Speed:	45 mph		Vehicle	Mix							
Near/Far Lane Distance:	36 feet		Ve	hicleType		Day	Evening	Night	Daily		
Site Data					Autos:	77.5%	12.9%	9.6%	97.42%		
Barrier Height:	0.0 feet			Medium T	rucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-Wall, 1-Berm):	0.0			Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline Dist. to Barrier:	44.0 feet		Noise :	Source El	levation	s (in fe	et)				
Centerline Dist. to Observer:	44.0 feet			Auto		000	.,				
Barrier Distance to Observer:	0.0 feet		Med	um Truck	s: 2.	297					
Observer Height (Above Pad):	5.0 feet		He	avy Truck	s: 8.	006	Grade Ad	justment	0.0		
Pad Elevation:	0.0 feet										
Road Elevation:	0.0 feet		Lane E	quivalen			eet)				
Road Grade:	0.0%			Auto		460					
Left View:	-90.0 degre			um Truck		241					
Right View:	90.0 degre	es	He	avy Truck	s: 40.	262					
FHWA Noise Model Calculation	s		•								
VehicleType REMEL	Traffic Flow	Dista	nce Finit	e Road	Fresr	nel i	Barrier Att	en Ber	m Atten		
Autos: 68.46	-0.05		1.28	-1.20		-4.61	0.0	000	0.000		
Medium Trucks: 79.45	-17.28		1.31	-1.20		-4.87	0.0	000	0.000		
Heavy Trucks: 84.25	-21.24		1.31	-1.20		-5.50	0.0	000	0.000		
Unmitigated Noise Levels (with	out Topo and	barrier	attenuation	)							
VehicleType Leq Peak Hou			eq Evening		Night		Ldn		NEL		
Autos: 68		67.7	65	-	59.8	-	68.	-	69.1		
Medium Trucks: 62		61.8	55	-	53.9	-	62.4		62.6		
Heavy Trucks: 63	• •	62.8	53		55.0		63.3	_	63.5		
Vehicle Noise: 70	.3	69.7	66	5	61.8	5	70.4	+	70.8		
Centerline Distance to Noise Co	ontour (in feet	)	70 dBA	65	dBA	6	0 dBA	55	dBA		
Centerline Distance to Noise Co	ontour (in feet	Ldn:	70 dBA 47		dBA	6	0 dBA 216		dBA		

Tuesday.	June	14.	2022

	io: GP (2040) V	Vith Project			Project	Name:	Town (	Center at M	IV			
Road Nam		viii i i i i i ject				umber:		Jonici at iv				
	nt: w/o Nason S	St.					1000					
SITE	SPECIFIC IN	PUT DATA			N	OISE N	IODE	L INPUT	S			
Highway Data				Site Conditions (Hard = 10, Soft = 15)								
Average Daily	Traffic (Adt): 4	1,359 vehicles				,	Autos:	15				
Peak Hour	Percentage:	7.83%		Me	dium Tr	icks (2 A	xles):	15				
Peak H	lour Volume:	3,238 vehicles		He	avy Truc	cks (3+ A	xles):	15				
Ve	hicle Speed:	50 mph		Vehicle	Miss							
Near/Far La	ne Distance:	82 feet			icleType		Day	Evening	Night	Daily		
Site Data						Autos:	77.5%	12.9%	9.6%	97.42%		
Ra	rrier Height:	0.0 feet		М	edium Ti	ucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-W		0.0		1	Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline Dis		67.0 feet		Noise So	5			-41				
Centerline Dist.	to Observer:	67.0 feet		Noise S				et)				
Barrier Distance	to Observer:	0.0 feet			Auto. m Truck.		000 297					
Observer Height (	(Above Pad):	5.0 feet						0	4			
	ad Elevation:	0.0 feet		Heav	y Truck	s: 8.0	006	Grade Adj	ustment	. 0.0		
Rot	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distanc	e (in f	eet)				
1	Road Grade:	0.0%			Auto	s: 53.:	226					
	Left View:	-90.0 degree	s	Mediu	m Truck	s: 53.0	059					
	Right View:	90.0 degree	s	Heav	y Truck	s: 53.0	076					
FHWA Noise Mode	el Calculations	;										
VehicleType	REMEL	Traffic Flow	Distanc	e Finite	Road	Fresn	el .	Barrier Atte	en Ber	m Atten		
Autos:	70.20	2.69	-(	0.51	-1.20		-4.71	0.0	000	0.00		
Medium Trucks:	81.00	-14.54	-(	0.49	-1.20		-4.88	0.0	000	0.00		
Heavy Trucks:	85.38	-18.50	-(	0.49	-1.20		-5.29	0.0	000	0.00		
ricavy rrucks.		T d l	parrier at	enuation)								
Unmitigated Noise VehicleType	Leq Peak Hou	r Leq Day	Lec	Evening	- ' '	Night		Ldn		NEL		
Unmitigated Noise VehicleType Autos:	Leq Peak Hou	Leq Day	70.4	68.6		62.5		71.2	2	71.		
VehicleType Autos: Medium Trucks:	Leq Peak Hour 71. 64.	Leq Day	70.4 64.3	68.6 58.0		62.5 56.4		71.2	2	71. 65.		
VehicleType Autos: Medium Trucks: Heavy Trucks:	Leq Peak Hour 71. 64. 65.	Leq Day 2 7 8 6	70.4 64.3 64.8	68.6 58.0 55.8	- 7	62.5 56.4 57.0		71.2 64.9 65.4	2	71. 65. 65.		
VehicleType  Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	Leq Peak Hour 71. 64. 65. 72.	Leq Day 2 7 8 6 2 6	70.4 64.3	68.6 58.0	- 7	62.5 56.4		71.2	2	71. 65. 65.		
VehicleType Autos: Medium Trucks: Heavy Trucks:	Leq Peak Hour 71. 64. 65. 72.	Leq Day 2 7 8 6 2 6	Leq 70.4 64.3 64.8 72.2	68.6 58.0 55.8 69.2		62.5 56.4 57.0 64.4		71.2 64.9 65.4 72.9	)	71.65.65.73.		
VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	Leq Peak Hour 71. 64. 65. 72.	Leq Day   2	Leq 70.4 64.3 64.8 72.2	68.6 58.0 55.8	65	62.5 56.4 57.0		71.2 64.9 65.4	55			

	WA-RD-77-108	onv								
Scenario: GP (2040) Road Name: Cactus Av					.,		Town (	Center at N	ΛV	
	•				JOD IV	umber:	14556			
Road Segment: e/o Nason										
SITE SPECIFIC II Highway Data	NPUT DATA		S	ite Cond				L INPUT	S	
Average Daily Traffic (Adt):	17 053 vohiclo						Autos:	15		
Peak Hour Percentage:	7.83%	•		Mer	dium Tri	icke (2	Axles):	15		
Peak Hour Volume:	1.335 vehicle	,					Axles):			
Vehicle Speed:	45 mph	•			•	, ro ( o .	Axico).	10		
Near/Far Lane Distance:	36 feet		ν	ehicle N						
	00 1001			Vehic	cleType		Day	Evening	Night	Daily
Site Data						utos:	77.5%		9.6%	
Barrier Height:	0.0 feet				dium Tr		84.8%		10.3%	
Barrier Type (0-Wall, 1-Berm):	0.0			Н	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74
Centerline Dist. to Barrier:	44.0 feet		N	oise So	urce El	evatio	ns (in fe	eet)		
Centerline Dist. to Observer:	44.0 feet				Autos		0.000	,		
Barrier Distance to Observer:	0.0 feet			Mediun	1 Trucks	: 2	297			
Observer Height (Above Pad):	5.0 feet			Heav	/ Trucks	: 8	3.006	Grade Ad	justment	0.0
Pad Elevation:	0.0 feet		-							
Road Elevation:	0.0 feet		L	ane Equ				reet)		
Road Grade:	0.0%				Autos		0.460			
Left View:	-90.0 degree			Mediun			0.241			
Right View:	90.0 degree	es		Heav	/ Trucks	3: 4(	0.262			
FHWA Noise Model Calculation										
VehicleType REMEL	Traffic Flow	Dista		Finite I		Fres		Barrier Att		m Atter
Autos: 68.46			1.28		-1.20		-4.61		000	0.00
Medium Trucks: 79.45			1.31		-1.20		-4.87		000	0.00
	-21.89		1.31		-1.20		-5.50	0.0	000	0.00
Heavy Trucks: 84.25				iation)						
Unmitigated Noise Levels (with									_	
Unmitigated Noise Levels (with  VehicleType Leq Peak Ho	ur Leq Day	· L	.eq Ev	ening	Leq	Vight		Ldn		NEL
Unmitigated Noise Levels (with VehicleType   Leq Peak Ho Autos: 6	ur Leq Day 7.8	67.0		ening 65.2	Leq	59		67.	В	68
Unmitigated Noise Levels (with VehicleType Leq Peak Ho Autos: 6 Medium Trucks: 6	ur Leq Day 7.8 1.6	67.0 61.2		65.2 54.8	Leq	59 53	.3	67.6	B 7	68 62
Unmitigated Noise Levels (with VehicleType   Leq Peak Ho Autos: 6 Medium Trucks: 6 Heavy Trucks: 6	Leq Day 7.8 1.6 2.5	67.0 61.2 62.1		65.2 54.8 53.1	Leg	59 53 54	.3	67.6 61.7 62.7	8 7 7	68 62 62
Unmitigated Noise Levels (with  VehicleType   Leq Peak Ho Autos: 6  Medium Trucks: 6 Heavy Trucks: 6	Leq Day 7.8 1.6 2.5	67.0 61.2 62.1 69.0		65.2 54.8	Leq	59 53	.3	67.6	8 7 7	68 62

Tuesday, June 14, 2022

	FH\	WA-RD-77-108	HIGHV	VAY N	AY NOISE PREDICTION MODEL							
Scenari Road Nam Road Segmer		,						Town 14556	Center at N	/IV		
SITE	SPECIFIC IN	IPUT DATA				N	OISE	MODE	L INPUT	S		
Highway Data				5	ite Con	ditions	Hard :	= 10, S	oft = 15)			
Average Daily	Traffic (Adt):	31,463 vehicles	;					Autos.	15			
Peak Hour	Percentage:	7.83%			Me	dium Tru	icks (2	Axles).	15			
Peak H	our Volume:	2,464 vehicles	;		He	avy Truc	ks (3+	Axles).	15			
Vei	hicle Speed:	50 mph		,	ehicle	Miv						
Near/Far Lai	ne Distance:	82 feet		H.		icleType		Dav	Evening	Niaht	Daily	
Site Data							utos:	77.59	-	9.6%		
Par	rier Height:	0.0 feet			М	edium Tr	ucks:	84.89	6 4.9%	10.3%	1.84%	
Barrier Type (0-W		0.0 feet				Heavy Tr	ucks:	86.5%	6 2.7%	10.8%	0.74%	
Centerline Dis	. ,	67.0 feet		١.		·						
Centerline Dist.		67.0 feet		,	ioise S	ource El		_ •	eet)			
Barrier Distance	to Observer:	0.0 feet				Autos		.000				
Observer Height (	Above Pad):	5.0 feet				m Trucks		.297	0	·		
	d Elevation:	0.0 feet			Heat	y Trucks	8: 8	.006	Grade Ad	justment	0.0	
Roa	d Elevation:	0.0 feet		L	ane Eq	uivalent	Distar	ce (in	feet)			
F	Road Grade:	0.0%				Autos	5: 53	.226				
	Left View:	-90.0 degree	:S		Mediu	m Trucks	: 53	.059				
	Right View:	90.0 degree	:S		Hear	y Trucks	53	.076				
FHWA Noise Mode	l Calculation	s										
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten	
Autos:	70.20	1.51		-0.5	1	-1.20		-4.71	0.0	000	0.000	
Medium Trucks:	81.00			-0.49		-1.20		-4.88		000	0.000	
Heavy Trucks:	85.38	-19.69		-0.49	)	-1.20		-5.29	0.0	000	0.000	
Unmitigated Noise												
	Leq Peak Hou			Leq E		Leq	-		Ldn		VEL	
Autos:	70		39.2		67.4		61	-	70.0		70.6	
Medium Trucks:	63		33.1		56.8		55	_	63.		63.9	
Heavy Trucks:	64		33.6		54.6		55.	_	64.:		64.3	
Vehicle Noise:	71		71.0		68.0		63	2	71.	7	72.2	
Centerline Distanc	e to Noise Co	ontour (in feet)			-	-					10.4	
			L	70 c		65 (			60 dBA		dBA	
			Ldn:	8			38		406	_	74	
		CI	IEL:	9	1	20	12		436	g	39	

## **APPENDIX 8.1:**

**ON-SITE TRAFFIC NOISE LEVEL CALCULATIONS** 



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F	-HWA-RD-77-1	08 HIGHWAY	NOIS	E PREDI	ICTION	MODE	L (CALV	ENO)	- 6/2/2013		
Road Nar	rio: Backyard V ne: Cottonwood Vo: ON1					Job N	t Name: lumber: Analyst:	14556	Center at N	ИV	
SITE	SPECIFIC IN	PUT DATA				- 1	NOISE I	MODE	L INPUT	s	
Highway Data				S	ite Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	10,500 vehicles	3					Autos:	15		
Peak Hou	Percentage:	7.83%					ucks (2 /	,	15		
	lour Volume:	822 vehicles	3		He	avy Tru	cks (3+ )	Axles):	15		
	ehicle Speed:	45 mph		V	ehicle I	Mix					
Near/Far La	ane Distance:	36 feet			Veh	icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.429
Ва	rrier Heiaht:	6.0 feet			M	edium 7	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-V	Vall, 1-Berm):	0.0			F	Heavy 7	rucks:	86.5%	2.7%	10.8%	0.749
Centerline D	ist. to Barrier:	44.0 feet		N	nisa Sr	urco F	levation	e (in fa	not)		
Centerline Dist.	to Observer:	54.0 feet		<u> </u>	0,00 00	Auto		0.00	,		
Barrier Distance	to Observer:	10.0 feet			Mediu	n Truck		2.30			
Observer Height		3.0 feet				y Truck		8.01	Grade Ad	justment	0.0
	ad Elevation:	0.0 feet		-		•					
Road Elevation: 0.0 feet				L	ane Eq		t Distan		reet)		
Bari	rier Elevation: Road Grade:	0.0 feet			Mar allian	Auto n Truck		1.036			
	Road Grade:	0.0%				т тrucк vy Truck		0.760 0.640			
					1 Icav	y IIuun	.s. 5t	J.04U			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresr	nel	Barrier Att	en Bei	m Atten
Autos:		-2.80		-0.24		-1.20		0.75		500	-12.50
Medium Trucks:		-20.04		-0.20		-1.20		0.58		900	-11.90
Heavy Trucks:	82.14	-24.00		-0.19		-1.20		0.25	-7.	150	-10.15
Unmitigated Nois	e Levels (with	out Topo and	barrie	er attenu	ation)						
VehicleType	Leq Peak Hou	r Leq Day		Leq Eve	ening	Leq	Night		Ldn	C	NEL
Autos:	65	.1	64.3		62.5		56.4	1	65.	1	65.
Medium Trucks:	56	.2	55.7		49.4		47.8	3	56.	3	56.
Heavy Trucks:	56	.8	56.4		47.4		48.6	3	57.	0	57.
Vehicle Noise:	66	.2	65.4		62.8		57.6	3	66.	2	66.
Mitigated Noise L	evels (with To	po and barrier	atter	nuation)							
VehicleType	Leq Peak Hou	r Leq Day		Leg Eve	ening	Leq	Night		Ldn	С	NEL
Autos:	55	.6	54.8		53.0		46.9	9	55.	6	56.
Medium Trucks:	47	.3	46.8		40.5		38.9	9	47.	4	47.
Heavy Trucks:			49.3		40.2		41.5		49.		49.
Vehicle Noise:	57	.1	56.4		53.5		48.	5	57.	1	57.
Centerline Distan	ce to Noise Co	ntour (in feet)	1	70 di	BA	65	dBA	6	0 dBA	55	dBA

Tuesday,	June	14,	2022

Average Daily Traffic (Adf): 63,000 vehicles   Peak Hour Percentage: 7,83%   Medium Trucks (2 Axles): 15   15   Vehicle Speed: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet   Vehicle Hix Vehicle Type   Day   Evening   Night   Daily   Night   Daily   Vehicle Type   Day   Evening   Night   Daily   Daily   Night   Daily	F	HWA-RD-77-1	108 HIGHWAY N	IOISE PR	REDICTION	MODEL (CAL	VENO)	- 6/2/2013					
Average Daily Traffic (Adt): 63,000 vehicles   Peak Hour Percentage: 7,83%   Peak Hour Volume: 4,933 vehicles   Vehicle Speed: 45 mph   Near/Far Lane Distance: 58 feet   Vehicle Mix   Vehicle Type   Day   Evening   Night   Daily   Daily   Near/Far Lane Distance: 58 feet   Vehicle Mix   Vehicle Type   Day   Evening   Night   Daily   Near/Far Lane Distance: 58 feet   Vehicle Mix   Vehicle Type   Day   Evening   Night   Daily   Night   Daily   Night   Daily   Night   Daily   Night	Road Nar	ne: Nason St.	Vith Wall			Job Numbe	r: 14556		IV				
Average Daily Traffic (Adf): 63,000 vehicles	SITE	SPECIFIC IN	NPUT DATA			NOISE	MODE	L INPUTS	3				
Peak Hour Volume: 4,933 vehicles   Vehicle Speed: 45 mph   Near/Far Lane Distance: 58 feet   Vehicle Mix   Vehicle Fype   Day   Evening   Night   Daily   Vehicle Fype   Day   Evening   Night   Daily   Vehicle Fype   Day   Evening   Night   Daily   Vehicle Fype   Day   Evening   Night   Daily   Vehicle Fype   Day   Evening   Night   Daily   Vehicle Fype   Night	Highway Data				Site Con	ditions (Hard	= 10, Sc	oft = 15)					
Peak Hour Volume: 4,933 vehicles   Vehicle Speed: 45 mph   Near/Far Lane Distance: 58 feet   Vehicle Mix   Vehicle Type   Day   Evening   Night   Daily   Near/Far Lane Distance: 58 feet   Vehicle Type   Day   Evening   Night   Daily   Near/Far Lane Distance: 58 feet   Vehicle Mix   Vehicle Type   Day   Evening   Night   Daily   Near Lane Distance: 58 feet   Near Lane Distance: 58 feet   Autos: 77.5%   12.9%   9.6%   97.42%   Near Lane Distance in Observer: 55.0 feet   Near Lane Distance to Observer: 55.0 feet   Noise Source Elevations (in feet)   Noise Noise Noise Noise   Noise Source Elevations (in feet)   Noise Noise Noise Noise   Noise	Average Daily	Traffic (Adt):	63,000 vehicles			Autos: 15							
Vehicle Niew   Vehi	Peak Hou	Percentage:	7.83%		Me	edium Trucks (	2 Axles):	15					
Near/Far Lane Distance:   58 feet   NehicleType   Day   Evening   Night   Daily	Peak I	Hour Volume:	4,933 vehicles		Heavy Trucks (3+ Axles): 15								
Still Data			45 mph		Vehicle	Mix							
Barrier Height:   6.0 feet   Barrier Type (0-Wall, 1-Berm):   0.0   Centerline Dist. to Barrier:   55.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. to Observer:   65.0 feet   Centerline Dist. Centerli	Near/Far La	ane Distance:	58 feet		VehicleType Day Evening Night								
Barrier Type (0-Wall, 1-Berm): 0.0   Centerline Dist. to Observer: 65.0 feet   Autos: 0.00   Centerline Dist. to Observer: 65.0 feet   Autos: 0.00   Centerline Dist. to Observer: 10.0 feet   Autos: 0.00   Centerline Dist. to Observer: 10.0 feet   Autos: 0.00   Centerline Dist. to Observer: 10.0 feet   Autos: 0.00   Centerline Dist. to Observer: 10.0 feet   Autos: 0.00   Centerline Dist. to Observer: 10.0 feet   Autos: 0.00   Centerline Distance to Observer: 10.0 feet   Autos: 0.00   Centerline Distance to Observer: 10.0 feet   Autos: 0.00   Centerline Distance   C	Site Data					9.6%	97.42%						
Barrier Type (0-Wall, 1-Berm):	Ba	rrier Height	6.0 feet		M	ledium Trucks:	84.8%	4.9%	10.3%	1.84%			
Noise Source Elevations (in feet)			0.0			Heavy Trucks:	86.5%	2.7%	10.8%	0.74%			
Autos: 0.00   Canterline Distance to Observer: 65.0 feet   Barrier Distance to Observer: 10.0 feet   Canterline Distance to Observer: 10.0 feet   Canterline Distance to Observer: 10.0 feet   Canterline Distance to Observer: 10.0 feet   Canterline Distance to Observer: 10.0 feet   Canterline Distance to Observer: 10.0 feet   Canterline Distance (In feet)   Canterline Distance (In feet)			55.0 feet		Noine C	auraa Elauatia	na (in f	204)					
Medium Trucks: 2.30   Medium Trucks: 2.30   Grade Adjustment: 0.0   Grade Ad	Centerline Dist.	to Observer:	65.0 feet		140/36/36			et)					
Diserver Height (Above Pad): 3.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Grade: 0.0%   Lane Equivalent Distance (in feet)	Barrier Distance	to Observer:	10.0 feet		Mediu								
Pad Elevation:         0.0 feet Road Elevation:         Lane Equivalent Distance (in feet)           Barrier Elevation:         0.0 feet Road Grade:         0.0%         Medium Trucks:         57.557           Heavy Trucks:         57.320         Heavy Trucks:         57.320           Heavy Trucks:         57.217         Heavy Trucks:         57.217           FHWA Noise Model Calculations           VehicleType         REMEL         Traffic Flow         Distance         Finite Road         Fresnel         Barrier Atten         Berm Atten           Autos:         69.34         4.98         -1.02         -1.20         0.68         -9.240         -12.240           Medium Trucks:         77.62         -12.26         -0.99         -1.20         0.55         -8.750         -11.750           Heavy Trucks:         82.14         -16.21         -0.98         -1.20         0.55         -8.750         -11.750           Unmitigated Noise Levels (without Topo and barrier attenuation)         Leq Reak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         72.1         71.3         69.5         63.4         72.1         72.7           Heavy Trucks:         63.7         63.4	Observer Height	(Above Pad):	3.0 feet					Grade Adi	ustment	0.0			
Barrier Elevation:	F	ad Elevation:	0.0 feet			,							
Road Grade: 0.0%   Medium Trucks: 57.320   Heavy Trucks: 57.320   Heavy Trucks: 57.321   Heavy Trucks: 57.321   Heavy Trucks: 57.217   Heavy Trucks: 57.217   Heavy Trucks: 57.217   Heavy Trucks: 57.217   Heavy Trucks: 57.217   Heavy Trucks: 57.217   Heavy Trucks: 69.34   4.98   -1.02   -1.20   0.68   -9.240   -1.2.240   Heavy Trucks: 77.62   -12.26   -0.99   -1.20   0.55   -8.750   -11.750   Heavy Trucks: 82.14   -16.21   -0.98   -1.20   0.28   -7.360   -10.360   Heavy Trucks: 82.14   -16.21   -0.98   -1.20   0.28   -7.360   -10.360   Heavy Trucks: 82.14   -16.21   -0.98   -1.20   0.28   -7.360   -10.360   Heavy Trucks: 82.14   -16.21   -0.98   -1.20   0.28   -7.360   -10.360   Heavy Trucks: 63.2   62.7   66.4   54.8   63.3   63.5   Heavy Trucks: 63.7   63.4   54.4   55.6   64.0   64.1   Heavy Trucks: 63.7   63.4   54.4   55.6   64.0   64.1   Heavy Trucks: 63.7   63.4   54.4   55.6   64.0   64.1   Heavy Trucks: 62.9   62.0   60.3   54.2   62.8   63.4   Heavy Trucks: 62.9   62.0   60.3   54.2   62.8   63.4   Heavy Trucks: 54.4   54.0   47.6   46.1   54.5   54.5   64.6   Heavy Trucks: 54.4   54.0   47.6   46.1   54.5   54.5   Heavy Trucks: 54.4   54.0   47.6   46.1   54.5   54.5   54.5   Heavy Trucks: 56.4   56.0   67.0   47.0   48.2   56.6   56.7   Vehicle Noise: 64.2   63.5   60.7   55.7   64.2   64.7   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA   Centerline Distance to Noise Contour (i				Lane Eq		_ `	feet)						
Heavy Trucks: 57.217   FHWA Noise Model Calculations   Vehicle Type   REMEL   Traffic Flow   Distance   Finite Road   Fresnel   Barrier Atten   Berm Atten   Autos: 69.34   4.98   -1.02   -1.20   0.68   -9.240   -1.2.240   Medium Trucks: 77.62   -1.2.26   -0.99   -1.20   0.55   -8.750   -11.750   Heavy Trucks: 82.14   -16.21   -0.98   -1.20   0.28   -7.360   -10.360   Unmitigated Noise Levels (without Topo and barrier attenuation)   Vehicle Type   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL   Autos: 72.1   71.3   69.5   63.4   72.1   72.7   Medium Trucks: 63.2   62.7   56.4   54.8   63.3   63.5   Vehicle Noise: 73.2   72.4   69.8   64.6   73.2   73.7   73.7   Mitigated Noise Levels (with Topo and barrier attenuation)   Vehicle Type   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL   Vehicle Noise: 73.2   72.4   69.8   64.6   73.2   73.7   73.7   Mitigated Noise Levels (with Topo and barrier attenuation)   Vehicle Type   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL   Autos: 62.9   62.0   60.3   54.2   62.8   63.4   63.4   64.6													
Private   Pr		Road Grade:	0.0%										
VehicleType   REMEL   Traffic Flow   Distance   Finite Road   Fresnel   Barrier Atten   Bern Atten					неа	vy Trucks:	57.217						
Autos:         69.34         4.98         -1.02         -1.20         0.68         -9.240         -12.240           Medium Trucks:         77.62         -12.26         -0.99         -1.20         0.55         -8.750         -11.750           Heavy Trucks:         82.14         -16.21         -0.98         -1.20         0.28         -7.360         -10.360           Unmitigated Noise:         Levels (without Topo and barrier attenuation)         Leq Night         Ldn         CNEL           Autos:         72.1         71.3         69.5         63.4         72.1         72.7           Medium Trucks:         63.2         62.7         56.4         54.8         63.3         63.5           Heavy Trucks:         63.7         63.4         54.4         55.6         64.0         64.1           Vehicle Noise:         73.2         72.4         69.8         64.6         73.2         73.7           Mitigated Noise Levels (with Topo and barrier attenuation)         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Vehicle Type         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Heavy Trucks:	FHWA Noise Mod	lel Calculation	s										
Medium Trucks:	VehicleType	REMEL	Traffic Flow	Distance	e Finite	Road Fre	snel	Barrier Atte	en Ber	m Atten			
Heavy Trucks: 82.14	Autos:	69.34	4.98	-1	1.02	-1.20	0.68	-9.2	40	-12.240			
Unmitigated Noise   Levels (without Topo and barrier attenuation)   VehicleType   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL	Medium Trucks:	77.62	-12.26	-0	0.99	-1.20	0.55	-8.7	50	-11.750			
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         72.1         71.3         69.5         63.4         72.1         72.7           Medium Trucks:         63.2         62.7         56.4         54.8         63.3         63.5           Heavy Trucks:         63.7         63.4         54.4         55.6         64.0         64.1           Vehicle Noise:         73.2         72.4         69.8         64.6         73.2         73.7           Mitigated Noise Levels (with Topo and barrier attenuation)         VehicleType         Leq Peak Hour         Leq Dey         Leq Evening         Leq Night         Ldn         CNEL           Medium Trucks:         62.9         62.0         60.3         54.2         62.8         63.4           Heavy Trucks:         54.4         54.0         47.6         46.1         54.5         54.8           Heavy Trucks:         56.4         56.0         47.0         48.2         56.6         56.7           Vehicle Noise:         64.2         63.5         60.7         55.7         64.2         64.7           Centerline Distance to Noise Contour (in feet)         70 dBA	Heavy Trucks:	82.14	-16.21	-(	0.98	-1.20	0.28	-7.3	60	-10.360			
Autos:         72.1         71.3         69.5         63.4         72.1         72.7           Medium Trucks:         63.2         62.7         56.4         54.8         63.3         63.5           Heavy Trucks:         63.7         63.4         54.4         55.6         64.0         64.1           Vehicle Noise:         73.2         72.4         69.8         64.6         73.2         73.7           Mitigated Noise Levels (with Topo and barrier attenuation)         Wehicle Type         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         62.9         62.0         60.3         54.2         62.8         63.4           Medium Trucks:         54.4         54.0         47.6         46.1         54.5         54.8           Heavy Trucks:         55.4         56.0         47.0         48.2         56.6         56.7           Vehicle Noise:         64.2         63.5         60.7         55.7         64.2         64.7           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA	Unmitigated Nois	e Levels (with	out Topo and b	arrier att	enuation)								
Medium Trucks:   63.2   62.7   56.4   54.8   63.3   63.5     Heavy Trucks:   63.7   63.4   54.4   55.6   64.0   64.1     Vehicle Noise:   73.2   72.4   69.8   64.6   73.2   73.7     Mitigated Noise Levels (with Topo and barrier attenuation)   Vehicle Type	VehicleType			Leq	Evening	Leq Night		-					
Heavy Trucks:   63.7   63.4   54.4   55.6   64.0   64.1						-				72.7			
Vehicle Noise:         73.2         72.4         69.8         64.6         73.2         73.7           Mitigated Noise Levels (with Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         62.9         62.0         60.3         54.2         62.8         63.4           Medium Trucks:         54.4         54.0         47.6         46.1         54.5         54.8           Heavy Trucks:         56.4         56.0         47.0         48.2         56.6         56.7           Vehicle Noise:         64.2         63.5         60.7         55.7         64.2         64.7           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA						-				63.5			
Willigated Noise   Levels (with Topo and barrier attenuation)   VehicleType   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL   Autos: 62.9   62.0   60.3   54.2   62.8   63.4   Medium Trucks: 54.4   54.0   47.6   46.1   54.5   54.5   Heavy Trucks: 56.4   56.0   47.0   48.2   56.6   56.7   Vehicle Noise: 64.2   63.5   60.7   55.7   64.2   64.7   Centerline Distance to Noise Contour (in feet)   70 dBA   65 dBA   60 dBA   55 dBA	,									64.1			
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         62.9         62.0         60.3         54.2         62.8         63.4           Medium Trucks:         54.4         54.0         47.6         46.1         54.5         54.5           Heavy Trucks:         55.4         56.0         47.0         48.2         56.6         56.7           Vehicle Noise:         64.2         63.5         60.7         55.7         64.2         64.7           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA	Vehicle Noise:	73	3.2 7	2.4	69.8	6	4.6	73.2	!	73.7			
Autos:         62.9         62.0         60.3         54.2         62.8         63.4           Medium Trucks:         54.4         54.0         47.6         46.1         54.5         54.8           Heavy Trucks:         56.4         56.0         47.0         48.2         56.6         54.7           Vehicle Noise:         64.2         63.5         60.7         55.7         64.2         64.7           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA	Mitigated Noise L	evels (with To	po and barrier	attenuati	on)								
Medium Trucks:         54.4         54.0         47.6         46.1         54.5         54.8           Heavy Trucks:         56.4         56.0         47.0         48.2         56.6         56.7           Vehicle Noise:         64.2         63.5         60.7         55.7         64.2         64.7           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA		_											
Heavy Trucks:         56.4         56.0         47.0         48.2         56.6         56.7           Vehicle Noise:         64.2         63.5         60.7         55.7         64.2         64.7           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA													
Vehicle Noise:         64.2         63.5         60.7         55.7         64.2         64.7           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA		-											
Centerline Distance to Noise Contour (in feet) 70 dBA 65 dBA 60 dBA 55 dBA													
. ,							_	7 64.2					
CNEL: 114 246 531 1,143	Centerline Distan	ce to Noise Co	, ,		70 dBA 65 dBA 60 dBA 5			55					
			CN	IEL:	114	2	46	531		1,143			

FH	WA-RD-77-10	8 HIGHWAY	NOI	SE PRE	DICTION	MODE	L (CALV	ENO)	- 6/2/2013				
Road Name	o: Backyard W e: Nason St. o: ON2	ith Wall			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson								
SITE S	PECIFIC IN	PUT DATA				- 1	NOISE N	/IODI	EL INPUTS	;			
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)				
Average Daily 1	raffic (Adt): 6	3,000 vehicles	S					Autos	: 15				
Peak Hour F	Percentage:	7.83%			Me	dium Tr	rucks (2 A	(xies	: 15				
Peak Ho	our Volume:	4,933 vehicles	S		He	avy Tru	cks (3+ A	(xles	: 15				
Veh	icle Speed:	45 mph			Vehicle I	Wix							
Near/Far Lan	e Distance:	58 feet				icleTvpe	9	Dav	Evening	Niaht	Dailv		
Site Data						,,	Autos:	77.5		9.6%	97.42		
Pari	rier Heiaht:	6.0 feet			М	edium 1	rucks:	84.8	% 4.9%	10.3%	1.84		
Barrier Type (0-Wa		0.0				Heavy 1	rucks:	86.5	% 2.7%	10.8%	0.749		
Centerline Dis	. ,	55.0 feet											
Centerline Dist. to		65.0 feet			Noise So			_	reet)				
Barrier Distance to	o Observer:	10.0 feet				Auto		0.00					
Observer Height (A	Above Pad):	3.0 feet				m Truck		2.30	Grade Adju	ictment	. 0.0		
Pa	d Elevation:	0.0 feet			Heav	ry Truck	S.	8.01	Grade Aujo	Journeric	. 0.0		
Roa	d Elevation:	0.0 feet			Lane Eq	uivalen	t Distand	e (in	feet)				
Barrie	r Elevation:	0.0 feet				Auto	s: 57	.557					
R	load Grade:	0.0%			Mediu	m Truck	s: 57	.320					
					Heav	y Truck	s: 57	.217					
FHWA Noise Mode					1 = 1	5 . 1		,		1.5	***		
VehicleType Autos:	REMEL 69.34	Traffic Flow 4.98	D	istance -1.0		-1.20	Fresn	ei 0.68	Barrier Atte		m Atten -12.24		
Medium Trucks:	77.62	-12.26		-0.9		-1.20		0.55			-12.24		
Heavy Trucks:	82.14	-12.20		-0.9		-1.20		0.55			-10.36		
Unmitigated Noise			hore			-1.20		0.20	-7.3	50	-10.30		
	Lea Peak Hou				Evening	Lea	Night	1	Ldn	C	VEL		
Autos:	72.	- 7 - 7	71.3	,	69.5	Loq	63.4	L	72.1	01	72.		
Medium Trucks:	63.		62.7		56.4		54.8		63.3		63.		
Heavy Trucks:	63.		63.4		54.4		55.6		64.0		64.		
Vehicle Noise:	73.	2	72.4		69.8		64.6	6	73.2		73.		
Mitigated Noise Le	vels (with Top	oo and barrie	r atte	enuatio	n)								
	Leq Peak Hou				ening	Leq	Night		Ldn	CI	VEL		
Autos:	62.	-	62.0		60.3		54.2		62.8		63		
Medium Trucks:	54.		54.0		47.6		46.1		54.5		54		
Heavy Trucks:	56.		56.0		47.0		48.2		56.6		56.		
Vehicle Noise:	64.	2	63.5		60.7		55.7	7	64.2		64		
Centerline Distance	e to Noise Co	ntour (in feet	) _	70	dBA	65	dBA	1 -	60 dBA	55	dBA		

F	HWA-RD-77-10	8 HIGHWAY	NOIS	E PREDI	CTION	MODEL	. (CALV	ENO)	- 6/2/2013			
Road Nan	rio: Backyard W ne: Nason St. Vo: ON4	ith Wall				Job N	Name: umber: nalyst:	14556	Center at N	/IV		
SITE	SPECIFIC IN	PUT DATA				N	OISE	NODE	L INPUT	S		
Highway Data				S	ite Con	ditions	(Hard =	10, Sc	oft = 15)			
Average Daily	Traffic (Adt): 6	3,000 vehicle	s		Autos: 15							
Peak Hour	Percentage:	7.83%				dium Tru		,				
Peak H	lour Volume:	4,933 vehicle	S		He	avy Truc	ks (3+ )	Axles):	15			
	ehicle Speed:	45 mph		V	ehicle l	Wix						
Near/Far La	ne Distance:	58 feet			Veh	icleType		Day	Evening	Night	Daily	
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%	
Ва	rrier Height:	0.0 feet			М	edium Tı	ucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	-	0.0			1	Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%	
Centerline D	ist. to Barrier:	55.0 feet		A/	nien Sa	ource Ele	ovation	c (in f	not)			
Centerline Dist.	to Observer:	65.0 feet		/*	UISE SC	Autos		0.00	<i>:ei)</i>			
Barrier Distance	to Observer:	10.0 feet			Mediu	m Trucks		2.30				
Observer Height	(Above Pad):	5.0 feet				y Trucks		8.01	Grade Ad	iustmen	t: 0.0	
	ad Elevation:	0.0 feet		_								
	Road Elevation: 0.0 feet					uivalent			feet)			
	ier Elevation:	0.0 feet				Autos		3.387				
	Road Grade:	0.0%				m Trucks		3.235				
					Heav	y Trucks	S: 50	3.250				
FHWA Noise Mod	el Calculations											
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresr	nel	Barrier Att	en Be	rm Atten	
Autos:	69.34	4.98		-1.11		-1.20		-0.97	0.0	000	0.000	
Medium Trucks:	77.62	-12.26		-1.10		-1.20		-1.15	0.0	000	0.000	
Heavy Trucks:	82.14	-16.21		-1.10		-1.20		-1.65	0.0	000	0.000	
Unmitigated Nois	e Levels (witho	ut Topo and	barri	er attenu	ation)							
VehicleType	Leq Peak Hour			Leq Eve		Leq i	Night		Ldn	С	NEL	
Autos:	72.	0	71.2		69.4		63.4	1	72.0	)	72.6	
Medium Trucks:	63.	1	62.6		56.3		54.	7	63.2	2	63.4	
Heavy Trucks:	63.	6	63.3		54.2		55.	5	63.8	3	64.0	
Vehicle Noise:	73.	1	72.3		69.7		64.	5	73.	1	73.6	
Mitigated Noise L	evels (with Top	o and barrie	atte	nuation)								
VehicleType	Leq Peak Hour	Leq Day	,	Leg Eve	ening	Leq	Night		Ldn	С	NEL	
Autos:	72.	0	71.2		69.4		63.4	1	72.0	)	72.6	
Medium Trucks:	63.	1	62.6		56.3		54.7	7	63.2	2	63.4	
Heavy Trucks:	63.	6	63.3		54.2		55.	5	63.8	3	64.0	
Vehicle Noise:	73.	1	72.3		69.7		64.	5	73.	1	73.6	
Centerline Distan	ce to Noise Co	ntour (in feet	)	70 dl	3A	65 (	dBA	6	60 dBA	55	dBA	
		С	NEL:		113		243		523		1,126	

	FHWA-RD-77-	108 HIGHWAY	NOISE	PREDI	CTION	MODE	L (CALV	ENO)	- 6/2/2013		
Road Nar	rio: Backyard \ me: Nason St. Vo: ON5	With Wall				Job N	Name: lumber: Analyst:	14556	Center at N	ΛV	
	SPECIFIC II	NPUT DATA							L INPUT	s	
Highway Data				S	ite Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	63,000 vehicles	3					Autos:	15		
Peak Hou	r Percentage:	7.83%					ucks (2 )	/			
	Hour Volume:	4,933 vehicles	8		He	avy Tru	cks (3+ )	Axles):	15		
	ehicle Speed:	45 mph		V	ehicle I	Иiх					
Near/Far L	ane Distance:	58 feet			Veh	icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.69	6 97.429
Bi	arrier Heiaht:	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.39	6 1.84%
Barrier Type (0-V		0.0			F	Heavy T	rucks:	86.5%	2.7%	10.89	6 0.74%
Centerline D	ist. to Barrier:	55.0 feet		M	oico Sa	urco E	levation	c (in f	not)		
Centerline Dist	to Observer:	65.0 feet		74	orse su	Auto		0.00	ei)		
Barrier Distance	to Observer:	10.0 feet			Modiu	n Truck		2.30			
Observer Height	(Above Pad):	5.0 feet				y Truck		8.01	Grade Ad	liustmer	t: 0.0
F	Pad Elevation:	0.0 feet				•				,	
	ad Elevation:	0.0 feet		Li	ane Equ		t Distan		feet)		
Bar	rier Elevation:	0.0 feet				Auto		3.387			
	Road Grade:	0.0%				n Truck	-	3.235			
					Heav	y Truck	s: 58	3.250			
FHWA Noise Mod	lel Calculation	าร									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresr	iel	Barrier Att	en Be	rm Atten
Autos	69.34	4.98		-1.11		-1.20		-0.97	0.0	000	0.000
Medium Trucks	77.62	-12.26		-1.10		-1.20		-1.15	0.0	000	0.000
Heavy Trucks	82.14	-16.21		-1.10		-1.20		-1.65	0.0	000	0.000
Unmitigated Nois	e Levels (with	nout Topo and	barrier	attenu	ation)						
VehicleType	Leg Peak Ho			Leg Eve		Leq	Night		Ldn	(	CNEL
Autos	7	2.0	71.2		69.4		63.4	1	72.	0	72.6
Medium Trucks	6	3.1	62.6		56.3		54.7	7	63.	2	63.4
Heavy Trucks	6	3.6	63.3		54.2		55.5	5	63.	В	64.0
Vehicle Noise	7	3.1	72.3		69.7		64.	5	73.	1	73.0
Mitigated Noise L	evels (with To	opo and barrie	attenu	ıation)							
VehicleType	Leq Peak Ho	ur Leq Day	, I	Leq Eve	ening	Leq	Night		Ldn	(	CNEL
Autos	7:	2.0	71.2		69.4		63.4	ļ.	72.	0	72.
Medium Trucks	-		62.6		56.3		54.7		63.	_	63.4
Heavy Trucks			63.3		54.2		55.5		63.		64.
Vehicle Noise	7	3.1	72.3		69.7		64.	5	73.	1	73.6
Centerline Distan	ce to Noise C	ontour (in feet)	)	70 dE	ВА	65	dBA	(	60 dBA	5	5 dBA

Tuesday,	June	14,	202

Road Nan	io: Backyard With ne: Alessandro Bl lo: ON7				Job Nu	Vame: To mber: 14 nalyst: B.		er at MV	
	SPECIFIC INP	UT DATA					DDEL IN		
Highway Data				Site Con	ditions (	Hard = 1	0, Soft =	15)	
Average Daily	Traffic (Adt): 25,	950 vehicles				Αι	ıtos: 1	5	
Peak Hour	Percentage:	7.83%			dium Tru	,	,	5	
		032 vehicles		He	avy Truci	ks (3+ Ax	les): 1	5	
	hicle Speed:	50 mph	Ī	Vehicle I	Mix				
Near/Far La	ne Distance:	82 feet	Ī	Veh	icleType	D	ay Eve	ening Ni	ght Daily
Site Data					Α	utos: 7	7.5% 1	2.9%	9.6% 97.42%
Ba	rrier Heiaht:	6.0 feet		M	edium Tru	ucks: 8	4.8%	4.9% 1	0.3% 1.84%
Barrier Type (0-VI	/all, 1-Berm):	0.0		F	Heavy Tru	ucks: 8	6.5%	2.7% 1	0.8% 0.74%
Centerline Di	st. to Barrier:	67.0 feet	H	Noise So	urco Elo	vatione	(in foot)		
Centerline Dist.	to Observer:	77.0 feet		WOISE SC	Autos		00		
Barrier Distance	to Observer:	10.0 feet		Mediu	n Trucks	-	.30		
Observer Height	(Above Pad):	3.0 feet			y Trucks	_		de Adiust	ment: 0.0
-	ad Elevation:	0.0 feet	L						
	ad Elevation:	0.0 feet	-	Lane Equ			. ,		
	ier Elevation:	0.0 feet		A de elico	Autos. n Trucks				
	Road Grade:	0.0%							
				пеач	y Trucks	63.4	109		
FHWA Noise Mod	el Calculations								
VehicleType	REMEL T	raffic Flow Di	istance	Finite	Road	Fresnel	Barr	ier Atten	Berm Atten
Autos:	71.12	0.67	-1.6	9	-1.20	C	0.64	-9.120	-12.120
Medium Trucks:	78.79	-16.57	-1.6	7	-1.20		0.53	-8.650	-11.650
Heavy Trucks:	83.02	-20.52	-1.6	6	-1.20	C	0.30	-7.500	-10.500
Unmitigated Nois		t Topo and barri							
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq N		Ldn		CNEL
Autos:	68.9	68.1		66.3		60.2		68.9	69.5
Medium Trucks:	59.4	58.9		52.6		51.0		59.5	59.7
Heavy Trucks:	59.6	59.3		50.2		51.5		59.8	60.0
Vehicle Noise:	69.8	69.0		66.6		61.2		69.8	70.3
Mitigated Noise L									
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq N	-	Ldn		CNEL
Autos:	59.8	58.9		57.2		51.1		59.7	60.4
Medium Trucks: Heavy Trucks:	50.7 52.1	50.3 51.8		43.9 42.7		42.4 44.0		50.8 52.3	51.1 52.5
	52.1			42.7 57.5		52.4		60.9	52.t
	60.0	60.2							
Vehicle Noise:	60.9	60.2		dBA	65 d		60 dE	24	55 dBA

FII	IWA-RD-77-1	08 HIGHWAY	NOIS	E PRE	DICTION	MODE	L (CALV	ENO)	- 6/2/2013		
Road Name	: Backyard W :: Alessandro :: ON6					Job N	Name: lumber: Analyst: I	14556		V	
	PECIFIC IN	PUT DATA							EL INPUTS	}	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily T	raffic (Adt): 2	25,950 vehicles	s					Autos	: 15		
Peak Hour F	Percentage:	7.83%			Me	dium Tr	ucks (2 A	(xles	: 15		
Peak Ho	ur Volume:	2,032 vehicles	S		He	avy Tru	cks (3+ A	(xies	: 15		
Veh	icle Speed:	50 mph		ł	Vehicle I	Wix					
Near/Far Lan	e Distance:	82 feet		-		icleTvpe		Dav	Evening	Night	Dailv
Site Data					****	,,		77.5		9.6%	. ,
					М	edium T		84.89		10.3%	1.849
Barrier Type (0-Wa	ier Height:	0.0 feet 0.0				Heavy T		86.5		10.8%	0.749
Centerline Dist	. ,	67.0 feet									
Centerline Dist. to		77.0 feet			Noise So			s (in i	feet)		
Barrier Distance to		10.0 feet				Auto		0.00			
Observer Height (A		5.0 feet				m Truck		2.30			
	d Elevation:	0.0 feet			Heav	y Truck	S.	8.01	Grade Adju	ustment.	0.0
	d Elevation:	0.0 feet			Lane Eq	uivalen	t Distanc	e (in	feet)		
Barrie	r Elevation:	0.0 feet		İ		Auto		.368	,		
	oad Grade:	0.0%			Mediu	m Truck	s: 65	233			
					Heav	y Truck	s: 65	.246			
FHWA Noise Model											
VehicleType	REMEL	Traffic Flow	Dis	stance		Road	Fresn	-	Barrier Atte		m Atten
Autos:	71.12	0.67		-1.8		-1.20		-1.00			0.00
Medium Trucks:	78.79	-16.57		-1.8		-1.20		-1.15			0.00
Heavy Trucks:	83.02	-20.52		-1.8		-1.20		-1.56	0.0	00	0.00
VehicleType L	Levels (withouse a Peak Hou				nuation) Evening	100	Night		Ldn	CI	VEL
Autos:	ey reak nou. 68	- 1 - 7	67.9	Ley E	66.1	Leq	1vigrit 60.1		68.7	CI	VEL 69.
Medium Trucks:	59		58.7		52.4		50.8		59.3		59.
Heavy Trucks:	59		59.1		50.1		51.3		59.7		59.
Vehicle Noise:	69		68.9		66.4		61.1		69.6		70
Mitigated Noise Lev		-		nuatio			01.1		00.0		70.
	eq Peak Hou				vening	Lea	Night		Ldn	CI	VEL
Autos:	68		67.9	.,,-	66.1		60.1	_	68.7		69.
	59		58.7		52.4		50.8		59.3		59.
Medium Trucks:											
	59	.5	59.1		50.1		51.3	3	59.7		59.
Medium Trucks:			59.1 68.9		50.1 66.4		51.3 61.1		59.7 69.6		59. 70.

F	HWA-RD-77-1	08 HIGHWAY	NOIS	E PRED	ICTION	MODE	L (CALVI	ENO) -	6/2/2013		
Road Nan	rio: Backyard V ne: Bay Av. Vo: ON8	Vith Wall				Job N	! Name: 1 lumber: 1 Analyst: E	4556	Center at N	/IV	
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				S	ite Con	ditions	(Hard =	10, So	ft = 15)		
Average Daily	Traffic (Adt):	3,200 vehicle	s				/	Autos:	15		
Peak Hour	Percentage:	7.83%			Ме	edium Tr	ucks (2 A	xles):	15		
Peak F	lour Volume:	251 vehicle	s		He	avy Tru	cks (3+ A	xles):	15		
	hicle Speed:	30 mph		ν	ehicle	Mix					
Near/Far La	ne Distance:	24 feet			Veh	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.69	6 97.42%
Ra	rrier Height:	0.0 feet			М	ledium T	rucks:	84.8%	4.9%	10.39	6 1.84%
Barrier Type (0-W	-	0.0				Heavy T	rucks:	86.5%	2.7%	10.89	6 0.74%
	st. to Barrier:	39.0 feet		-							
Centerline Dist.	to Observer:	49.0 feet		^	oise S		levations	•	et)		
Barrier Distance	to Observer:	10.0 feet			A decestion	Auto		0.00			
Observer Height	(Above Pad):	5.0 feet				m Truck		2.30 8.01	Grade Ad	iuatma	t: 0.0
P	ad Elevation:	0.0 feet			Heat	y Truck	S.	8.01	Grade Adj	iustiriei	ii. 0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distanc	e (in f	eet)		
Barr	ier Elevation:	0.0 feet				Auto	s: 47	.770			
	Road Grade:	0.0%			Mediu	m Truck	s: 47	.585			
					Hear	y Truck	s: 47	.603			
FHWA Noise Mod	al Calaulatian										
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fresn	el	Barrier Att	en Re	rm Atten
Autos:	62.51	-6.20		0.19		-1.20		-0.91		000	0.000
Medium Trucks:	73.11	-23.44		0.22		-1.20		-1.15		000	0.000
Heavy Trucks:	78.76	-27.40		0.22		-1.20		-1.86		000	0.000
VehicleType	Leq Peak Ho			er attent Leg Ev		100	Night		Ldn	,	CNFL
Autos:	55		54.5	Ley Lv	52.7		46.6		55.3		55.9
Medium Trucks:			48.2		41.9		40.0		48.8		49.0
Heavy Trucks:		1.4	50.0		41.0		42.2		50.6	-	50.7
Vehicle Noise:		'2	56.5		53.3		48.7		57.2		57.7
Mitigated Noise L	-			nuation	00.0		40.7		07.2	_	07.1
VehicleType	Leg Peak Hou			Leg Ev	enina	Lea	Night		Ldn	(	NEL
Autos:	55		54.5	,	52.7		46.6		55.3		55.9
Medium Trucks:	48	1.7	48.2		41.9		40.3		48.8	3	49.0
Heavy Trucks:	50	1.4	50.0		41.0		42.2		50.6	3	50.7
Vehicle Noise:	57	.2	56.5		53.3		48.7		57.2	2	57.7
Centerline Distan	ce to Noise C	ontour (in feet	)	70 d	BA	65	dBA	6	0 dBA	5	5 dBA
		С	NEL:		7	•	16		34		74

ŀ	HWA-RD-77-1	08 HIGHWAY	NOISI	E PRED	ICTION	MODE	L (CAL\	/ENO)	- 6/2/2013		
Road Nar	rio: Backyard V ne: Street A Vo: ON9	Vith Wall				Job N	t Name: lumber: Analyst:	14556	Center at M	ΛV	
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data				S	ite Con	ditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	2,050 vehicles	3					Autos:	15		
Peak Hou	Percentage:	7.83%			Me	dium Tı	rucks (2	Axles):	15		
	Hour Volume:	161 vehicles	3		He	avy Tru	cks (3+	Axles):	15		
	ehicle Speed:	30 mph		ν	ehicle I	Mix					
Near/Far La	ane Distance:	24 feet			Veh	icleTyp	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet			M	edium 1	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			F	Heavy 1	rucks:	86.5%	2.7%	10.8%	0.74%
*, ,	ist. to Barrier:	39.0 feet			loise So	urco E	lovation	c (in f	not)		
Centerline Dist.	to Observer:	49.0 feet		,	ioise su	Auto		0.00	ei)		
Barrier Distance	to Observer:	10.0 feet			Modiuu	n Truck		2.30			
Observer Height	(Above Pad):	5.0 feet				v Truck		8.01	Grade Ad	liustment	0.0
P	ad Elevation:	0.0 feet				,				,	
	ad Elevation:	0.0 feet		L	ane Equ			_ •	feet)		
Bari	rier Elevation:	0.0 feet				Auto		7.770			
	Road Grade:	0.0%				n Truck		7.585			
					Heav	y Truck	s: 4	7.603			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite		Fres	-	Barrier Att		m Atten
Autos:		-8.13		0.19		-1.20		-0.91		000	0.000
Medium Trucks:		-25.37		0.22		-1.20		-1.15		000	0.000
Heavy Trucks:	78.76	-29.33		0.22	2	-1.20		-1.86	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	r atteni	uation)						
VehicleType	Leq Peak Hou	ır Leq Day		Leq Ev	ening	Leq	Night		Ldn		VEL
Autos:			52.5		50.8		44.		53.	-	53.9
Medium Trucks:			46.3		40.0		38.		46.	-	47.1
Heavy Trucks:			48.1		39.1		40.	-	48.		48.8
Vehicle Noise:	55	.2	54.6		51.4		46.	7	55.	3	55.7
Mitigated Noise L	evels (with To	po and barrie	atten	uation)							
VehicleType	Leq Peak Hou		_	Leq Ev		Leq	Night		Ldn		VEL
Autos:			52.5		50.8		44.		53.		53.9
Medium Trucks:			46.3		40.0		38.		46.	-	47.1
Heavy Trucks:			48.1		39.1		40.	_	48.		48.8
Vehicle Noise:	55	i.2	54.6		51.4		46.	7	55.	3	55.7
Centerline Distan	ce to Noise Co	ontour (in feet)	1	70 d	BA	65	dBA	6	60 dBA	55	dBA
								2	25		55

F	HWA-RD-77-1	08 HIGHWAY	NOIS	E PRED	ICTION	MODE	L (CALVI	ENO) -	6/2/2013		
Road Nan	rio: First Floor \ ne: Nason St. No: ON2	With Wall				Job №	t Name: T lumber: 1 Analyst: E	14556	enter at M	IV	
SITE	SPECIFIC IN	PUT DATA							. INPUT	S	
Highway Data				S	ite Con	ditions	(Hard =	10, So	ft = 15)		
Average Daily	Traffic (Adt):	63,000 vehicle	s				,	Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tr	rucks (2 A	xles):	15		
Peak F	lour Volume:	4,933 vehicle	S		He	avy Tru	cks (3+ A	(xles	15		
Ve	hicle Speed:	45 mph		ī	'ehicle l	Mix					
Near/Far La	ne Distance:	58 feet		F		icleType	9	Day	Evening	Night	Daily
Site Data								77.5%	12.9%		97.42%
Pa	rrier Height:	6.0 feet			М	edium 7	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			-	Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di		55.0 feet		L							
Centerline Dist.		75.0 feet		^	loise Sc		levations	•	et)		
Barrier Distance		20.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				n Truck		.297	Grade Adj	i ratmant	
P	ad Elevation:	0.0 feet			neav	y Truck	:S: 8	.006	Grade Adj	usuneni	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distanc	e (in f	eet)		
Barr	ier Elevation:	0.0 feet				Auto	s: 67	.142			
	Road Grade:	0.0%			Mediu	n Truck	s: 66	.905			
					Heav	y Truck	s: 66	.801			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresn	el L	Barrier Atte	en Ber	m Atten
Autos:	69.34	4.98		-2.02		-1.20		0.18	-6.6	640	-9.640
Medium Trucks:	77.62	-12.26		-2.00	)	-1.20		0.10	-6.0	000	-9.000
Heavy Trucks:	82.14	-16.21		-1.99	)	-1.20		0.00	-4.9	900	-7.900
Unmitigated Noise	e Levels (with	out Topo and	barrie	er atteni	uation)						
VehicleType	Leq Peak Hou			Leq Ev		Leq	Night		Ldn		NEL
Autos:			70.3		68.5		62.4		71.1		71.7
Medium Trucks:			61.7		55.4		53.8		62.3		62.5
Heavy Trucks:			62.4		53.3		54.6		62.9		63.1
Vehicle Noise:	72	.2	71.4		68.8		63.6	i	72.2	2	72.7
Mitigated Noise L										1	
VehicleType	Leq Peak Hou		_	Leq Ev		Leq	Night		Ldn		VEL
Autos:			63.6		61.9		55.8		64.4		65.0
Medium Trucks:			55.7		49.4		47.8		56.3		56.5
Heavy Trucks:			57.5		48.4		49.7		58.0		58.2
Vehicle Noise:	65	8.	65.1		62.3		57.3	i	65.8	5	66.3

F	HWA-RD-77-1	108 HIGHWAY I	NOISE PR	EDICTION	MODE	L (CALVI	ENO) - 6	6/2/2013		
Road Nam	io: First Floor ne: Cottonwoo lo: ON1				Job N	t Name: 1 lumber: 1 Analyst: E	4556	enter at M' on	V	
	SPECIFIC IN	IPUT DATA						INPUTS	;	
Highway Data				Site Cor	ditions	(Hard =	10, Soft	t = 15)		
Average Daily	Traffic (Adt):	10,500 vehicles					Autos:	15		
	Percentage:	7.83%				rucks (2 A	,	15		
	lour Volume:	822 vehicles		He	eavy Tru	cks (3+ A	xles):	15		
	hicle Speed:	45 mph		Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		Veh	icleType	9	Day I	Evening	Night	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97.42
Ba	rrier Height:	6.0 feet		M	ledium T	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-W		0.0			Heavy T	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Di	st. to Barrier:	44.0 feet		Noise S	ource E	levations	(in foo	t)		
Centerline Dist.	to Observer:	64.0 feet		140/30 0	Auto		.000	4		
Barrier Distance	to Observer:	20.0 feet		Modiu	m Truck	0	.000			
Observer Height	(Above Pad):	5.0 feet			vy Truck			Grade Adju	ıstment:	0.0
P	ad Elevation:	0.0 feet			•					
	ad Elevation:	0.0 feet		Lane Eq		t Distanc		et)		
	ier Elevation:	0.0 feet			Auto		.621			
	Road Grade:	0.0%			m Truck		.345			
				Hea	vy Truck	s: 60	.225			
FHWA Noise Mod		-								
VehicleType	REMEL	Traffic Flow	Distance		Road	Fresn		arrier Atte		n Atten
Autos:	69.34			1.36	-1.20		0.23	-7.0		-10.01
Medium Trucks:	77.62			1.33	-1.20		0.12	-6.16		-9.16
Heavy Trucks:	82.14			1.32	-1.20		0.00	-4.90	00	-7.90
Unmitigated Noise VehicleType	Leg Peak Ho			Evening	100	Night	,	dn		IFL.
Autos:	Ley reak not		33.1	61.4		55.3	_	63.9	Ci	64
Medium Trucks:	55		54.6	48.2		46.7		55.2		55
Heavy Trucks:	55		55.3	46.2		47.5		55.8		56.
Vehicle Noise:			34.3	61.7		56.5		65.0		65.
Mitigated Noise L	evels (with To	po and barrier	attenuati	on)						
VehicleType	Leg Peak Hou			Evening	Lea	Night	L	.dn	CN	IEL
Autos:	57		56.1	54.4	,	48.3		56.9		57.
Medium Trucks:	48	3.9	18.4	42.1		40.5		49.0		49.
Heavy Trucks:	50	).7 5	50.4	41.3		42.6		50.9		51.
Vehicle Noise:	58	0.4	57.7	54.8		49.9		58.4		58

FHV	VA-RD-77-1	108 HIGHWAY	NOIS	E PREI	DICTION	MODE	L (CAL\	(ENO)	- 6/2/2013		
Scenario: Road Name: Lot No:		With Wall				Job N	t Name: lumber: Analyst:	14556	Center at M	IV.	
	ECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily Tra	affic (Adt):	63,000 vehicles	6					Autos:	15		
Peak Hour Pe	rcentage:	7.83%			Me	dium Tr	ucks (2	Axles):	15		
Peak Hou	r Volume:	4,933 vehicles	3		He	avy Tru	cks (3+	Axles):	15		
Vehic	le Speed:	45 mph		-	Vehicle I	Mix					
Near/Far Lane	Distance:	58 feet		H		icleTvp	.	Dav	Evening	Night	Daily
Site Data					V C//	,,	Autos:	77.5%		9.6%	
					M		rucks:	84.8%		10.3%	1.84%
	er Height:	6.0 feet				Heavy 7		86.5%		10.8%	0.74%
Barrier Type (0-Wall Centerline Dist.		0.0 55.0 feet		L		-					•
Centerline Dist. to		75.0 feet		4	Noise Sc	urce E	levation	s (in fe	eet)		
Barrier Distance to		20.0 feet				Auto	s:	0.000			
Observer Height (Ab		5.0 feet			Mediui	m Truck	s:	2.297			
	ove rau). Elevation:	0.0 feet			Heav	y Truck	s:	8.006	Grade Adj	iustment.	0.0
	Elevation:	0.0 feet		- 1	Lane Equ	uivalen	t Distan	ce (in	feet)		
	Elevation:	0.0 feet		F		Auto		7.142			
	ad Grade:	0.0%			Mediu	m Truck		6.905			
No	au Graue.	0.070				y Truck		6.801			
FHWA Noise Model (	Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	69.34	4.98		-2.0	2	-1.20		0.18	-6.6	640	-9.640
Medium Trucks:	77.62	-12.26		-2.0	0	-1.20		0.10	-6.0	000	-9.000
Heavy Trucks:	82.14	-16.21		-1.9	9	-1.20		0.00	-4.9	900	-7.900
Unmitigated Noise L	evels (with	out Topo and	barrie	er atten	uation)						
,,	q Peak Hοι	.,.,		Leq E	vening	Leq	Night		Ldn		VEL
Autos:	71		70.3		68.5		62.		71.1		71.7
Medium Trucks:	62	2.2	61.7		55.4		53.	8	62.3		62.5
Heavy Trucks:	62	2.7	62.4		53.3		54.	6	62.9		63.1
Vehicle Noise:	72	2.2	71.4		68.8		63.	6	72.2	2	72.7
Mitigated Noise Leve											
	q Peak Hοι			Leq E	vening	Leq	Night		Ldn		VEL
Autos:	64		63.6		61.9		55.		64.4		65.0
Medium Trucks:	56		55.7		49.4		47.	-	56.3		56.5
Heavy Trucks:			57.5		48.4		49.		58.0		58.2
Vehicle Noise:	65	5.8	65.1		62.3		57.	3	65.8	3	66.3

F	HWA-RD-77-1	108 HIGHWAY	NOIS	SE PRE	DICTION	MODE	L (CALVI	ENO) -	6/2/2013		
Road Nan	ne: Nason St.	With Wall				Job N	t Name: T lumber: 1 Analyst: E	14556	Center at Mi	V	
	Average Daily Traffic (Adt): 63,000 vehicles Peak Hour Percentage: 7,83% Peak Hour Volume: 4,933 vehicles Vehicle Speed: 45 mph Near/Far Lane Distance: 58 feet								LINPUTS	;	
Highway Data					Site Con	ditions	(Hard =				
Average Daily	Traffic (Adt):	63,000 vehicle	s					Autos:	15		
							ucks (2 A	/	15		
		4,933 vehicle	S		He	avy Tru	cks (3+ A	(xles	15		
				İ	Vehicle i	Mix					
Near/Far La	ane Distance:	58 feet		İ	Veh	icleType	9	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ra	rrier Height	0.0 feet			М	edium 7	rucks:	84.8%	4.9%	10.3%	1.84%
						Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%
*, ,		55.0 feet		-	Naisa C	voo E	levations	/in fo	n#l		
Centerline Dist.	to Observer:	75.0 feet			Noise 30	Auto		.000	ei)		
Barrier Distance	to Observer:	20.0 feet			Modiu	m Truck		.000			
Observer Height	(Above Pad):	5.0 feet				v Truck			Grade Adju	istment	0.0
P	ad Elevation:	0.0 feet			11ca	y IIUCh		.000	Orado riaje	,01,7,0771.	0.0
		0.0 feet			Lane Eq		t Distanc		eet)		
Barr	rier Elevation:	0.0 feet				Auto		.347			
	Road Grade:	0.0%				m Truck		.219			
					Heav	ry Truck	s: 69	.232			
FHWA Noise Mod	lel Calculation	IS									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fresn	el l	Barrier Atte	n Ben	m Atten
Autos:	69.34			-2.2	-	-1.20		-0.44	0.0	00	0.000
Medium Trucks:				-2.2	_	-1.20		-0.60	0.0		0.000
Heavy Trucks:	82.14	-16.21		-2.2	2	-1.20		-1.11	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Ho			Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:		0.9	70.1		68.3		62.2		70.9		71.5
Medium Trucks:		1.9	61.5		55.1		53.6		62.1		62.3
Heavy Trucks:		2.5	62.1		53.1		54.4		62.7		62.8
Vehicle Noise:	71	1.9	71.2		68.6		63.4		71.9		72.5
Mitigated Noise L		<u> </u>									
VehicleType	Leq Peak Ho			Leq E	vening	Leq	Night		Ldn	CI	IEL
Autos:		0.9	70.1		68.3		62.2		70.9		71.5
Medium Trucks:		1.9	61.5		55.1		53.6		62.1		62.3
Heavy Trucks:		2.5	62.1		53.1		54.4		62.7		62.8
Vehicle Noise:	71	1.9	71.2		68.6		63.4		71.9		72.5

Tuesday,	June	14,	2022

F	HWA-RD-77-1	08 HIGHWAY	NOIS	E PRE	DICTION	MODE	L (CALVE	ENO) -	6/2/2013		
Road Nan	rio: First Floor V ne: Alessandro Vo: ON6					Job №	t Name: T lumber: 1 Analyst: E	4556	enter at M	IV	
SITE	SPECIFIC IN	PUT DATA				-	NOISE N	IODEL	. INPUTS	3	
Highway Data					Site Con	ditions	(Hard =	10, Soi	ft = 15)		
Peak Hour	Traffic (Adt): 2 Percentage: Hour Volume:	25,950 vehicle 7.83% 2,032 vehicle					rucks (2 A rucks (3+ A	,	15 15 15		
	hicle Speed:	50 mph		Ī	Vehicle I	Mix					
Near/Far La	ne Distance:	82 feet		Ī	Veh	icleType	e i	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42
Ва	rrier Height:	0.0 feet			М	edium 7	rucks:	84.8%	4.9%	10.3%	1.84
Barrier Type (0-V	Vall, 1-Berm):	0.0				Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74
Centerline Di	ist. to Barrier:	67.0 feet		-	Noise Sc	urce F	levations	(in fe	et)		
Centerline Dist.	to Observer:	87.0 feet		f		Auto		.000	0.0		
Barrier Distance	to Observer:	20.0 feet			Mediu	m Truck		.297			
Observer Height	,	5.0 feet				y Truck			Grade Adj	ustment.	0.0
	ad Elevation:	0.0 feet		L					,		
	ad Elevation:	0.0 feet		L	Lane Eq		t Distanc		eet)		
	ier Elevation:	0.0 feet				Auto		896			
	Road Grade:	0.0%				m Truck ry Truck		781 792			
FHWA Noise Mod	el Calculations	3		-							
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresne		Barrier Atte	en Ber	m Atter
Autos:		0.67		-2.9		-1.20		-0.46	0.0		0.00
Medium Trucks:		-16.57		-2.9		-1.20		-0.60	0.0		0.00
Heavy Trucks:	83.02	-20.52		-2.9	10	-1.20		-1.02	0.0	00	0.00
Unmitigated Nois	e Levels (witho	out Topo and	barrie	er atter	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn		VEL
Autos:			66.8		65.1		59.0		67.6		68
Medium Trucks:			57.7		51.3		49.8		58.2		58
Heavy Trucks:	58.		58.0		49.0		50.3		58.6		58
Vehicle Noise:	68	.6	67.8		65.4		60.0		68.6	i	69
Mitigated Noise L											
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn		VEL
Autos:	67.		66.8		65.1		59.0		67.6		68
Medium Trucks:			57.7		51.3		49.8		58.2		58
Heavy Trucks:	58.		58.0		49.0		50.3		58.6		58
Vehicle Noise:	68	.6	67.8		65.4		60.0		68.6	i	69

	HWA-RD-77-1		NOISE	PREL	SIC HON		•				
Road Nan	rio: First Floor V ne: Nason St. Vo: ON5	With Wall				Job N	Name: umber: nalyst: l	14556	Center at N son	١V	
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 6	33,000 vehicles	6					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tru	icks (2 A	Axles):	15		
Peak H	lour Volume:	4,933 vehicles	3		He	avy Truc	ks (3+ A	Axles):	15		
Ve	hicle Speed:	45 mph		- 1	Vehicle I	Mix					
Near/Far La	ne Distance:	58 feet		H		icleTvpe		Dav	Evenina	Night	Dailv
Site Data						,,	lutos:	77.5%		9.6%	. ,
P.o.	rrier Height:	0.0 feet			Me	edium Ti	rucks:	84.8%	4.9%	10.3%	1.849
Barrier Type (0-V		0.0 feet			F	Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.749
Centerline Di	. ,	55.0 feet		L							
Centerline Dist.		75.0 feet		1	Noise So				eet)		
Barrier Distance		20.0 feet				Auto		0.000			
Observer Height		5.0 feet				m Truck		2.297			
	ad Elevation:	0.0 feet			Heav	y Trucks	s: 8	3.006	Grade Ad	iustment	0.0
	ad Elevation:	0.0 feet		- 17	Lane Equ	uivalent	Distanc	e (in	feet)		
Barr	ier Elevation:	0.0 feet				Auto	s: 69	.347			
	Road Grade:	0.0%			Mediur	m Truck:	69	219			
		0.070			Heav	y Truck:	s: 69	.232			
FHWA Noise Mod	el Calculations	s									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresn	el	Barrier Att	en Ber	m Atten
Autos:	69.34	4.98		-2.2	3	-1.20		-0.44	0.0	000	0.000
Medium Trucks:	77.62	-12.26		-2.2	2	-1.20		-0.60	0.0	000	0.000
Heavy Trucks:	82.14	-16.21		-2.2	2	-1.20		-1.11	0.0	000	0.000
Unmitigated Nois											
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn		VEL
Autos:			70.1		68.3		62.2		70.9		71.
Medium Trucks:			61.5		55.1		53.6		62.1		62.3
Heavy Trucks:			62.1		53.1		54.4		62.7		62.8
Vehicle Noise:			71.2		68.6		63.4	ŀ	71.9	9	72.
Mitigated Noise L											
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn		VEL
Autos:			70.1 61.5		68.3 55.1		62.2 53.6	-	70.9 62.1		71. 62.
Administration Toronton											62.3
Medium Trucks: Heavy Trucks:			62.1		53.1		54.4		62.7		62.8

FH'	WA-RD-77-1	08 HIGHWAY	NOISE PRI	EDICTION	MODE	L (CAL	VENO) -	6/2/2013		
Scenario: Road Name: Lot No:					Job N	lumber.		Center at M	IV	
	PECIFIC IN	PUT DATA						L INPUT	S	
Highway Data				Site Con	ditions	(Hard	-, -	/		
Average Daily Tr			3				Autos:	15		
Peak Hour P		7.83%			dium Tr		,	15		
	ur Volume:	2,032 vehicles	3	He	avy Tru	cks (3+	Axles):	15		
	cle Speed:	50 mph		Vehicle	Mix					
Near/Far Lane	Distance:	82 feet		Veh	icleType	,	Day	Evening	Night	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97.42%
Rarri	er Heiaht:	6.0 feet		М	edium 1	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wal		0.0			Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dist.		67.0 feet								
Centerline Dist. to	Observer:	87.0 feet		Noise S				et)		
Barrier Distance to	Observer:	20.0 feet			Auto m Truck		0.000			
Observer Height (A	bove Pad):	5.0 feet					2.297 8.006	Grade Ad	i rotmont	0.0
Pad	Elevation:	0.0 feet		Heav	y Truck	S.	8.006	Grade Adj	usimeni.	0.0
Road	Elevation:	0.0 feet		Lane Eq	uivalen	t Distai	nce (in f	eet)		
Barrier	Elevation:	0.0 feet			Auto	s: 7	3.354			
Ro	oad Grade:	0.0%		Mediu	m Truck	s: 7	3.145			
				Hear	y Truck	s: 7	3.054			
FHWA Noise Model	Calculation	s								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Att	en Ben	m Atten
Autos:	71.12	0.67	-2	.60	-1.20		0.15	-6.4	100	-9.400
Medium Trucks:	78.79	-16.57	-2	.58	-1.20		0.08	-5.8	300	-8.800
Heavy Trucks:	83.02	-20.52	-2.	.57	-1.20		0.00	-4.9	900	-7.900
Unmitigated Noise L			barrier atte	enuation)						
VehicleType L	eq Peak Hou	r Leq Day	Leq	Evening	Leq	Night		Ldn		VEL
Autos:	68		67.2	65.4		59		68.0		68.6
Medium Trucks:	58	.4	58.0	51.6		50	.1	58.6	6	58.8
Heavy Trucks:	58	.7	58.4	49.3		50	.6	58.9	)	59.1
Vehicle Noise:	68	.9	68.1	65.7		60	.3	68.9	9	69.4
Mitigated Noise Lev										
,,, .	eq Peak Hou	.,.,		Evening		Night		Ldn		VEL
Autos:	61		60.8	59.0		52		61.6		62.2
Medium Trucks:	52		52.2	45.8		44		52.8		53.0
Heavy Trucks:	53		53.5	44.4		45		54.0		54.2
Vehicle Noise:	62	.7	62.0	59.3		54	.2	62.7	7	63.2

Autos: 77.5%   12.9%   9.6%   97.	F	HWA-RD-77-	108 HIGHWAY	NOISE	PRED	ICTION	MODE	L (CALVI	ENO) -	6/2/2013		
Mighway Data	Road Nar	ne: Bay Av.	With Wall				Job N	lumber: 1	4556		V	
Average Daily Traffic (Adt): 3,200 vehicles   Peak Hour Percentage: 7,83%   Medium Trucks: (2 Axles): 15   Sevening Night   Distance   Peak Hour Percentage: 7,83%   Medium Trucks: (3 Axles): 15   Sevening Night   Distance   Peak Hour Volume: 251 vehicles   Vehicle Speed: 30 mph Near/Far Lane Distance: 24 feet   Vehicle Mix   Vehicle Mix   Vehicle Mix   Vehicle Mix   Vehicle Trype   Day   Evening Night   Distance   Peak Hour Vehicle Trype   Day   Evening Night   Distance   Peak Hour Night   Distance   Peak Hour Night   Distance   Di		SPECIFIC II	NPUT DATA								;	
Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15	Highway Data				5	Site Con	ditions	(Hard =	10, Sof	t = 15)		
Peak Hour Volume:	Average Daily	Traffic (Adt):	3,200 vehicle	s								
Vehicle Niew   Vehicle Mix   Vehicle Mix   Vehicle Type   Day   Evening   Night   Day   Night   Da	Peak Hou	Percentage:	7.83%						/			
Near/Far Lane Distance:   24 feet   VehicleType   Day   Evening   Night   Distance   Night   Distance   National Trucks:   1.00   Note   Noise Source Elevations   Noise National Trucks:   1.00   Note   Noise National Trucks:   1.00   Noise   Noise National Trucks:   1.00   Noise Nati				S		He	avy Tru	cks (3+ A	xles):	15		
Site Data   Autos: 77.5%   12.9%   29.6%   97   80.6%			30 mph		١	/ehicle l	Wix					
Barrier Height:   0.0   feet	Near/Far La	ane Distance:	24 feet			Veh	icleType	,	Day	Evening	Night	Daily
Barrier Type (0-Wall, 1-Berm): 0.0   Centerline Dist. to Observer: 59.0 feet   Sarrier Distance to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Dist. to Observer: 59.0 feet   Centerline Distance to Observer: 59.0 feet   Centerline Distance to Observer: 59.0 feet   Centerline Distance to Observer: 59.0 feet   Centerline Distance to Observer: 59.0 feet   Centerline Distance to Observer: 59.0 feet   Centerline Distance to Observer: 59.83   Centerline Distance to Observer: 59.83   Centerline Distance to Observer: 59.84   Centerline Distance to Observer: 59.88   Centerline Distance to Observer: 59.88   Centerline Distance to Observer: 59.88   Centerline Distance to Observer: 59.88   Centerline Distance to Observer: 59.88   Centerline Distance to Observer: 59.88   Centerline Distance to Observer: 59.88   Centerl	Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Barrier Type (0-Wall, 1-Berm): 0.0   Heavy Trucks: 86.5% 2.7% 10.8% 0	Ra	rrier Heiaht	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Noise Source Elevations (in feet)   Section						- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to Observer: 59.0 feet   Barrier Distance to Observer: 20.0 feet   Cheer Pade	,,,,		39.0 feet			laica Sa	urco E	lovation	(in for	n#)		
Barrier Distance to Observer: 20.0 feet   Medium Trucks: 2.297   Heavy Trucks: 8.006   Grade Adjustment: 0.0 feet   Heavy Trucks: 8.006   Grade Adjustment: 0.0 feet   Heavy Trucks: 8.006   Grade Adjustment: 0.0 feet   Heavy Trucks: 57.830   Heavy Trucks: 57.835   Heavy Trucks: 73.11   -23.44   -1.05   -1.20   -0.40   0.000   0.000   0.000   Heavy Trucks: 78.76   -27.40   -1.05   -1.20   -0.61   0.000   0.000   0.000   Heavy Trucks: 78.76   -27.40   -1.05   -1.20   -0.61   0.000   0.000   0.000   Heavy Trucks: 78.76   -27.40   -1.05   -1.20   -0.61   0.000   0.000   0.000   Heavy Trucks: 78.76   -27.40   -1.05   -1.20   -0.61   0.000   0.000   0.000   Heavy Trucks: 78.76   -27.40   -1.05   -1.20   -0.61   0.000   0.000   0.000   0.000   Heavy Trucks: 78.76   -27.40   -1.05   -1.20   -0.61   0.000	Centerline Dist.	to Observer:	59.0 feet			ioise sc			•	<i>(</i>		
Diserver Height (Above Pad): 5.0 feet   Heavy Trucks: 8.006   Grade Adjustment: 0.0	Barrier Distance	to Observer:	20.0 feet			Modiu						
Pad Elevation: 0.0 feet   Canal Representation: 0.0 feet   Canal	Observer Height	(Above Pad):	5.0 feet							Grade Adii	ustment	0.0
Barrier Elevation: 0.0   feet   Road   Autos: 57.983   Medium Trucks: 57.830   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 62.51   6.20   -1.07   -1.20   -0.40   0.000   0.0	P	ad Elevation:	0.0 feet				,					
Road Grade: 0.0%   Medium Trucks: 57.830   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 57.845   Heavy Trucks: 73.11   -23.44   -1.05   -1.20   -0.40   0.000   Control of the control of th			0.0 feet		L	ane Eq				eet)		
Heavy Trucks: 57.845     Heavy Trucks: 57.845     Heavy Trucks: 57.845     Heavy Trucks: 57.845     Heavy Trucks: 57.845     Heavy Trucks: 57.845     Heavy Trucks: 57.845     Heavy Trucks: 62.51   -6.20   -1.07   -1.20   -0.40   0.000	Bari											
		Road Grade:	0.0%					0,				
VehicleType         REMEL         Traffic Flow         Distance         Finite Road         Fresnel         Barrier Atten         Berm Atten           Autos:         62.51         -6.20         -1.07         -1.20         -0.40         0.000         0           Medium Trucks:         73.11         -23.44         -1.05         -1.20         -0.61         0.000         0           Heavy Trucks:         78.76         -27.40         -1.05         -1.20         -1.32         0.000         0           Unmitigated Noise Levels (without Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Lon         CNEL           Autos:         54.0         53.2         51.4         45.4         54.0         SA           Wehicle Noise:         49.1         48.8         39.7         41.0         49.3           Wehicle Noise:         55.9         55.2         52.0         47.4         56.0           Mitigated Noise Levels (with Topo and barrier attenuation)           Vehicle Type         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos: </td <td></td> <td></td> <td></td> <td></td> <td></td> <td>Heav</td> <td>ry Truck</td> <td>s: 57</td> <td>.845</td> <td></td> <td></td> <td></td>						Heav	ry Truck	s: 57	.845			
Autos: 62.51	FHWA Noise Mod	lel Calculation	IS									
Medium Trucks: 73.11	VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresn	el E	Barrier Atte	n Ber	m Atten
Heavy Trucks: 78.76	Autos:									0.0	00	0.000
Unmitigated Noise   Levels (without Topo and barrier attenuation)   Vehicle Type   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL												0.000
VehicleType   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL	Heavy Trucks:	78.76	-27.40		-1.05	5	-1.20		-1.32	0.0	00	0.000
Autos:   54.0   53.2   51.4   45.4   54.0	Unmitigated Nois	e Levels (with	out Topo and	barrier	r atteni	uation)						
Medium Trucks:         47.4         47.0         40.6         39.1         47.5           Heavy Trucks:         49.1         48.8         39.7         41.0         49.3           Vehicle Noise:         55.9         55.2         52.0         47.4         56.0           Mitigated Noise Levels (with Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         54.0         53.2         51.4         45.4         54.0           Medium Trucks:         47.4         47.0         40.6         39.1         47.5           Heavy Trucks:         49.1         48.8         39.7         41.0         49.3					Leq Ev		Leq		_		CI	
Heavy Trucks:   49.1   48.8   39.7   41.0   49.3		-										54.6
Vehicle Noise:         55.9         55.2         52.0         47.4         56.0           Mitigated Noise Levels (with Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         54.0         53.2         51.4         45.4         54.0           Medium Trucks:         47.4         47.0         40.6         39.1         47.5           Heavy Trucks:         49.1         48.8         39.7         41.0         49.3												47.8
Mitigated Noise Levels (with Topo and barrier attenuation)   VehicleType   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL												49.4
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         54.0         53.2         51.4         45.4         54.0           Medium Trucks:         47.4         47.0         40.6         39.1         47.5           Heavy Trucks:         49.1         48.8         39.7         41.0         49.3	Vehicle Noise:	5.	5.9	55.2		52.0		47.4		56.0		56.4
Autos:         54.0         53.2         51.4         45.4         54.0           Medium Trucks:         47.4         47.0         40.6         39.1         47.5           Heavy Trucks:         49.1         48.8         39.7         41.0         49.3			<u> </u>									
Medium Trucks:     47.4     47.0     40.6     39.1     47.5       Heavy Trucks:     49.1     48.8     39.7     41.0     49.3	,,, .				Leq Ev		Leq				CI	
Heavy Trucks: 49.1 48.8 39.7 41.0 49.3		-										54.6
•												47.8
Vehicle Noise: 55.9 55.2 52.0 47.4 56.0												49.4
	Vehicle Noise:	5.	5.9	55.2		52.0		47.4		56.0		56.4

Tuesday,	June	14,	2022

i	HWA-RD-77-1	08 HIGHWAY	NOISE	PRED	ICTION	MODE	L (CALVE	NO) - 6/2/20	13		
Road Nar	rio: Second Flo ne: Cottonwoo Vo: ON1					Job №	t Name: T lumber: 1- Analyst: B		at MV		
SITE	SPECIFIC IN	IPUT DATA				- 1	NOISE M	ODEL INP	UTS		
Highway Data				S	ite Con	ditions	(Hard = 1	0, Soft = 15	)		
Peak Hou	Traffic (Adt): Percentage: Hour Volume:	10,500 vehicle 7.83% 822 vehicle					A rucks (2 A rcks (3+ A	,			
Ve	ehicle Speed:	45 mph		ν	ehicle I	Mix					
Near/Far La	ane Distance:	36 feet			Veh	icleType	e [	Day Eveni	ng N	ight L	Daily
Site Data							Autos: 7	7.5% 12.9	9%	9.6% 9	7.429
Ba	rrier Height:	6.0 feet			M	edium 7	rucks: 8	4.8% 4.9	9% 1	0.3%	1.849
Barrier Type (0-V		0.0			F	Heavy 7	rucks: 8	6.5% 2.7	7% 1	0.8%	0.749
	ist. to Barrier:	44.0 feet			laina Ca	uraa E	levations	(in fact)			
Centerline Dist.	to Observer:	64.0 feet		N	uise su	Auto		000			
Barrier Distance	to Observer:	20.0 feet			Madiu	Auto n Truck		297			
Observer Height	(Above Pad):	15.0 feet				y Truck			Adjust	ment: 0.	0
P	ad Elevation:	0.0 feet			пеач	y IIUCK	.5. 0.	JUO GIAUC	Aujusi	ment. 0.	U
Ro	ad Elevation:	0.0 feet		L	ane Equ	uivalen	t Distance	(in feet)			
Barr	rier Elevation:	0.0 feet				Auto	s: 63	.222			
	Road Grade:	0.0%				n Truck		.717			
					Heav	y Truck	s: 61	.814			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fresne	l Barrier	Atten	Berm A	Atten
Autos:	69.34	-2.80		-1.63		-1.20	-	0.59	0.000		0.00
Medium Trucks:	77.62	-20.04		-1.58		-1.20	-	0.82	0.000		0.00
Heavy Trucks:	82.14	-24.00		-1.49		-1.20	-	1.56	0.000		0.00
Unmitigated Nois				r attenu	ation)						
VehicleType	Leq Peak Hot			Leq Ev		Leq	Night	Ldn		CNE	
Autos:		3.7	62.9		61.1		55.1		63.7		64.
Medium Trucks:		1.8	54.4		48.0		46.5		54.9		55.
Heavy Trucks:		5.5	55.1		46.1		47.3		55.7		55.
Vehicle Noise:	64	1.8	64.0		61.4		56.2		64.8		65.
Mitigated Noise L											
VehicleType	Leq Peak Hou			Leq Ev		Leq	Night	Ldn		CNE	
	Autos: 63.7 62.9				61.1		55.1		63.7		64.
	Medium Trucks: 54.8 54.4				48.0		46.5		54.9		55.
Heavy Trucks:		5.5	55.1		46.1		47.3		55.7		55.
Vehicle Noise:	64	1.8	64.0		61.4		56.2		64.8		65.

F	HWA-RD-77-1	08 HIGHWAY	NOISI	E PREI	DICTION	MODE	L (CALV	ENO) -	- 6/2/2013		
Road Nan	rio: First Floor \ ne: Street A No: ON9	With Wall				Job I	t Name: lumber: Analyst:	14556	Center at N	۸V	
SITE	SPECIFIC IN	IPUT DATA					NOISE I	ИODE	L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	2,050 vehicle	s					Autos:	15		
Peak Hour	Percentage:	7.83%			Me	dium Tı	ucks (2 /	Axles):	15		
Peak F	lour Volume:	161 vehicle	s		He	avy Tru	cks (3+ /	Axles):	15		
Ve	hicle Speed:	30 mph		f	Vehicle I	Mix					
Near/Far La	ne Distance:	24 feet		f		icleTvp	9	Dav	Evenina	Night	Dailv
Site Data						,,	Autos:	77.5%	12.9%	9.6%	97.42%
P.	rrier Height:	0.0 feet			М	edium 1	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0				Heavy 1	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	. ,	39.0 feet		-	N-: 0		4:	- /:- #-	-41		
Centerline Dist.	to Observer:	59.0 feet		F	Noise So	Auto		•	et)		
Barrier Distance	to Observer:	20.0 feet			A deceller	Auto m Truck		0.000 2.297			
Observer Height	(Above Pad):	5.0 feet				т тruci v Truci		3.006	Grade Ad	iustmant:	0.0
P	ad Elevation:	0.0 feet			пеач	y ITUC	.s. c	0.000	Orauc Au	ustriciit.	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in t	eet)		
Barr	ier Elevation:	0.0 feet				Auto		.983			
	Road Grade:	0.0%				m Truck		.830			
					Heav	y Truck	s: 57	.845			
FHWA Noise Mod	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresn	nel	Barrier Att	en Ben	m Atten
Autos:		-8.13		-1.0	17	-1.20		-0.40	0.0	000	0.000
Medium Trucks:	73.11	-25.37		-1.0	15	-1.20		-0.61	0.0	000	0.000
Heavy Trucks:	78.76	-29.33		-1.0	15	-1.20		-1.32	0.0	000	0.000
Unmitigated Nois							A.C				
VehicleType Autos:	Leq Peak Hou		51.3	Leq E	vening 49.5	Leq	Night		Ldn		VEL
Autos: Medium Trucks:	52 45		51.3 45.0		49.5 38.7		43.5		52.° 45.0		52.7 45.8
Heavy Trucks:	45 47		45.0 46.8		38.7		39.0		45.4	-	45.8
Vehicle Noise:			53.3		50.1		45.5		54.		54.5
Mitigated Noise L	0.			4!			40.0	,	J4.I	,	J4.C
VehicleType	Leg Peak Hou		_		vening	Lea	Night		Ldn	CI	VEL
Autos:	52		51.3	4-	49.5	209	43.5	5	52.		52.7
Medium Trucks:			45.0		38.7		37.1	-	45.0		45.8
Heavy Trucks:	47		46.8		37.8		39.0		47.4	-	47.5
											54.5

FH	WA-RD-77-1	08 HIGHWAY	NOISI	E PREI	DICTION	MODE	L (CAL\	(ENO)	- 6/2/2013		
Scenario Road Name Lot No		or With Wall				Job N	: Name: lumber: Analyst:	14556	Center at M	١V	
	PECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily T	raffic (Adt):	63,000 vehicles	3					Autos:	15		
Peak Hour F	Percentage:	7.83%			Me	dium Tr	ucks (2	Axles):	15		
Peak Ho	ur Volume:	4,933 vehicles	3		He	avy Tru	cks (3+	Axles):	15		
Veh	icle Speed:	45 mph		-	Vehicle I	Mix					
Near/Far Lan	e Distance:	58 feet		H		icleTvpe		Dav	Evening	Night	Dailv
Site Data				-	V C//	,,	Autos:	77.5%		9.6%	
		6.0 feet			М	edium 1		84.8%		10.3%	1.84%
	ier Height:	0.0 reet				Heavy 7		86.5%		10.8%	0.74%
Barrier Type (0-Wa Centerline Dist		55.0 feet		L		-					
Centerline Dist. to		75.0 feet		Į.	Noise So	ource E	levation	s (in fe	eet)		
Barrier Distance to		20.0 feet				Auto		0.000			
Observer Height (A		15.0 feet				m Truck		2.297			
	d Elevation:	0.0 feet			Heav	y Truck	s:	8.006	Grade Adj	iustment:	0.0
	Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distan	ce (in	feet)		
	r Elevation:	0.0 feet		F		Auto		70.774	,		
	oad Grade:	0.0%			Mediu	m Truck		70.323			
					Heav	y Truck	s:	69.519			
FHWA Noise Model	Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en Ben	m Atten
Autos:	69.34	4.98		-2.3	7	-1.20		-0.76	0.0	000	0.000
Medium Trucks:	77.62	-12.26		-2.3	3	-1.20		-0.97	0.0	000	0.000
Heavy Trucks:	82.14	-16.21		-2.2	5	-1.20		-1.61	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	r atten	uation)						
VehicleType L	.eq Peak Hοι	ır Leq Day		Leq E	vening	Leq	Night		Ldn		VEL
Autos:	70	8.0	69.9		68.2		62.	1	70.7	7	71.3
Medium Trucks:	61	.8	61.4		55.0		53.	5	61.9		62.2
Heavy Trucks:	62	2.5	62.1		53.1		54.	3	62.7	7	62.8
Vehicle Noise:	71	.8	71.1		68.5		63.	3	71.8	3	72.3
Mitigated Noise Lev											
	.eq Peak Hοι		_	Leq E			Night		Ldn		VEL
Autos:	70		69.9		68.2		62.	-	70.7		71.3
Medium Trucks:	61		61.4		55.0		53.	-	61.9		62.2
Heavy Trucks:	62	2.5	62.1		53.1		54.	3	62.7	7	62.8
Vehicle Noise:	71	.8	71.1		68.5		63.	3	71.8	3	72.3

Road Nam Lot N	o: Second Flo			PRED	ICTION	MODEL	. (CALVE	NO) -	6/2/2013		
SITE	e: Nason St. o: ON3	oor With Wall				Job N	Name: T umber: 1 inalyst: B	4556	enter at M	V	
	SPECIFIC II	NPUT DATA							. INPUTS	;	
Highway Data				S	ite Con	ditions	(Hard = 1	10, So	ft = 15)		
Average Daily	Traffic (Adt):	63,000 vehicle	S					lutos:	15		
Peak Hour	Percentage:	7.83%					ıcks (2 A	/	15		
	our Volume:	4,933 vehicle	S		He	avy Truc	cks (3+ A	xles):	15		
	hicle Speed:	45 mph		ν	ehicle N	/lix					
Near/Far La	ne Distance:	58 feet			Vehi	cleType	1	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Rai	rier Height:	6.0 feet			Me	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			F	leavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	. ,	55.0 feet			laina Ca	uroo El	evations	(in fo	n#l		
Centerline Dist.	to Observer:	75.0 feet			ioise so	Auto:		•	ei)		
Barrier Distance	to Observer:	20.0 feet				Auto: n Truck:		000 297			
Observer Height (	Above Pad):	15.0 feet				n Truck: v Truck:			Grade Adju	istment.	0.0
Pa	ad Elevation:	0.0 feet			пеач	y ITUCK	s. o.	.000	Orauc Aujo	Journerit.	0.0
Roa	ad Elevation:	0.0 feet		L	ane Equ	ıivalent	Distanc	e (in fe	eet)		
Barri	er Elevation:	0.0 feet				Auto		0.774			
I	Road Grade:	0.0%				n Truck		0.323			
					Heav	y Truck	s: 69	9.519			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fresne	el E	Barrier Atte	n Berr	n Atten
Autos:	69.34			-2.37		-1.20		0.76	0.0	00	0.000
Medium Trucks:	77.62			-2.33		-1.20		0.97	0.0		0.000
Heavy Trucks:	82.14	-16.21		-2.25	5	-1.20		1.61	0.0	00	0.000
Harmitian Acad Main	Levels (with	out Topo and	barrie	r attenı	uation)						
	Leq Peak Ho			Leq Ev		Leq	Night		Ldn	CN	IEL
VehicleType		0.8	69.9		68.2		62.1		70.7		71.3
VehicleType Autos:					55.0		53.5		61.9		62.2
VehicleType Autos: Medium Trucks:	6	1.8	61.4								
VehicleType Autos: Medium Trucks: Heavy Trucks:	6°	2.5	62.1		53.1		54.3		62.7		
VehicleType Autos: Medium Trucks:	6°						54.3 63.3		62.7 71.8		
VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise: Mitigated Noise Le	6 6 7 evels (with To	2.5 1.8 po and barrie	62.1 71.1 r atten		53.1 68.5		63.3		71.8		72.3
VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:  WeticleType	6 6 7 e <b>vels (with To</b> Leq Peak Ho	2.5 1.8 ppo and barrie ur Leq Day	62.1 71.1 r atten	uation) Leq Ev	53.1 68.5 rening	Leq	63.3 Night		71.8 <i>Ldn</i>		72.3 IEL
VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:  Wittigated Noise Le VehicleType Autos:	6 62 7 evels (with To Leq Peak Ho 70	2.5 1.8 ppo and barrie ur Leq Day 0.8	62.1 71.1 r attent		53.1 68.5 rening 68.2	Leq	63.3 Night 62.1		71.8 Ldn 70.7		71.3
VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise: VehicleType Autos: Medium Trucks:	6: 6: 7: evels (with To Leq Peak Ho 7: 6:	2.5 pp and barrie ur Leq Day 0.8 1.8	62.1 71.1 r atten 69.9 61.4		53.1 68.5 rening 68.2 55.0	Leq	63.3 Night 62.1 53.5		71.8 Ldn 70.7 61.9		72.3 IEL 71.3 62.2
VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:  WehicleType Autos:	6 6 7 evels (with To Leq Peak Ho 7 6 6	2.5 1.8 ppo and barrie ur Leq Day 0.8	62.1 71.1 r attent		53.1 68.5 rening 68.2	Leq	63.3 Night 62.1		71.8 Ldn 70.7		72.3 IEL 71.3

F	HWA-RD-77-10	8 HIGHWAY	NOISE P	REDICTIO	N MODE	L (CALVE	ENO) - 6/2/2013	3	
Road Nan	io: Second Floo ne: Nason St. lo: ON5	or With Wall			Job N	t Name: T lumber: 1 Analyst: B		MV	
	SPECIFIC IN	PUT DATA				NOISE M	ODEL INPU	гs	
Highway Data				Site Co	nditions	(Hard = 1	10, Soft = 15)		
Peak Hour Peak F		7.83% 4,933 vehicle				A rucks (2 A icks (3+ A	,		
	hicle Speed:	45 mph		Vehicle	Mix				
Near/Far La	ne Distance:	58 feet		Ve	hicleType	e l	Day Evening	Night	Daily
Site Data						Autos:	77.5% 12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet		-	Medium 1	rucks:	84.8% 4.9%	10.3%	1.84%
Barrier Type (0-VI		0.0			Heavy 1	rucks:	86.5% 2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	55.0 feet		Noise !	Source F	levations	(in feet)		
Centerline Dist.	to Observer:	75.0 feet		110,000	Auto		.000		
Barrier Distance	to Observer:	20.0 feet		Medi	um Truck		297		
Observer Height	(Above Pad):	15.0 feet			avy Truck			djustment	t: 0.0
	ad Elevation:	0.0 feet						,	
	ad Elevation:	0.0 feet		Lane E			e (in feet)		
	ier Elevation:	0.0 feet			Auto		0.774		
	Road Grade:	0.0%			um Truck avy Truck		0.323 9.519		
FHWA Noise Mod	el Calculations			-					
VehicleType	REMEL	Traffic Flow	Distan	ce Finit	e Road	Fresne	el Barrier A	tten Bei	rm Atten
Autos:	69.34	4.98		-2.37	-1.20	-	3.44 0	.000	0.000
Medium Trucks:	77.62	-12.26		-2.33	-1.20	-	3.89 0	.000	0.000
Heavy Trucks:	82.14	-16.21		-2.25	-1.20	-	5.14 0	.000	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barrier a	ttenuation	)				
VehicleType	Leq Peak Hour	Leq Day	/ Le	q Evening	Leq	Night	Ldn		NEL
Autos:	70.	-	69.9	68.	-	62.1	70		71.3
Medium Trucks:		-	61.4	55.	-	53.5	61		62.2
Heavy Trucks:	62.		62.1	53.		54.3	62		62.8
Vehicle Noise:	71.	8	71.1	68.	5	63.3	71	.8	72.3
Mitigated Noise L	evels (with Top	o and barrie	r attenua	tion)					
VehicleType	Leq Peak Hour	Leq Day	/ Le	q Evening	Leq	Night	Ldn	С	NEL
Autos:	Autos: 70.8 69.9					62.1	70	.7	71.3
Medium Trucks:	61.	8	61.4	55.	0	53.5	61	.9	62.2
		Heavy Trucks: 62.5 62.1				53.1 54.3 62.7			
Heavy Trucks:	62.	5	62.1	53.	1	54.3	62	.7	62.8

F	HWA-RD-77-1	08 HIGHWAY	NOISE P	REDICTION	MODE	L (CALVE	NO) -	6/2/2013		
Road Nan	io: Second Flone: Nason St. Io: ON4	or With Wall			Job N	: Name: T lumber: 1 Analyst: B	4556	enter at M	V	
SITE	SPECIFIC IN	IPUT DATA			- 1	IOISE M	ODEL	INPUTS	;	
Highway Data				Site Co.	nditions	(Hard = 1	10, Sof	ft = 15)		
Average Daily	Traffic (Adt):	63,000 vehicles	3			Α	utos:	15		
Peak Hour	Percentage:	7.83%		М	edium Tr	ucks (2 A.	xles):	15		
Peak H	lour Volume:	4,933 vehicles	3	Н	eavy Tru	cks (3+ A.	xles):	15		
Ve	hicle Speed:	45 mph		Vehicle	Mix					
Near/Far La	ne Distance:	58 feet			nicleType	e 1	Day	Evening	Night	Daily
Site Data							77.5%	12.9%	9.6%	97.429
P.	rrier Height:	0.0 feet		٨	1edium 7	rucks: 8	34.8%	4.9%	10.3%	1.849
Barrier Type (0-V		0.0 reet			Heavy 1	rucks: 1	36.5%	2.7%	10.8%	0.749
Centerline Di	. ,	55.0 feet								
Centerline Dist.		75.0 feet		Noise S		levations	•	et)		
Barrier Distance	to Observer:	20.0 feet			Auto	0.	000			
Observer Height	(Above Pad):	15.0 feet			ım Truck		297	Grade Adji	ctment	0.0
P	ad Elevation:	0.0 feet		Hea	vy Truck	S: 8.	006	Grade Auji	astriiciit.	0.0
Ro	ad Elevation:	0.0 feet		Lane Ed	quivalen	t Distanc	e (in fe	eet)		
Barr	ier Elevation:	0.0 feet			Auto	s: 70	).774			
	Road Grade:	0.0%		Media	ım Truck	s: 70	0.323			
				Hea	vy Truck	s: 69	9.519			
FHWA Noise Mod										
VehicleType	REMEL	Traffic Flow	Distan		Road	Fresne		Barrier Atte		m Atten
Autos:	69.34	4.98		-2.37	-1.20		3.44	0.0		0.00
Medium Trucks:	77.62	-12.26		-2.33	-1.20		3.89	0.0		0.00
Heavy Trucks:	82.14	-16.21		-2.25	-1.20		5.14	0.0	00	0.00
Unmitigated Nois										
VehicleType	Leq Peak Hou			q Evening		Night		Ldn	CI	VEL
Autos: Medium Trucks:	70 61		69.9 61.4	68.2 55.0	-	62.1 53.5		70.7 61.9		71. 62.
Meaium Trucks: Heavy Trucks:	62		61.4 62.1	55.0		53.5 54.3		62.7		62.
Vehicle Noise:	71		71.1	68.5		63.3		71.8		72.
Mitigated Noise L						00.0		71.0		12.
VehicleType	Leg Peak Hou			g Evening	Lea	Night		Ldn	CI	VEL
Autos:	70		69.9	68.2		62.1		70.7		71.
Medium Trucks:	61	.8	61.4	55.0	)	53.5		61.9		62.
Heavy Trucks:	62	.5	62.1	53.	I	54.3		62.7		62.
	71		71.1		5	63.3		71.8		72.

Tuesday, June 14, 2022

Scenario: Second Floor With Wall   Project Name: Town C   Road Name: Alessandro Blvd.   Job Number: 14556   Lot No: ON6   Analyst: B. Laws	son L <b>INPUTS</b> ft = 15)	
Highway Data  Average Daily Traffic (Adt): 25,950 vehicles  Peak Hour Percentage: 7.83%	ft = 15) 15	
Average Daily Traffic (Adt): 25,950 vehicles Autos: Peak Hour Percentage: 7.83% Medium Trucks (2 Axles): Peak Hour Volume: 2,032 vehicles Heavy Trucks (3+ Axles):	15	
Peak Hour Percentage: 7.83% Medium Trucks (2 Axles): Peak Hour Volume: 2,032 vehicles Heavy Trucks (3+ Axles):		
Peak Hour Volume: 2,032 vehicles Heavy Trucks (3+ Axles):		
	15	
	15	
Vehicle Speed: 50 mph Vehicle Mix		
Near/Far Lane Distance: 82 feet VehicleType Day	Evening Night	Dailv
Site Data Autos: 77.5%	12.9% 9.6%	97.42%
Barrier Height: 0.0 feet Medium Trucks: 84.8%	4.9% 10.3%	1.84%
Barrier Type (0-Wall, 1-Berm): 0.0 Heavy Trucks: 86.5%	2.7% 10.8%	0.74%
Contacting Diet to Borriery C7.0 ft - t		
Contarline Diet to Observer: 97.0 feet	et)	
Parrier Distance to Changer 20.0 feet		
Observer Height (Above Rad): 15.0 feet Medium Trucks: 2.297		
Pad Elevation: 0.0 feet Heavy Trucks: 8.006	Grade Adjustment	: 0.0
Road Elevation: 0.0 feet Lane Equivalent Distance (in fe	eet)	
Barrier Elevation: 0.0 feet Autos: 78.186		
Road Grade: 0.0% Medium Trucks: 77.778		
Heavy Trucks: 77.051		
FHWA Noise Model Calculations		
VehicleType REMEL Traffic Flow Distance Finite Road Fresnel E	Barrier Atten Ber	m Atten
Autos: 71.12 0.67 -3.02 -1.20 -3.64	0.000	0.000
Medium Trucks: 78.79 -16.57 -2.98 -1.20 -4.03	0.000	0.000
Heavy Trucks: 83.02 -20.52 -2.92 -1.20 -5.08	0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)		
		NEL
Autos: 67.6 66.7 65.0 58.9	67.5	68.1
Medium Trucks: 58.0 57.6 51.2 49.7	58.2	58.4
Heavy Trucks: 58.4 58.0 49.0 50.2	58.6	58.7
Vehicle Noise: 68.5 67.7 65.3 59.9	68.5	69.0
Mitigated Noise Levels (with Topo and barrier attenuation)		
		NEL
Autos: 67.6 66.7 65.0 58.9	67.5	68.1
Medium Trucks: 58.0 57.6 51.2 49.7	58.2	58.4
Heavy Trucks: 58.4 58.0 49.0 50.2	58.6	58.7
Vehicle Noise: 68.5 67.7 65.3 59.9	68.5	69.0

Tuesday, June 14, 2022 Tuesday, June 14, 2022

Site Data	F	HWA-RD-77-	108 HIGHWAY	NOISE	PRED	ICTION	MODE	L (CALVE	ENO) -	6/2/2013		
Mighway Data	Road Nar	ne: Alessandr					Job ∧	lumber: 1	4556		V	
Average Daily Traffic (Adt): 25,950 vehicles   Peak Hour Percentage: 7,83%   Medium Trucks: (2 Axles): 15   Seed: Vehicle Speed: 50 mph Near/Far Lane Distance: 82 feet   Vehicle Mix		SPECIFIC I	NPUT DATA								3	
Site Data   Autos: 77.5%   12.3%   9.6%   97.	Average Daily Peak Hour Peak I	Percentage: Hour Volume: chicle Speed:	7.83% 2,032 vehicle 50 mph			Me He ehicle I	dium Tr avy Tru <b>Vlix</b>	ucks (2 A	Autos: xles): xles):	15 15 15	Minht	Doile
Barrier Height: 6.0 feet   Barrier Type (0-Wall, 1-Berm): 0.0   Centerline Dist. to Barrier: 67.0 feet   Centerline Dist. to Observer: 84.0 feet   Centerline Dist. to Observer: 84.0 feet   Centerline Dist. to Observer: 84.0 feet   Centerline Dist. feet   Centerline Dist. feet   Centerline Dist. feet   Centerline Dist. feet   Centerline Dist. feet   Centerline Di	Sito Data					ven	,,		.,	. ,		Daily 97.42%
Genterline Dist. to Observer:         87.0 feet Barrier Distance to Observer         20.0 feet Distance to Observer         37.0 feet Distance to Observer         4 Medium Trucks:         2.297         4 Medium Trucks:         2.298         4 Medium Trucks:         2.298         4 Medium Trucks:         8.006         Grade Adjustment:         0.0         6 rade Adjustment:         0.0         6 rade Adjustment:         0.0         6 rade Adjustment:         0.0         6 rade Adjustment:         0.0         6 rade Adjustment:         0.0         6 rade Adjustment:         0.0         6 rade Adjustment:         0.0         6 rade Adjustment:         0.0         6 rade Adjustment:         0.0         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:         0.0         0 rade Adjustment:	Barrier Type (0-V	Vall, 1-Berm):	0.0			F	edium T Heavy T	rucks: rucks:	84.8% 86.5%	4.9% 2.7%	10.3%	1.84%
	Barrier Distance Observer Height F	to Observer: (Above Pad): lad Elevation: ad Elevation: ier Elevation:	20.0 feet 15.0 feet 0.0 feet 0.0 feet 0.0 feet			Mediui Heav ane Equ	Auto m Truck ry Truck uivalen Auto	s: 0 s: 2 s: 8 t Distanc s: 7	.000 .297 .006 <b>e (in fe</b>	Grade Adji	ustment	: 0.0
Autos:         71.12         0.67         -3.02         -1.20         -0.90         0.000         0           Medium Trucks:         78.79         -16.57         -2.98         -1.20         -1.09         0.000         0           Unmitigated Noise Levels (without Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.6         66.7         65.0         58.9         67.5           Medium Trucks:         58.0         57.6         51.2         49.7         58.2           Heavy Trucks:         58.4         58.0         49.0         50.2         58.6           Vehicle Noise:         68.5         68.5         67.7         65.3         59.9         68.5           Mitigated Noise Levels (with Topo and barrier attenuation)           Vehicle Pype         Leq Peak Hour         Leq Day         Leq Peaning         Leq Night         Ldn         CNEL           Mitigated Noise Levels (with Topo and barrier attenuation)         Leq Evening         Leq Right         Ldn         CNEL           Autos:         67.6         66.7         65.0         58.9												
Medium Trucks:   78.79				Dista								m Atten 0.000
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.6         66.7         65.0         58.9         67.5           Medium Trucks:         58.0         57.6         51.2         49.7         58.2           Heavy Trucks:         58.4         58.0         49.0         50.2         58.6           Vehicle Noise:         68.5         68.5         59.9         68.5           Mittgated Noise Levels (with Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.6         66.7         65.0         58.9         67.5           Medium Trucks:         58.0         57.6         51.2         49.7         58.2           Heavy Trucks:         58.4         58.0         49.0         50.2         58.6	Medium Trucks:	78.79	-16.57		-2.98		-1.20		1.09	0.0	00	0.000
Autos: 67.6 66.7 65.0 58.9 67.5  Medium Trucks: 58.0 57.6 51.2 49.7 58.2  Heavy Trucks: 58.4 58.0 49.0 50.2 58.6  Vehicle Noise: 68.5 67.7 65.3 59.9 68.5  Mitigated Noise Levels (with Topo and barrier attenuation)  VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Ldn CNEL  Autos: 67.6 66.7 65.0 58.9 67.5  Medium Trucks: 58.0 57.6 51.2 49.7 58.2  Heavy Trucks: 58.4 58.0 49.0 50.2 58.6	Unmitigated Nois	e Levels (with	nout Topo and	barrier	attenu	ation)						
Medium Trucks:   58.0   57.6   51.2   49.7   58.2     Heavy Trucks:   58.4   58.0   49.0   50.2   58.6     Vehicle Noise:   68.5   67.7   65.3   59.9   68.5     Mitigated Noise Levels (with Topo and barrier attenuation)    VehicleType   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL     Autos:   67.6   66.7   65.0   58.9   67.5     Medium Trucks:   58.0   57.6   51.2   49.7   58.2     Heavy Trucks:   58.4   58.0   49.0   50.2   58.6	VehicleType	Leq Peak Ho	ur Leq Day	′	Leq Eve	ening	Leq	Night		Ldn	CI	VEL
Vehicle Noise:         68.5         67.7         65.3         59.9         68.5           Mitigated Noise Levels (with Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.6         66.7         65.0         58.9         67.5           Medium Trucks:         58.0         57.6         51.2         49.7         58.2           Heavy Trucks:         58.4         58.0         49.0         50.2         58.6	Medium Trucks:	5	8.0	57.6		51.2		49.7		58.2		68. <sup>4</sup>
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.6         66.7         65.0         58.9         67.5           Medium Trucks:         58.0         57.6         51.2         49.7         58.2           Heavy Trucks:         58.4         58.0         49.0         50.2         58.6												58.7 69.0
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.6         66.7         65.0         58.9         67.5           Medium Trucks:         58.0         57.6         51.2         49.7         58.2           Heavy Trucks:         58.4         58.0         49.0         50.2         58.6	Mitigated Noise I	evels (with Ti	opo and barrie	r atteni	uation)							
Autos:     67.6     66.7     65.0     58.9     67.5       Medium Trucks:     58.0     57.6     51.2     49.7     58.2       Heavy Trucks:     58.4     58.0     49.0     50.2     58.6						enina	Lea	Niaht		Ldn	CI	VEL
Heavy Trucks: 58.4 58.0 49.0 50.2 58.6					.,,							68.
•	Medium Trucks:	5	8.0	57.6		51.2		49.7		58.2		58.4
Vehicle Noise: 68.5 67.7 65.3 59.9 68.5	Heavy Trucks:	5	8.4	58.0		49.0		50.2		58.6		58.7
	Vehicle Noise:	6	8.5	67.7		65.3		59.9		68.5		69.0

Tuesday, June 14, 2022

F	HWA-RD-77-1	08 HIGHWAY	NOISE	PRED	ICTION	MODE	L (CALV	ENO) ·	- 6/2/2013		
Road Nan	rio: Second Flo ne: Street A lo: ON9	or With Wall				Job №	t Name: ' lumber: ' Analyst: I	14556	Center at M	IV	
SITE	SPECIFIC IN	PUT DATA							L INPUTS	8	
Highway Data				S	ite Con	ditions	(Hard =	10, Sc	ft = 15)		
Peak F	Percentage: lour Volume:	2,050 vehicle 7.83% 161 vehicle					rucks (2 A rucks (3+ A	,	15 15 15		
	hicle Speed:	30 mph		ν	'ehicle l	Иiх					
Near/Far La	ne Distance:	24 feet			Veh	icleType	е	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet				edium 7		84.8%		10.3%	
Barrier Type (0-W	/all, 1-Berm):	0.0			F	Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	39.0 feet		٨	loise So	urce E	levations	s (in fe	eet)		
Centerline Dist.	to Observer:	59.0 feet		i i		Auto		.000			
Barrier Distance	to Observer:	20.0 feet			Mediui	n Truck		.297			
Observer Height		15.0 feet				y Truck		.006	Grade Adj	ustment	0.0
	ad Elevation:	0.0 feet		L							
	ad Elevation:	0.0 feet		L	ane Equ		t Distand	_ `	reet)		
	ier Elevation:					Auto	-	9.682			
	Road Grade:	0.0%			Medium Trucks: 59.147 Heavy Trucks: 58.189						
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresn	el	Barrier Atte	en Ber	m Atten
Autos:	62.51	-8.13		-1.26	5	-1.20		-3.06	0.0	000	0.000
Medium Trucks:	73.11	-25.37		-1.20	)	-1.20		-3.64	0.0	000	0.000
Heavy Trucks:	78.76	-29.33		-1.09	)	-1.20		-5.28	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	attenu	uation)						
VehicleType	Leq Peak Hou	r Leq Day	/ L	Leq Ev	ening	Leq	Night		Ldn	CI	VEL
Autos:	51	.9	51.1		49.3		43.3	3	51.9	)	52.5
Medium Trucks:	45	.3	44.9		38.5		37.0	)	45.5	5	45.7
Heavy Trucks:	47	.1	46.8		37.7		39.0	)	47.3	3	47.5
Vehicle Noise:	53	.8	53.2		49.9		45.3	3	53.9	)	54.3
Mitigated Noise L	evels (with To	po and barrie	r attenu	ıation)							
VehicleType	Leq Peak Hou	ır Leq Daj	/ L	Leq Ev	ening	Leq	Night		Ldn	CI	VEL
Autos:	51	.9	51.1		49.3		43.3	3	51.9	)	52.5
Medium Trucks:	45	.3	44.9		38.5		37.0	)	45.5	5	45.7
Heavy Trucks:	47	.1	46.8		37.7		39.0	)	47.3	3	47.5
Vehicle Noise:	53	.8	53.2		49.9		45.3	3	53.9	)	54.3

F	HWA-RD-77-	108 HIGHWAY	NOISE PF	REDICTION	MODE	L (CALV	ENO)	- 6/2/2013		
Road Nan	rio: Second Flo ne: Bay Av. Vo: ON8	oor With Wall			Job N	Name: lumber: Analyst:	14556	Center at M	V	
SITE	SPECIFIC II	IPUT DATA						L INPUTS	3	
Highway Data				Site Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	3,200 vehicles	3				Autos:	15		
Peak Hour	Percentage:	7.83%		Me	dium Tr	ucks (2	Axles):	15		
Peak F	lour Volume:	251 vehicles	3	He	avy Tru	cks (3+ .	Axles):	15		
Ve	ehicle Speed:	30 mph		Vehicle	Mix					
Near/Far La	ane Distance:	24 feet			icleTvpe		Dav	Evenina	Niaht	Daily
Site Data				100	,,	Autos:	77.5%	,	9.6%	. ,
		0.0 feet		- м	edium T		84.8%		10.3%	1.84
Barrier Type (0-V	rrier Height:	0.0 feet 0.0			Heavy T		86.5%		10.8%	
** '	ist. to Barrier:	39.0 feet								
Centerline Dist		59.0 feet		Noise S			s (in fe	eet)		
Barrier Distance		20.0 feet			Auto		0.000			
Observer Height		15.0 feet			m Truck		2.297			
	ad Elevation:	0.0 feet		Hear	y Truck	s: i	8.006	Grade Adj	ustment:	0.0
	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ce (in	feet)		
	ier Elevation:	0.0 feet		,	Auto		59.682			
	Road Grade:	0.0%		Mediu	m Truck	s: !	59.147			
		0.070		Hear	y Truck	s:	58.189			
FHWA Noise Mod	el Calculation	s		1						
VehicleType	REMEL	Traffic Flow	Distanc		Road	Fresi	-	Barrier Atte	en Ben	m Atten
Autos:		-6.20		1.26	-1.20		-3.06	0.0		0.00
Medium Trucks:				1.20	-1.20		-3.64	0.0		0.00
Heavy Trucks:				1.09	-1.20		-5.28	0.0	00	0.00
Unmitigated Nois VehicleType					100	Minht	_	Ldn		VFL.
Venicie i ype Autos:	Leq Peak Ho		53.0	Evening 51.3		Night 45.	2	53.8		VEL 54
Medium Trucks:			46.8	40.5		38.	_	47.4		47
Heavy Trucks:			40.0 48.7	39.7		40.	-	49.3		47.
Vehicle Noise:			55.1	51.9		47.	_	55.8		56.
Mitigated Noise L	evels (with To	po and barrie	attenuati	ion)						
Vehicle Type	Leg Peak Ho			Evening	Leq	Night		Ldn	CI	VEL
Autos:	50	3.9	53.0	51.3		45.	2	53.8		54.
Medium Trucks:	47	7.3	46.8	40.5		38.	9	47.4		47.
Heavy Trucks:	49	9.1	48.7	39.7		40.	9	49.3		49.
Vehicle Noise:		5.8	55.1	51.9		47.		55.8		56

Tuesday, June 14, 2022

FH	WA-RD-77-1	08 HIGHWAY	NOISE PRI	EDICTION	MODE	L (CAL	VENO) -	- 6/2/2013		
	: Third Floor : Cottonwood : ON1				Job N	lumber.	Town ( 14556 B. Law	Center at M son	IV.	
	PECIFIC IN	IPUT DATA						L INPUT	S	
Highway Data				Site Con	ditions	(Hard	-, -	,		
Average Daily Ti			3				Autos:	15		
Peak Hour P		7.83%			dium Tr			15		
	ur Volume:	822 vehicles	3	He	avy Tru	cks (3+	Axles):	15		
	cle Speed:	45 mph		Vehicle	Mix					
Near/Far Lane	Distance:	36 feet		Veh	icleType	,	Day	Evening	Night	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97.42%
Rarr	ier Heiaht:	6.0 feet		М	ledium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wa		0.0			Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dist.		44.0 feet								
Centerline Dist. to	Observer:	64.0 feet		Noise S			- , -	eet)		
Barrier Distance to		20.0 feet			Auto		0.000			
Observer Height (A		25.0 feet			m Truck		2.297		. , ,	
	Elevation:	0.0 feet		Hear	y Truck	S.	8.006	Grade Adj	ustment:	0.0
Road	Elevation:	0.0 feet		Lane Eq	uivalen	t Distai	nce (in t	eet)		
Barrier	Elevation:	0.0 feet			Auto	s: (	6.310			
Ro	oad Grade:	0.0%		Mediu	m Truck	s: 6	55.478			
				Hear	y Truck	s: 6	3.724			
FHWA Noise Model	Calculations	s								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Att	en Ben	m Atten
Autos:	69.34	-2.80	-1.	.94	-1.20		-3.21	0.0	000	0.000
Medium Trucks:	77.62	-20.04	-1.	.86	-1.20		-3.75	0.0	000	0.000
Heavy Trucks:	82.14	-24.00	-1.	.68	-1.20		-5.30	0.0	000	0.000
Unmitigated Noise			barrier atte	enuation)						
	eq Peak Hou			Evening		Night		Ldn		VEL
Autos:	63		62.6	60.8		54	.7	63.4	ļ.	64.0
Medium Trucks:	54	.5	54.1	47.7		46	.2	54.6	3	54.9
Heavy Trucks:	55	.3	54.9	45.9		47	.1	55.5	5	55.6
Vehicle Noise:	64	.5	63.7	61.1		55	.9	64.5	5	65.0
Mitigated Noise Lev										
	eq Peak Hou	- 1 - 7		Evening		Night		Ldn		VEL
Autos:	63		62.6	60.8		54		63.4		64.0
Medium Trucks:	54		54.1	47.7		46		54.6		54.9
Heavy Trucks:	55	.3	54.9	45.9		47	.1	55.5	5	55.6
Vehicle Noise:	64	.5	63.7	61.1		55	.9	64.5	5	65.0

F	HWA-RD-77-1	08 HIGHWAY	NOISE F	REDI	CTION	MODEI	(CALVE	ENO) -	6/2/2013		
Road Nam	io: Third Floor ne: Nason St. lo: ON2	With Wall				Job N	Name: 1 lumber: 1 Analyst: E	4556	Center at Mi	V	
SITE Highway Data	SPECIFIC IN	IPUT DATA		0:	4- 0		IOISE N (Hard =		LINPUTS	i	
Average Daily Peak Hour Peak H	Traffic (Adt): Percentage: lour Volume: hicle Speed: ne Distance:	63,000 vehicles 7.83% 4,933 vehicles 45 mph 58 feet			Med Hea	dium Tri avy Trui <b>lix</b>	ucks (2 A	Autos: xles): xles):	15 15 15		
Site Data	ne Distance.	30 1661		_	Vehi	cleType		Day	Evening	Night	Daily
Barrier Type (0-W		<b>6.0 feet</b> 0.0 55.0 feet			F	edium T Heavy T	rucks: rucks:	77.5% 84.8% 86.5%	4.9% 2.7%	9.6% 10.3% 10.8%	1.84%
Centerline Di		55.0 feet 75.0 feet		No	oise So		evations		et)		
Ro		20.0 feet 25.0 feet 0.0 feet 0.0 feet 0.0 feet		La	Heav	Auto n Truck y Truck uivalent Auto	s: 2 s: 8		Grade Adju	ustment:	0.0
	Road Grade:	0.0%				n Truck y Truck		.797 .224			
VehicleType	el Calculation REMEL	s Traffic Flow	Distar	100	Finite	Dood	Fresn	a/ /	Barrier Atte	n Pon	m Atten
Autos: Medium Trucks: Heavy Trucks:	69.34 77.62	4.98 -12.26		-2.62 -2.55 -2.41	· mico	-1.20 -1.20 -1.20	,	-3.77 -4.26 -5.60	0.00	00	0.000
Unmitigated Noise	l evels (with	out Topo and	harrier a	ttenu	ation)						
VehicleType	Leq Peak Hou			eq Eve		Leq	Night		Ldn	CI	IEL
Autos: Medium Trucks: Heavy Trucks:	61	.6	69.7 61.2 62.0		67.9 54.8 52.9		61.9 53.3 54.2		70.5 61.7 62.5		71.1 62.0 62.7
Vehicle Noise:			70.8		68.2		63.0		71.6		72.1
Mitigated Noise Lo	evels (with To	no and harrie	attenua	tion)							
VehicleType	Leq Peak Hou			eq Eve	ening	Leq	Night		Ldn	CI	VEL
Autos:	70	).5	69.7		67.9		61.9		70.5		71.1
Medium Trucks:			61.2		54.8		53.3		61.7		62.0
Heavy Trucks:			62.0		52.9		54.2		62.5		62.7
Vehicle Noise:	71	.6	70.8		68.2		63.0		71.6		72.1

F	HWA-RD-77-1	108 HIGHWAY	NOIS	E PREC	DICTION	MODE	L (CALV	ENO) -	6/2/2013				
Road Nan	rio: Third Floor ne: Nason St. Vo: ON4	With Wall			Project Name: Town Center at MV Job Number: 14556 Analyst: B. Lawson								
	SPECIFIC IN	NPUT DATA							L INPUTS	3			
Highway Data				5	Site Con	ditions	(Hard =	10, So	ft = 15)				
Average Daily	Traffic (Adt):	63,000 vehicle	S					Autos:	15				
	Percentage:	7.83%					ucks (2 )	/	15				
	lour Volume:	4,933 vehicle	S		He	avy Tru	cks (3+ )	Axles):	15				
	hicle Speed:	45 mph		١	/ehicle l	Mix							
Near/Far La	ne Distance:	58 feet			Veh	icleType	,	Day	Evening	Night	Daily		
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%		
Ва	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-V		0.0			- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline Di	ist. to Barrier:	55.0 feet		,	Voise Sc	urco E	lovation	e (in fo	of)				
Centerline Dist.	to Observer:	75.0 feet		,	voise sc	Auto		0.000	eij				
Barrier Distance	to Observer:	20.0 feet			Mediu	m Truck		2.297					
Observer Height	(Above Pad):	25.0 feet				y Truck			Grade Adi	ustment	0.0		
P	ad Elevation:	0.0 feet											
	ad Elevation:	0.0 feet		1	ane Eq			_ `	eet)				
	Barrier Elevation: 0.0 feet					Auto		3.546					
	Road Grade:	0.0%				m Truck		2.797					
					Heav	y Truck	s: 7	1.224					
FHWA Noise Mod	el Calculation	s											
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresr	nel l	Barrier Atte	en Ber	m Atten		
Autos:	69.34	4.98		-2.62	2	-1.20		-7.79	0.0	00	0.000		
Medium Trucks:	77.62	-12.26		-2.5	5	-1.20		-8.51	0.0	00	0.000		
Heavy Trucks:	82.14	-16.21		-2.4	1	-1.20	-	10.46	0.0	00	0.000		
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)								
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq Ev	ening	Leq	Night		Ldn	CI	VEL		
Autos:	70	).5	69.7		67.9		61.9	9	70.5	i	71.1		
Medium Trucks:	61	1.6	61.2		54.8		53.3	3	61.7		62.0		
Heavy Trucks:	62	2.3	62.0		52.9		54.2	2	62.5	i	62.7		
Vehicle Noise:	71	1.6	70.8		68.2		63.0	)	71.6	i	72.		
Mitigated Noise L	evels (with To	po and barrie	r attei	nuation	)								
VehicleType	Leq Peak Hou	ur Leq Day	/	Leg Ev	ening	Leq	Night		Ldn	CI	VEL		
Autos:	70	).5	69.7		67.9		61.9	9	70.5	i	71.		
Medium Trucks:	61	1.6	61.2		54.8		53.3	3	61.7		62.0		
Heavy Trucks:	62	2.3	62.0		52.9		54.2	2	62.5	i	62.7		
Vehicle Noise:	71		70.8		68.2		63.0	_	71.6		72.1		

					•				
	With Wall							١٧	
SPECIFIC IN	PUT DATA				NOISE	IODE	L INPUT	s	
			Site Co	onditions	(Hard =	10, S	oft = 15)		
Traffic (Adt): 6	3,000 vehicles					Autos:	15		
Percentage:	7.83%		٨	1edium T	rucks (2 A	(xles	15		
lour Volume:	4,933 vehicles		F	leavy Tru	icks (3+ A	(xles	15		
hicle Speed:	45 mph		Vehicle	Miv					
ne Distance:	58 feet					Day	Evenina	Night	Dailv
			-	, , ,		- /	-	-	. ,
	0.0.64		-					10.3%	
								10.8%	
. ,									,
			Noise			•	eet)		
,			He	avy Truci	(S: 8	.006	Grade Adj	iustment	: 0.0
			Lane E	auivalen	t Distand	e (in	feet)		
							,		
			Med	ium Truci					
	0.070		He	avy Truci	(S: 71	.224			
el Calculations									
REMEL	Traffic Flow	Distan	ce Finit	te Road	Fresn	el	Barrier Atte	en Ber	m Atter
69.34	4.98		2.62	-1.20		-3.77	0.0	000	0.00
77.62	-12.26		2.55	-1.20		-4.26	0.0	000	0.00
82.14	-16.21		2.41	-1.20		-5.60	0.0	000	0.00
Levels (witho	ut Topo and b	arrier a	tenuation	)					
Leq Peak Hou	Leq Day	Le	q Evening	Leg	Night		Ldn	CI	VEL
70.	5 6	9.7	67	.9	61.9		70.5	5	71
				-					62
62.	3 6	2.0	52	.9	54.2	!	62.5	5	62
71.	6 7	8.0	68	.2	63.0	)	71.6	3	72
evels (with Top			-			_			
Leq Peak Hou	Leq Day	Le	q Evening		Night		Ldn		VEL
Leq Peak Hou	Leq Day	9.7	q Evening 67	.9	61.9		70.5	5	71
Leq Peak Hou	Leq Day 5 6	Le	q Evening	.9 .8				5	VEL 71 62 62
	io: Third Floor Vie: Nason St. Vie:	10	io: Third Floor With Wall ie: Nason St. io: ON3  SPECIFIC INPUT DATA  Traffic (Adt): 63,000 vehicles  Percentage: 7,83%  four Volume: 4,933 vehicles incle Speed: 45 mph ine Distance: 58 feet  Trier Height: 6.0 feet feet, 1,18-erm): 0.0  st. to Barrier: 55.0 feet to Observer: 75.0 feet to Observer: 20.0 feet ad Elevation: 0.0 feet ad Elevation: 0.0 feet ad Elevation: 0.0 feet Road Grade: 0.0%  REMEL Traffic Flow Distance  69.34 4.98  77.62 -12.26  82.14 16.21 -  9 Levels (without Topo and barrier at Leq Peak Hour Leq Day Le 70.5 69.7  61.6 61.2	10: Third Floor With Wall   10: Nason St.   10: ON3	Distance   Color   C	Project Name:   Job Number:   Analyst:	Nason St.   Job Number   14556   Analyst: B. Law	Project Name: Town Center at No. 14556   Analyst: B. Lawson St. 10 NOIS   MODEL INPUT: 14556   Analyst: B. Lawson St. 10 NOIS   MODEL INPUT: 14556   Analyst: B. Lawson St. 15   Model of the St. 15	Nason St.   Job Number   14556   Analyst: B. Lawson

Tuesday, June 14, 2022

	Daily 97.42% 1.84%
Highway Data   Site Conditions (Hard = 10, Soft = 15)	97.42%
Average Daily Traffic (Adt): 63,000 vehicles   Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15   Heavy Trucks (3+ Axles): 15   Heavy Trucks (3+ Axles): 15	97.42%
Peak Hour Percentage: 7.83%   Medium Trucks (2 Axles): 15   Heavy Trucks (3+ Axles): 15	97.42%
Peak Hour Volume: 4,933 vehicles   Heavy Trucks (3+ Axles): 15     Vehicle Mix   Vehicle Mix   Vehicle Type   Day   Evening   Night     Site Data   Barrier Height: 0.0 feet   Medium Trucks: 84.8% 4,9% 10.3%	97.42%
Vehicle Speed:         45 mph         Vehicle Mix           Near/Far Lane Distance:         58 feet         Vehicle Type         Day         Evening         Night           Site Data         Autos:         77.5%         12.9%         9.6%         9.6%           Barrier Height:         0.0 feet         Medium Trucks:         84.8%         4.9%         10.3%	97.42%
Near/Far Lane Distance: 58 feet   VehicleType   Day   Evening   Night	97.42%
VehicleType   Day   Evening   Night	97.42%
Barrier Height: 0.0 feet Medium Trucks: 84.8% 4.9% 10.3%	
Barner Height: 0.0 feet	1 9/10/
14 T1 00 F0/ 0 70/ 40 00/	1.04 /0
	0.74%
Conterling Diet to Parrier: EE 0 feet	
Centerline Dist. to Observer: 75.0 feet Noise Source Elevations (in feet)  Autos: 0.000	
Barrier Distance to Observer: 20.0 feet Medium Trucks: 2.297	
Observer Height (Above Pad): 25.0 feet Heavy Trucks: 2.297  Heavy Trucks: 8,006 Grade Adjustment: 0	0.0
Pad Elevation: 0.0 feet	7.0
Road Elevation: 0.0 feet Lane Equivalent Distance (in feet)	
Barrier Elevation: 0.0 feet Autos: 73.546	
Road Grade: 0.0% Medium Trucks: 72.797	
Heavy Trucks: 71.224	
FHWA Noise Model Calculations	
VehicleType	Atten
Autos: 69.34 4.98 -2.62 -1.20 -7.79 0.000	0.000
Medium Trucks: 77.62 -12.26 -2.55 -1.20 -8.51 0.000	0.000
Heavy Trucks: 82.14 -16.21 -2.41 -1.20 -10.46 0.000	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)	
VehicleType Leg Peak Hour Leg Day Leg Evening Leg Night Ldn CNE	-L
Autos: 70.5 69.7 67.9 61.9 70.5	71.1
Medium Trucks: 61.6 61.2 54.8 53.3 61.7	62.0
Heavy Trucks: 62.3 62.0 52.9 54.2 62.5	62.7
Vehicle Noise: 71.6 70.8 68.2 63.0 71.6	72.1
Mitigated Noise Levels (with Topo and barrier attenuation)	
VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Ldn CNE	EL
Autos: 70.5 69.7 67.9 61.9 70.5	71.1
Medium Trucks: 61.6 61.2 54.8 53.3 61.7	62.0
Heavy Trucks: 62.3 62.0 52.9 54.2 62.5	62.7
Vehicle Noise: 71.6 70.8 68.2 63.0 71.6	72.1

F	HWA-RD-77-	108 HIGHWAY	NOISE	PRED	ICTION	MODE	L (CALVI	ENO) -	6/2/2013		
Road Nan	rio: Third Floo ne: Alessandr No: ON6					Job N	Name: T lumber: 1 Analyst: E	14556	enter at M	V	
	SPECIFIC I	NPUT DATA							. INPUTS	;	
Highway Data				S	ite Con	ditions	(Hard =	10, So	ft = 15)		
Average Daily	Traffic (Adt):	25,950 vehicle	S				,	Autos:	15		
Peak Hour	Percentage:	7.83%					ucks (2 A	,	15		
Peak H	Hour Volume:	2,032 vehicle	s		He	avy Tru	cks (3+ A	(xles	15		
Ve	ehicle Speed:	50 mph		ı	ehicle l	Wix					
Near/Far La	ne Distance:	82 feet		F	Veh	icleType		Dav	Evening	Night	Daily
Site Data								77.5%	12.9%	9.6%	
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V		0.0			- 1	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
*, .	ist. to Barrier:	67.0 feet			laina Ca	uraa El	levations	/in fo	n#l		
Centerline Dist.	to Observer:	87.0 feet		^	ioise sc	Auto		•	et)		
Barrier Distance	to Observer:	20.0 feet					0	.000			
Observer Height	(Above Pad):	25.0 feet				m Truck		.297	Grade Adju	otmont	0.0
P	ad Elevation:	0.0 feet			neav	ry Truck	S: 8	.000	Grade Auji	isuneni.	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalent	t Distanc	e (in fe	eet)		
Barr	ier Elevation:	0.0 feet				Auto	s: 80	.703			
	Road Grade:	0.0%			Mediu	m Truck	s: 80	.021			
					Heav	y Truck	s: 78	1.593			
FHWA Noise Mod	el Calculation	15									
VehicleType	REMEL	Traffic Flow	Dista		Finite		Fresn	el L	Barrier Atte	n Berr	n Atten
Autos:	71.12	2 0.67		-3.22	2	-1.20		-8.31	0.0	00	0.000
Medium Trucks:				-3.17		-1.20		-8.94	0.0		0.000
Heavy Trucks:	83.02	2 -20.52		-3.05	5	-1.20	-1	10.61	0.0	00	0.000
Unmitigated Nois	e Levels (witl	nout Topo and	barrier	atteni	uation)						
VehicleType	Leq Peak Ho			Leq Ev		Leq	Night		Ldn	CN	IEL
Autos:	-	7.4	66.5		64.8		58.7		67.3		67.9
Medium Trucks:		7.9	57.4		51.1		49.5		58.0		58.2
Heavy Trucks:		8.2	57.9		48.9		50.1		58.5		58.6
Vehicle Noise:	6	8.3	67.5		65.1		59.7		68.3		68.8
Mitigated Noise L		<u> </u>									
VehicleType	Leq Peak Ho			Leq Ev		Leq	Night		Ldn	CN	IEL
Autos:		7.4	66.5		64.8		58.7		67.3		67.9
Medium Trucks:	-	7.9	57.4		51.1		49.5		58.0		58.2
Heavy Trucks:		8.2	57.9		48.9		50.1		58.5		58.6
Vehicle Noise:	6	8.3	67.5		65.1		59.7		68.3		68.8

Tuesday,	June	14,	2022
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F	HWA-RD-77-1	08 HIGHWAY	NOISE F	PRED	ICTION	MODE	L (CALVE	ENO) -	6/2/2013			
Road Nan	io: Third Floor ne: Bay Av. lo: ON8	With Wall				Job N	t Name: T lumber: 1 Analyst: E	4556	Center at M son	V		
SITE	SPECIFIC IN	IPUT DATA							L INPUTS	3		
Highway Data				S	ite Con	ditions	(Hard =	10, So	ft = 15)			
Average Daily	Traffic (Adt):	3,200 vehicle	s				A	Autos:	15			
Peak Hour	Percentage:	7.83%			Me	dium Tr	rucks (2 A	xles):	15			
Peak F	lour Volume:	251 vehicle	s		He	avy Tru	icks (3+ A	xles):	15			
Ve	hicle Speed:	30 mph		ν	ehicle I	Mix						
Near/Far La	ne Distance:	24 feet			Veh	icleType	e	Dav	Evening	Night	Daily	
Site Data								77.5%		9.6%		
Ra	rrier Height:	0.0 feet			M	edium 7	rucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-W		0.0			F	Heavy 7	rucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Di		39.0 feet			·- ·- · · ·			/: £-	-41			
Centerline Dist.	to Observer:	59.0 feet		N	Noise Source Elevations (in feet)  Autos: 0.000							
Barrier Distance	to Observer:	20.0 feet			Modium	Auto n Truck		297				
Observer Height	(Above Pad):	25.0 feet				y Truck			Grade Adj	uetmant	0.0	
P	ad Elevation:	0.0 feet								usancin.	0.0	
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distanc	e (in f	eet)			
Barrier Elevation: 0.0 feet						Auto		.944				
	Road Grade: 0.0%					n Truck		.068				
					Heav	y Truck	s: 60	.215				
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic Flow	Distar	псе	Finite	Road	Fresne	e/	Barrier Atte	en Ber	m Atten	
Autos:	62.51	-6.20		-1.60		-1.20		6.79	0.0	00	0.000	
Medium Trucks:	73.11	-23.44		-1.51		-1.20		7.70	0.0	00	0.000	
Heavy Trucks:	78.76	-27.40		-1.31		-1.20	-1	0.21	0.0	00	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barrier a	attenu	ıation)							
VehicleType	Leq Peak Hou	ır Leq Daj	/ L	eq Ev	ening	Leq	Night		Ldn	CI	IEL	
Autos:	53	3.5	52.7		50.9		44.9		53.5		54.1	
Medium Trucks:	47	7.0	46.5		40.2		38.6		47.1		47.3	
Heavy Trucks:	48	3.9	48.5		39.5		40.7		49.1		49.2	
Vehicle Noise:	55	5.4	54.8		51.5		47.0		55.5		55.9	
Mitigated Noise L	evels (with To	po and barrie	r attenua	ation)								
VehicleType	Leq Peak Hou			eq Ev		Leq	Night		Ldn		VEL	
Autos:	53		52.7		50.9		44.9		53.5		54.	
Medium Trucks:	47		46.5		40.2		38.6		47.1		47.3	
Heavy Trucks:	48		48.5		39.5		40.7		49.1		49.2	
Vehicle Noise:	55	5.4	54.8		51.5		47.0		55.5		55.9	

Site Data   Autos: 77.5%   12.9%   9.6%   97.4	F	HWA-RD-77-	108 HIGHWAY	NOISE PR	EDICTION	MODEL	(CALV	ENO)	- 6/2/2013		
Autos: 15   Autos: 17   Autos: 15   Autos: 17   Auto	Road Nan	ne: Alessandro				Job N	umber:	14556		١٧	
Average Daily Traffic (Adt): 25,950 vehicles   Peak Hour Percentage: 7,83%   Medium Trucks (2 Axles): 15	SITE	SPECIFIC II	NPUT DATA			N	OISE N	/ODE	L INPUT	S	
Peak Hour Percentage:	Highway Data				Site Cor	ditions	(Hard =	10, Sc	oft = 15)		
Peak Hour Volume:   2,032 vehicles   Near/Far Lane Distance:   82 feet     Vehicle Mix   Vehicle Type   Day   Evening   Night   Day   Site Data     Autos:   77.5%   12.9%   9.6%   97.4   Medium Trucks:   84.8%   4.9%   10.3%   1.8   Medium Trucks:   86.5%   2.7%   10.8%   0.7   Medium Trucks:   86.5%   2.7%   10.8%   0.7   Medium Trucks:   8.006   Grade Adjustment:   0.0   Medium Trucks:   8.006   Grade Adjustment:   0.0   Medium Trucks:   8.006   Grade Adjustment:   0.0   Medium Trucks:   8.006   Grade Adjustment:   0.0   Medium Trucks:   8.0070   Mediu	Average Daily	Traffic (Adt):	25,950 vehicles	S				Autos:	15		
Vehicle Speed: Near/Far Lane Distance: 82 feet   Vehicle Mix   Vehicle Type   Day   Evening   Night   Dai	Peak Hour	Percentage:	7.83%		Me	edium Tro	icks (2 A	(xies	15		
Near/Far Lane Distance:   82   feet       VehicleType   Day   Evening   Night   Dai   Site Data     Near/Far Lane Distance:     6.0   feet     Autos:   77.5%   12.9%   9.6%   97.4     Near Property   Near	Peak H	Hour Volume:	2,032 vehicles	S	He	eavy Truc	cks (3+ A	(xies	15		
Near/Far Lane Distance: 82 feet   Vehicle Type   Day   Evening   Night   Day	Ve	ehicle Speed:	50 mph		Vehicle	Miv					
Site Data   Autos: 77.5%   12.9%   9.6%   97.4	Near/Far La	ne Distance:	82 feet					Day	Evenina	Night	Dailv
Barrier Height: 6.0 feet   Medium Trucks: 84.8% 4.9% 10.3% 1.8	Site Data				V C/	,,, .		- /	-	J .	. ,
Barrier Regnt:											1.849
Noise Source Elevations (in feet)   Noise Source Elevations (in feet)											0.749
Centerline Dist. to Observer: B7.0   feet Barrier Distance to Observer Doserver Height (Above Pad): 25,0   feet Pad Elevation: 0.0   feet Barrier Elevatio		. ,									• • • • • • • • • • • • • • • • • • • •
Barrier Distance to Observer:   20,0 feet   Choose Pad Elevation:   0.00 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.0 feet   Choose Pad Elevation:   0.00 feet   0.00 feet					Noise S			s (in fe	eet)		
Diserver Height (Above Pad): 25,0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Elevation: 0.0 feet Road Elevation: 0.0 feet Barrier Elevation: 0.0 feet Road Elevation: 0.0 feet											
Pad Elevation:											
Road Elevation: 0.0 feet   Barrier Elevation: 0.0 feet   Barrier Elevation: 0.0 feet   Autos: 80.703   Heavy Trucks: 80.021   Heavy Trucks: 80.021   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.593   Heavy Trucks: 78.9		. ,			Hea	vy Truck	s: 8	3.006	Grade Adj	ustment:	0.0
Barrier Elevation:					Lane Eq	uivalent	Distanc	e (in i	feet)		
Road Grade: 0.0%   Medium Trucks: 80.021   Heavy Trucks: 78.593	Barr	ier Elevation:				Auto	s: 80	0.703	,		
FHWA Noise Model Calculations   VehicleType   REMEL   Traffic Flow   Distance   Finite Road   Fresnel   Barrier Atten   Berm Att		Road Grade:			Mediu	m Trucks	s: 80	0.021			
VehicleType         REMEL         Traffic Flow         Distance         Finite Road         Fresnel         Barrier Atten         Berm Att           Autos:         71.12         0.67         -3.22         -1.20         -4.24         0.000         0.0           Medium Trucks:         78.79         -16.57         -3.17         -1.20         -4.67         0.000         0.0           Heavy Trucks:         83.02         -20.52         -3.05         -1.20         -5.84         0.000         0.0           Unmitigated Noise Levels (without Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.4         66.5         64.8         50.1         58.5         58.           Medium Trucks:         58.2         57.9         48.9         50.1         58.5         58.           Vehicle Noise Levels (with Topo and barrier attenuation)         Wehicle Type         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Mitigated Noise Levels (with Topo and barrier attenuation)         Leq Evening         Leq Night         Ldn         CNEL					Hea	vy Truck:	s: 78	3.593			
Medium Trucks: 78.79	FHWA Noise Mod	el Calculation	ıs								
Medium Trucks:         78.79         -16.57         -3.17         -1.20         -4.67         0.000         0           Heavy Trucks:         83.02         -20.52         -3.05         -1.20         -5.84         0.000         0           Unmitigated Noise Levels (without Topo and barrier attenuation)           Vehicle Type         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.4         66.5         64.8         58.7         67.3         6           Medium Trucks:         57.9         57.4         51.1         49.5         58.0         5           Heavy Trucks:         58.2         57.9         48.9         50.1         58.5         5           Wehicle Noise:         68.3         67.5         65.1         59.7         68.3         6           Mitigated Noise Levels (with Topo and barrier attenuation)           Vehicle Type         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.4         66.5         64.8         58.7         67.3         6           Mitigated Noise Levels (with Topo a	VehicleType	REMEL	Traffic Flow				Fresn	el	Barrier Atte	en Ben	m Atten
Heavy Trucks:   83.02   -20.52   -3.05   -1.20   -5.84   0.000   0.00000000000000000000000000				-							0.00
Unmitigated Noise   Levels (without Topo and barrier attenuation)				-							0.00
VehicleType	Heavy Trucks:	83.02	-20.52	-3	.05	-1.20		-5.84	0.0	000	0.00
Autos: 67.4   66.5   64.8   58.7   67.3   67.3										,	
Medium Trucks:         57.9         57.4         51.1         49.5         58.0         58.0         58.1         49.5         58.0         58.2         57.9         48.9         50.1         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.5         58.3         67.2         68.3         67.2         68.3         67.2         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         68.3         69.2         68.3         68.3         69.2         68.3         69.2         68.3         69.2 <t< td=""><td></td><td></td><td></td><td></td><td></td><td>,</td><td></td><td></td><td></td><td></td><td></td></t<>						,					
Heavy Trucks:   58.2   57.9   48.9   50.1   58.5   58.0   59.7   68.3   67.5   65.1   59.7   68.3   68.0											67.
Vehicle Noise:         68.3         67.5         65.1         59.7         68.3         6           Mitigated Noise Levels (with Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.4         66.5         64.8         58.7         67.3         67.3         68.8         68.9         68.0											58.
Mitigated Noise Levels (with Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.4         66.5         64.8         58.7         67.3         67.8           Medium Trucks:         57.9         57.4         51.1         49.5         58.0         58.0           Heavy Trucks:         58.2         57.9         48.9         50.1         58.5         58.5											58.
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         67.4         66.5         64.8         58.7         67.3         67.3         68.7         67.9         57.4         51.1         49.5         58.0							59.7	7	68.3	3	68.
Autos: 67.4 66.5 64.8 58.7 67.3 67.3 Medium Trucks: 57.9 57.4 51.1 49.5 58.0 57.9 Heavy Trucks: 58.2 57.9 48.9 50.1 58.5 57.9										_	
Medium Trucks:         57.9         57.4         51.1         49.5         58.0         5           Heavy Trucks:         58.2         57.9         48.9         50.1         58.5         5						,					
Heavy Trucks: 58.2 57.9 48.9 50.1 58.5 5											67.
,											58.
Vehicle Noise:         68.3         67.5         65.1         59.7         68.3         6											58.6
	Vehicle Noise:	68	5.3	67.5	65.1		59.7	,	68.3	5	68.

FHWA-RD-77-	108 HIGHWAY	NOISE PR	EDICTION	MODEL	(CALVE	NO) - 6/2/20	13	
Scenario: Third Floo Road Name: Street A Lot No: ON9	r With Wall			Job N	Name: To umber: 14 Inalyst: B		at MV	
SITE SPECIFIC I	NPUT DATA					ODEL INP		
Highway Data			Site Con	ditions	(Hard = 1	0, Soft = 15	)	
Average Daily Traffic (Adt):	2,050 vehicles	S			Α	utos: 15		
Peak Hour Percentage:	7.83%		Me	dium Tri	ıcks (2 A)	des): 15		
Peak Hour Volume:	161 vehicles	S	He	avy Truc	cks (3+ A)	(les): 15		
Vehicle Speed:	30 mph		Vehicle I	Mix				
Near/Far Lane Distance:	24 feet			icleType		ay Evenii	ng Nigi	nt Dailv
Site Data			V C///			7.5% 12.9		6% 97.42%
			M	edium T		4.8% 4.9		
Barrier Height:	0.0 feet			Heavy T		6.5% 2.7		
Barrier Type (0-Wall, 1-Berm):	0.0			roury r	dono.	0.070 2.7	70 10.	0.71
Centerline Dist. to Barrier:	39.0 feet		Noise So	urce El	evations	(in feet)		
Centerline Dist. to Observer:	59.0 feet			Auto.	s: 0.	000		
Barrier Distance to Observer:	20.0 feet		Mediur	m Truck	s: 2.:	297		
Observer Height (Above Pad):	25.0 feet		Heav	y Truck	s: 8.	006 Grade	Adjustm	ent: 0.0
Pad Elevation:	0.0 feet		Lane Equ	uivalont	Dietance	(in foot)		
Road Elevation:	0.0 feet 0.0 feet		Lane Lye	Auto		. ,		
Barrier Elevation: Road Grade:	0.0 feet 0.0%		Modius	m Truck.				
Road Grade:	0.0%			y Truck				
			licav	y IIuch	s. 00.	210		
FHWA Noise Model Calculation	ıs							
VehicleType REMEL	Traffic Flow	Distance	Finite	Road	Fresne	I Barrier	Atten	Berm Atten
Autos: 62.5	-8.13	-1	.60	-1.20	-1	5.79	0.000	0.000
Medium Trucks: 73.11	-25.37	-1	.51	-1.20	-	7.70	0.000	0.000
Heavy Trucks: 78.76	-29.33	-1	.31	-1.20	-1	0.21	0.000	0.000
Unmitigated Noise Levels (with	nout Topo and	barrier atte	enuation)					
VehicleType Leq Peak Ho			Evening	Leq	Night	Ldn		CNEL
Autos: 5	1.6	50.7	49.0		42.9		51.5	52.1
Medium Trucks: 4	5.0	44.6	38.2		36.7	4	15.1	45.4
Heavy Trucks: 4	6.9	46.6	37.5		38.8	4	17.1	47.3
Vehicle Noise: 5	3.5	52.8	49.6		45.0		53.6	54.0
Mitigated Noise Levels (with To	opo and barrie	r attenuatio	on)					
			Evening	Lea	Night	Ldn		CNEL
VehicleType Leg Peak Ho								
		50.7	49.0		42.9		51.5	52.1
Autos: 5	1.6	50.7 44.6	49.0 38.2		42.9 36.7		51.5 15.1	
Autos: 5 Medium Trucks: 4	1.6 5.0					4		52.1 45.4 47.3

Tuesday, June 14, 2022

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## **APPENDIX 10.1:**

**CADNAA OPERATIONAL NOISE MODEL INPUTS** 



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## 14556 - Town Center at Moreno Valley

CadnaA Noise Prediction Model: 14556-14.cna

Date: 09.02.25 Analyst: B. Lawson

**Calculation Configuration** 

Configura	tion
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (ft)	6561.70
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (ft)	3280.80
Min. Length of Section (ft)	3.30
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	328.08
Search Radius Rcvr	328.08
Max. Distance Source - Rcvr	3280.84 3280.84
Min. Distance Rvcr - Reflector	3.28 3.28
Min. Distance Source - Reflector	0.33
Industrial (ISO 9613 (1996))	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (°F)	50
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (mph)	6.7
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

## **Receiver Noise Levels**

Name	M.	ID		Level Lr		Lir	nit. Val	ue		Land	Use	Height	:	Co	oordinates	
			Day	Night	CNEL	Day	Night	CNEL	Туре	Auto	Noise Type			Х	Υ	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	35.2	31.3	38.2	65.0	60.0	0.0				5.00	a	6275307.89	2281421.37	5.00
RECEIVERS		R2	46.3	41.8	48.9	65.0	60.0	0.0				5.00	a	6276110.91	2279887.19	5.00
RECEIVERS		R3	49.9	43.8	51.4	65.0	60.0	0.0				5.00	a	6276138.70	2278988.68	5.00
RECEIVERS		R4	44.9	39.0	46.6	65.0	60.0	0.0				5.00	a	6275289.33	2278331.00	5.00
RECEIVERS		R5	39.7	33.3	41.0	65.0	60.0	0.0				5.00	а	6274814.12	2278626.53	5.00
RECEIVERS		R6	29.5	25.7	32.7	65.0	60.0	0.0				5.00	a	6274039.91	2279362.36	5.00
RECEIVERS		R7	43.0	40.5	47.2	65.0	60.0	0.0				5.00	a	6274699.80	2280117.31	5.00
RECEIVERS		R8	32.0	27.9	34.9	65.0	60.0	0.0				5.00	а	6274608.07	2281514.86	5.00
RECEIVERS		R9	40.4	35.6	42.8	65.0	60.0	0.0				5.00	a	6276170.53	2280523.90	5.00
RECEIVERS		@200	49.7	43.6	51.2	65.0	60.0	0.0				5.00	a	6276122.00	2278962.85	5.00

Point Source(s)

Name	M.	ID	R	esult. PW	'L		Lw/L	i	Оре	erating Ti	ime	Height	t	Co	oordinates	
			Day	Evening	Night	Туре	Value	norm.	Day	Special	Night			Х	Υ	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		AC01	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275422.79	2278842.75	30.00
POINTSOURCE		AC02	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275712.83	2278951.66	30.00
POINTSOURCE		AC03	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275718.75	2278847.49	30.00
POINTSOURCE		AC04	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275862.00	2278840.38	30.00
POINTSOURCE		AC05	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275882.12	2279014.41	30.00
POINTSOURCE		AC06	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275876.20	2279323.39	30.00
POINTSOURCE		AC07	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275879.75	2279499.78	30.00
POINTSOURCE		AC08	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275891.59	2279794.56	30.00
POINTSOURCE		AC09	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275764.92	2279949.64	30.00
POINTSOURCE		AC10	88.9	88.9	88.9	Lw	88.9		585.00	0.00	252.00	5.00	g	6275532.89	2279923.60	30.00

PONTSOURCE   ABENNOOD	Name	M.	ID	R	esult. PW	'L		Lw/L	i	Оре	erating Ti	me	Height		Co	oordinates	
DONITSUMER   ACT   88				-			Type	Value			-		1				
MATHEMATICAL   MATH					. ,				dB(A)								
MONTHOUSE   C. A. 1.   88   89   89   89   89   89   89   8														_			
POINTSUMEC								_						_			
NON-NOLINE   A.C.   S. 89   849														-			
DIATE STATE   DIATE STATE   17							_							_			
DIATIONALICIE   DIAMENICIE   17.8																	
POINTSOURCE   ARRINGO														-			
POMPONISOURCE   ABENNISOS   77.8   78.8								_									
PONTSQUIACE																	
DIATE   DIATE   ABENINGE   7.8   8.78   8.														-			5.00
POINTSOURCE   PARKINGE   72   878	POINTSOURCE		PARKING06	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275593.26	2278943.38	5.00
POINTSOURCE   ARCHINGES   67.8   87.8   19.8   7.8   19.8   7.8   19.8   7.8   19.8	POINTSOURCE		PARKING07	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275721.12	2279052.29	5.00
POINTSOURCE   PARKINGES   87.8   87	POINTSOURCE		PARKING08	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275839.50	2279093.72	5.00
PONTSOURCE   PARKINGES   878   678   878   W   978   PONTSOURCE   PARKINGES   878   W   978   PONTSOURCE   PARKINGES   878   878   878   W   978   PONTSOURCE   PARKINGES   878   878   W   878   PONTSOURCE   PARKINGES   878   878   W   878   PONTSOURCE   PARKINGES   878   878   W   878   PONTSOURCE   PARKINGES   878   878   W   878   PONTSOURCE   PARKINGES   878   878   W   878   PONTSOURCE   PARKINGES   878   878   W   878   PONTSOURCE   PARKINGES   878   W   878   PONTSOURCE   PARKINGES   878   W   878   W   878   PONTSOURCE   PARKINGES   878   W   878   PONTSOURCE   PARKINGES   878   W   878   PONTSOURCE   PARKINGES   878   W   878   PONTSOURCE   PARKINGES   878   W   878   PONTSOURCE   PARKINGES   878   W   878   PONTSOURCE   PARKINGES   878   W   878   PONTSOURCE   PARKINGES   878   W   878   PONTSOURCE   PARKINGES   W   878   PONTSOURCE	POINTSOURCE		PARKING09	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275472.51	2279600.41	5.00
POINTSUMER   PARKINGS   878	POINTSOURCE		PARKING10	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275416.87	2279541.22	5.00
DOINTOURCE   PARKINGE   87.8   87.8   87.8   10.   97.0   90.00   0.00   72.00   5.00   1   07.575.50   1   27.575.50   5.00   0.000   5.00   1   0.000   5.000   5.000   1   0.000   5.000   5.000   1   0.000   5.0	POINTSOURCE		PARKING11	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275369.52	2279585.02	5.00
DONITSOURCE   PARKINGS   87.8   87.	POINTSOURCE		PARKING12	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275626.41	2279785.09	5.00
PARKINGE   PARKINGE   72, 87, 87, 87, 87, 87, 88, 87, 87, 88, 88	POINTSOURCE		PARKING13	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275831.22	2279656.05	5.00
POINTSURGE   PARKINGE   77, 87, 87, 87, 87, 88, 77, 88, 77, 88, 77, 88, 77, 88, 77, 88, 77, 88, 77, 88, 77, 88, 77, 88, 77, 88, 78,	POINTSOURCE		PARKING14	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00		а	6275844.24	2279229.87	5.00
DINTSURCE   PARKINGE   73			PARKING15				Lw							а			5.00
POINTSQUIRGE   PARKINGE   78   78   87   87   87   88   78   W   78   9000   0.00   2700   5.00   a   62757142   2279207.7   5.00   5.00   5.00   a   62757142   2279278.47   5.00   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   62757142   2279478.47   5.00   5.00   a   627566.78   227956.83   5.00   5.00   a   627566.78   227956.83   5.00   5.00   a   627566.78   227956.83   5.00   5.00   a   627566.78   227956.83   5.00   5.00   a   627566.78   227956.83   5.00   5.00   a   627566.78   227956.83   5.00   5.00   a   627566.78   227956.83   5.00   5.00   a   627566.78   227956.47   5.00   5.00   a   627566.78   227956.47   5.00   5.00   a   627566.78   227956.47   5.00   5.00   a   627566.78   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.47   5.00   5.00   a   627566.28   227956.48   5.00   5.00   a   627566.28   227956.38   5.00   5.00   a   627566.28   227956.38   5.00   5.00   a   627566.28   227956.38   5.00   5.00   a   627566.28   227956.38   5.00   5.00   a		<u> </u>															5.00
POINTSOURCE   PARKING20   87.8   87.8   VIV.   97.8   97.8   VIV.   97.8   97.8   90.000   0.00   270.00   5.00   a   6275741.24   2279978.54   5.00   5.00   5.00   a   6275741.24   2279978.54   5.00   5.00   a   6275741.24   2279978.54   5.00   5.00   a   6275741.24   2279978.54   5.00   5.00   a   6275741.24   2279978.54   5.00   5.00   a   6275741.24   2279978.54   5.00   5.00   a   6275741.25   2279978.54   5.00   5.00   a   6275741.25   2279978.54   5.00   5.00   a   62757541.25   2279978.54   5.00   5.00   a   627561.72   2279578.54   5.00   5.00   a   627561.72   2279578.54   5.00   5.00   a   627561.72   2279578.54   5.00   5.00   a   627561.72   227958.54   5.00   5.00   a   627561.72   227958.54   5.00   5.00   a   627561.72   227958.54   5.00   5.00   a   627561.72   227958.54   5.00   5.00   a   627561.72   227958.54   5.00   5.00   a   627561.72   227958.54   5.00   5.00   a   627561.72   227958.54   5.00   5.00   a   627561.72   227958.54   5.00   5.00   a   627561.72   5.00   5.00   a   627561.														_			5.00
POINTSOURCE   PARKINGZI 87.8   87.8   87.8   W 87.8   S 900.00   0.00   270.00   5.00   a   6275741.24   279474.87   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   87.8   W 87.8   S 900.00   0.00   270.00   5.00   a   627567.85   2275969.23   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   S 900.00   0.00   270.00   5.00   a   627567.85   2275969.23   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   S 900.00   0.00   270.00   5.00   a   627567.85   2275969.23   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   S 900.00   0.00   270.00   5.00   a   627567.85   2275969.23   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   S 90.00   0.00   270.00   5.00   a   627569.34   227994.81   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   S 90.00   0.00   270.00   5.00   a   627569.34   227994.15   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   S 90.00   0.00   270.00   5.00   a   627569.34   227994.15   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   W 87.8   S 90.00   0.00   270.00   5.00   a   627569.34   227934.15   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   W 87.8   S 90.00   0.00   270.00   5.00   a   627569.35   227934.15   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   W 87.8   S 90.00   0.00   270.00   5.00   a   627569.36   2279223.95   5.00   5.00   CONTSOURCE   PARKINGZI 87.8   87.8   W 87.8   W 87.8   S 90.00   0.00   0.00   0.00   2.00   5.00   a   627569.36   2279223.95   5.00   5.00   cONTSOURCE   PARKINGZI 87.8   87.8   W 87.								-									5.00
PRINTSOURCE   PARKINGZ   87.8																	
POINTSOURCE   PARKING22 87.8 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627566.78 272596.23 5.00 POINTSOURCE   PARKING23 87.8 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627566.78 2725964.77 5.00 POINTSOURCE   PARKING23 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627566.78 2729848.39 5.00 POINTSOURCE   PARKING23 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627563.43 273968.31 5.00 POINTSOURCE   PARKING26 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627563.43 273948.39 5.00 POINTSOURCE   PARKING26 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627563.43 273948.31 5.00 POINTSOURCE   PARKING26 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627563.43 273948.31 5.00 POINTSOURCE   PARKING26 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627563.43 273948.31 5.00 POINTSOURCE   PARKING26 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627563.40 273934.15 5.00 POINTSOURCE   PARKING36 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 273934.15 5.00 POINTSOURCE   PARKING36 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 227916.0 5.00 POINTSOURCE   PARKING32 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 227916.0 5.00 POINTSOURCE   PARKING32 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 227916.5 7.00 POINTSOURCE   PARKING32 87.8 87.8 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 227916.5 7.00 POINTSOURCE   PARKING32 87.8 87.8 87.8   W 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 227916.5 7.00 POINTSOURCE   PARKING33 87.8 87.8 87.8   W 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 227916.5 7.00 POINTSOURCE   PARKING33 87.8 87.8 87.8   W 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 227916.5 7.00 POINTSOURCE   PARKING33 87.8 87.8 87.8   W 87.8   W 87.8   S. 900.0 0.0 270.0 5.00 a 627567.80 227916.5 7.00 POINTSOURCE   PARKING33 87.8 87.8 87.8   W 87.8   W 87.8   S. 900.0 0.0 270.0 5.0 a 627567.80 227916.5 7.00 POINTSOURCE   PARKING33 87.8 87.8 87.8   W 87.8   W 87.8   S. 900.0 0.0 270.0 5.														-			
Pointsource   Parkingga   87.8   87.8   87.8   w   87.8   w   90.00   0.00   270.00   5.00   a   6275651.27   27954.477   5.00																	
Parintsource   Pari						_											
PAINTSOURCE   PARKINGZS   87.8   87.8   87.8   87.8   87.8   87.8   87.8   90.00   0.00   270.00   5.00   a   6275691.41   277940.81.5   5.00   5.00   5.00   a   6275691.41   277940.81.5   5.00   5.00   a   5275691.41   277940.81.5   5.00   5.00   a   5275691.41   277940.81.5   5.00   5.00   a   5275691.41   277948.81.5   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41   5.00   5.00   a   5275691.41		-												-			
PAINTSOURCE   PARKING26   87.8   87.8   87.8   87.8   87.8   87.8   87.8   87.8   90.000   0.000   270.00   5.000   a   6275634.81   2279341.51   5.00   POINTSOURCE   PARKING29   87.8   87.8   87.8   87.8   87.8   87.8   90.000   0.000   270.00   5.000   a   6275634.81   2279242.31   5.00   POINTSOURCE   PARKING29   87.8																	
Pointsource   Parkings   87.8   87.																	
POINTSOURCE   PARKING29   87.8   87.8   87.8   LW   87.8   S   900.00   0.00   270.00   5.00   a   6275662.46   2279223.95   5.00														-			5.00
PARKINGOZ   PARKINGOZ   S7.8   S7.8   S7.8   LW   S7.8   S9.000   0.00   270.00   5.00   a   6275673.76   2279160.02   5.00																	5.00
POINTSOURCE   PARKING31   87.8   87.8   87.8   LW   87.8   900.00   0.00   27.00   5.00   a   6275464.22   2279226.32   5.00   5.00   FOINTSOURCE   PARKING32   87.8   87.8   87.8   LW   87.8   900.00   0.00   27.00   5.00   a   6275374.99   2279163.57   5.00   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.57   5.00   5.00   a   6275374.99   2279163.59   5.00   5.00   a   6275374.99   2279163.59   5.00   5.00   a   6275374.99   2279163.59   5.00   5.00   a   6275374.99   2279163.59   5.00   5.00   a   6275374.99   2279163.59   5.00   5.00   a   6275374.99   2279163.59   5.00   5.00   a   6275374.99   2279163.59   5.00   5.00   a   627541.79   2279162.39   5.00   5.00   a   627541.79   2279162.39   5.00   5.00   a   627541.79   2279162.39   5.00   5.00   a   627541.79   2279162.39   5.00   5.00   a   627541.79   2279162.39   5.00   5.00   a   627541.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627554.79   2279162.39   5.00   5.00   a   627556.99   2279162.	POINTSOURCE		PARKING29	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00			2279160.02	5.00
PARKING32   R7.8   R7	POINTSOURCE		PARKING30	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275699.81	2279098.46	5.00
PARKINGSS   PARKINGSS   R7.8	POINTSOURCE		PARKING31	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275464.22	2279226.32	5.00
PARKINGS   PARKINGS   R78	POINTSOURCE		PARKING32	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275378.99	2279223.95	5.00
PARKINGS	POINTSOURCE		PARKING33	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275473.69	2279163.57	5.00
PARKINGSA   PARKINGSA   R7.8   R7.8   R7.8   LW   R7.8   R7.8   LW   R7.8   R7.8   R7.8   LW   R7.8   R7.8   R7.8   LW   R7.8	POINTSOURCE		PARKING34	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275369.52	2279161.20	5.00
POINTSOURCE   PARKINGST   87.8   87	POINTSOURCE		PARKING35	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275378.99	2279038.08	5.00
POINTSOURCE   PARKINGSS   87.8   87							Lw	_						а			5.00
POINTSOURCE   PARKING49   87.8   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627554.07   2278875.90   5.00   POINTSOURCE   PARKING40   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627554.07   2278875.90   5.00   POINTSOURCE   PARKING41   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627554.07   2278875.90   5.00   POINTSOURCE   PARKING41   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627556.07   227891.01   5.00   POINTSOURCE   PARKING42   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627560.73   227916.29   5.00   POINTSOURCE   PARKING43   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627560.73   227916.29   5.00   POINTSOURCE   PARKING48   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627560.73   227916.29   5.00   POINTSOURCE   PARKING48   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627556.73   2279216.39   5.00   POINTSOURCE   PARKING48   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627556.07   2279213.35   5.00   POINTSOURCE   PARKING49   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   6275564.85   2279343.95   5.00   POINTSOURCE   PARKING49   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   6275566.01   2279483.21   5.00   POINTSOURCE   PARKING50   87.8   87.8   87.8   LW   87.8   900.00   0.00   270.00   5.00   a   627556.01   2279483.21   5.00   POINTSOURCE   PARKING50   87.8   87.8   87.8   87.8   87.8   87.8   87.8   W   87.8   900.00   0.00   270.00   5.00   a   627556.01   2279483.21   5.00   POINTSOURCE   PARKING50   87.8   87.8   87.8   87.8   W   87.8   900.00   0.00   270.00   5.00   a   627556.01   227960.79   5.00   POINTSOURCE   PARKING50   87.8   87.8   87.8   R.8   87.8   W   87.8   900.00   0.00   270.00   5.00   a   627550.01   227966.19   5.00   POINTSOURCE   PARKING50   87.8   87.8   87.8   R.8   R.8   R.8   W   87.8   900.00   0.00							Lw							а			5.00
POINTSOURCE   PARKING40   R7.8   R7																	
POINTSOURCE   PARKING41   S7.8   S7								_									
POINTSOURCE   PARKING42   87.8   87.8   87.8   Lw   87.8   Lw   87.8   900.00   0.00   270.00   5.00   a   6275659.65   2279019.14   5.00   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   6275624.04   2279083.07   5.00   5.00   a   627564.05   5.00   5.00   a   627566.05   5.00   5.00   a   627566.05   5.00   5.00   a   627566.05   5.00   5.00   a   627566.05   5.00   5.00   a   627568.05   5.00   5.00   a   627568.05   5.00   5.00   a   627568.05   5.00   5.00   a   627568.05   5.00   5.00   a   627568.05   5.00   5.00   a   627568.05   5.00   5.00   a   627568.05   5.00   5.00   a   627568.05   5.00   5.00														_			
POINTSOURCE PARKING44 87.8 87.8 87.8 Lw 87.8 l																	
PARKINGAL   PARKINGAL   R.78														-			
POINTSOURCE   PARKING45   R7.8   R7																	
POINTSOURCE   PARKING46   87.8   87																	
POINTSOURCE   PARKING47   87.8   87.8   87.8   Lw   87.8   Lw   87.8   900.00   0.00   270.00   5.00   a   6275564.85   2279339.96   5.00   POINTSOURCE   PARKING48   87.8   87.8   87.8   Lw   87.8   900.00   0.00   270.00   5.00   a   6275566.01   2279413.36   5.00   20   20   20   20   20   20   20																	
POINTSOURCE   PARKINGS4   87.8   87.8   87.8   Lw   87.8   Lw   87.8   900.00   0.00   270.00   5.00   a   6275560.12   2279413.36   5.00   POINTSOURCE   PARKINGS4   87.8   87.8   Lw   87.8   900.00   0.00   270.00   5.00   a   6275560.31   2279483.21   5.00   POINTSOURCE   PARKINGS50   87.8   87.8   Lw   87.8   900.00   0.00   270.00   5.00   a   6275576.69   2279543.59   5.00   POINTSOURCE   PARKINGS50   87.8   87.8   R.   R.   R.   R.   R.   R.   R.																	5.00
POINTSOURCE   PARKING59   87.8   87																	5.00
POINTSOURCE   PARKING50   87.8   87		Т															5.00
POINTSOURCE   PARKING51   87.8   87																	5.00
POINTSOURCE   PARKING53   87.8   87				87.8	87.8		Lw	87.8									5.00
POINTSOURCE   PARKING54   87.8   87	POINTSOURCE		PARKING52	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275598.00	2279660.79	5.00
POINTSOURCE   PARKING55   87.8   87	POINTSOURCE		PARKING53	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275700.99	2279661.97	5.00
POINTSOURCE   PARKING56   87.8   87	POINTSOURCE		PARKING54	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	a	6275832.40	2279594.49	5.00
POINTSOURCE   PARKING57   87.8   87	POINTSOURCE		PARKING55	87.8	87.8	87.8	Lw	87.8		900.00	0.00	270.00	5.00	а	6275910.53		5.00
POINTSOURCE PARKINGSS 87.8 87.8 87.8 87.8 Lw 87.8 900.0 0.00 270.00 5.00 a 6275601.55 2279723.53 5.00 POINTSOURCE PARKINGSS 87.8 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 6275693.89 2279791.01 5.00 POINTSOURCE PARKINGSS 87.8 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 627563.11 2279846.65 5.00 POINTSOURCE PARKINGSS 87.8 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 627565.01 227998.21 5.00 POINTSOURCE PARKINGSS 87.8 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 627565.01 227998.21 5.00 POINTSOURCE PARKINGSS 87.8 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 627565.01 227998.21 5.00 POINTSOURCE PARKINGSS 87.8 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 627565.01 227998.21 5.00 POINTSOURCE PARKINGSS 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 627565.01 2279963.85 5.00 POINTSOURCE PARKINGSS 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 6275674.54 2279910.58 5.00 POINTSOURCE PARKINGSS 87.8 87.8 Lw 87.8 900.00 0.00 270.00 5.00 a 6275672.86 2279963.85 5.00 POINTSOURCE SEATOL 91.5 91.5 91.5 Lw 91.5 900.00 0.00 0.00 4.00 a 6275370.70 2278849.85 4.00 POINTSOURCE SEATOL 91.5 91.5 91.5 Lw 91.5 900.00 0.00 0.00 4.00 a 6275370.70 2278849.85 4.00 POINTSOURCE SEATOL 91.5 91.5 91.5 Lw 91.5 900.00 0.00 0.00 4.00 a 6275370.70 2278849.85 4.00 POINTSOURCE SEATOL 91.5 91.5 91.5 Lw 91.5 900.00 0.00 0.00 4.00 a 6275382.54 2278822.62 4.00 POINTSOURCE SEATOL 91.5 91.5 91.5 Lw 91.5 900.00 0.00 0.00 4.00 a 6275340.67 2278811.97 4.00 POINTSOURCE SEATOL 91.5 91.5 91.5 Lw 91.5 900.00 0.00 0.00 4.00 a 6275340.67 2278811.97 4.00 POINTSOURCE SEATOL 91.5 91.5 91.5 Lw 91.5 900.00 0.00 0.00 4.00 a 6275360.00 227890.00 22														-			5.00
POINTSOURCE         PARKING59         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275693.89         2279791.01         5.00           POINTSOURCE         PARKING60         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275693.89         2279791.01         5.00           POINTSOURCE         PARKING61         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275663.11         2279844.28         5.00           POINTSOURCE         PARKING62         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275663.11         2279984.28         5.00           POINTSOURCE         PARKING63         87.8         87.8         87.8         87.8         900.00         0.00         270.00         5.00         a         6275674.54         2279910.58         5.00           POINTSOURCE         PARKING64         87.8         87.8         87.8         1.0         87.8         900.00         0.00		_												_			5.00
POINTSOURCE         PARKING60         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275717.57         2279846.65         5.00           POINTSOURCE         PARKING61         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275663.11         2279844.28         5.00           POINTSOURCE         PARKING62         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275656.01         2279908.21         5.00           POINTSOURCE         PARKING63         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275674.54         2279910.58         5.00           POINTSOURCE         PARKING64         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275674.95         2279910.58         5.00           POINTSOURCE         PARKING65         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00		_												_			5.00
POINTSOURCE         PARKING61         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275663.11         2279844.28         5.00           POINTSOURCE         PARKING62         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275656.01         2279908.21         5.00           POINTSOURCE         PARKING63         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275674.54         2279910.58         5.00           POINTSOURCE         PARKING64         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275674.95         2279963.85         5.00           POINTSOURCE         PARKING65         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275622.86         2279963.85         5.00           POINTSOURCE         SEAT01         91.5         91.5         91.5         91.5         900.00         0.00 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>5.00</td></t<>																	5.00
POINTSOURCE         PARKING62         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275656.01         2279908.21         5.00           POINTSOURCE         PARKING63         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275764.54         2279910.58         5.00           POINTSOURCE         PARKING64         87.8         87.8         87.8         87.8         900.00         0.00         270.00         5.00         a         627567.95         2279963.85         5.00           POINTSOURCE         PARKING65         87.8         87.8         87.8         900.00         0.00         270.00         5.00         a         627567.95         2279963.85         5.00           POINTSOURCE         PARKING65         87.8         87.8         87.8         900.00         0.00         0.00         4.00         a         627567.95         2279963.85         5.00           POINTSOURCE         SEAT02         91.5         91.5         91.5         1.5         900.00         0.00         0.00         4.00         a         6275382.54         2278822.62         4.00		-															5.00
POINTSOURCE         PARKING63         87.8         87.8         87.8         Lw         87.8         900.00         0.00         270.00         5.00         a         6275704.54         2279910.58         5.00           POINTSOURCE         PARKING64         87.8         87.8         87.8         Lw         87.8         900.00         0.00         270.00         5.00         a         6275674.95         2279963.85         5.00           POINTSOURCE         PARKING65         87.8         87.8         87.8         1.w         87.8         900.00         0.00         270.00         5.00         a         6275622.86         2279963.85         5.00           POINTSOURCE         SEAT01         91.5         91.5         91.5         91.5         91.5         900.00         0.00         0.00         4.00         a         6275370.70         2278849.85         4.00           POINTSOURCE         SEAT02         91.5         91.5         91.5         91.5         900.00         0.00         0.00         4.00         a         6275460.67         2278849.85         4.00           POINTSOURCE         SEAT03         91.5         91.5         91.5         91.5         900.00         0.00         0.0																	5.00
POINTSOURCE         PARKING64         87.8         87.8         87.8         Lw         87.8         900.00         0.00         270.00         5.00         a         6275674.95         2279963.85         5.00           POINTSOURCE         PARKING65         87.8         87.8         87.8         Lw         87.8         900.00         0.00         270.00         5.00         a         6275622.86         2279963.85         5.00           POINTSOURCE         SEAT01         91.5         91.5         91.5         Uw         91.5         900.00         0.00         0.00         4.00         a         6275370.70         2278849.85         4.00           POINTSOURCE         SEAT02         91.5         91.5         91.5         Uw         91.5         900.00         0.00         0.00         4.00         a         6275460.67         2278849.85         4.00           POINTSOURCE         SEAT03         91.5         91.5         11.5         900.00         0.00         0.00         4.00         a         6275460.67         2278811.97         4.00           POINTSOURCE         SEAT04         91.5         91.5         11.5         900.00         0.00         0.00         4.00         a																	
POINTSOURCE         PARKING65         87.8         87.8         87.8         LW         87.8         900.00         0.00         270.00         5.00         a         6275622.86         2279963.85         5.00           POINTSOURCE         SEAT01         91.5         91.5         91.5         1.0         91.5         90.00         0.00         0.00         4.00         a         6275370.70         2278849.85         4.00           POINTSOURCE         SEAT02         91.5         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275382.54         2278822.62         4.00           POINTSOURCE         SEAT03         91.5         91.5         11.0         91.5         90.00         0.00         0.00         4.00         a         6275460.67         2278811.97         4.00           POINTSOURCE         SEAT04         91.5         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275479.61         2278827.36         4.00           POINTSOURCE         SEAT05         91.5         91.5         11.0         91.5         90.00         0.00         0.00         4.00         a         <		-															
POINTSOURCE         SEATO1         91.5         91.5         1.0         91.5         90.00         0.00         0.00         0.00         4.00         a         6275370.70         2278849.85         4.00           POINTSOURCE         SEATO2         91.5         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275382.54         2278822.62         4.00           POINTSOURCE         SEATO3         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275460.67         2278811.97         4.00           POINTSOURCE         SEATO4         91.5         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275479.61         2278827.36         4.00           POINTSOURCE         SEATO5         91.5         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275469.03         2278909.05         4.00           POINTSOURCE         SEATO6         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275769.03         2278909.05         4.00																	
POINTSOURCE         SEATO2         91.5         91.5         91.5         1.0         91.5         90.00         0.00         0.00         0.00         a 6275382.54         2278822.62         4.00           POINTSOURCE         SEATO3         91.5         91.5         91.5         91.5         90.00         0.00         0.00         0.00         a 6275460.67         2278811.97         4.00           POINTSOURCE         SEATO4         91.5         91.5         91.5         90.00         0.00         0.00         0.00         a 627549.61         2278827.36         4.00           POINTSOURCE         SEATO5         91.5         91.5         11.0         91.5         90.00         0.00         0.00         0.00         a 627569.03         2278909.05         4.00           POINTSOURCE         SEATO6         91.5         91.5         11.0         91.5         90.00         0.00         0.00         0.00         a 627569.03         2278909.05         4.00           POINTSOURCE         SEATO6         91.5         91.5         11.0         90.00         0.00         0.00         0.00         a 6275754.27         2279015.59         4.00		-												_			
POINTSOURCE         SEAT03         91.5         91.5         91.5         Lw         91.5         90.00         0.00         0.00         4.00         a         6275460.67         2278811.97         4.00           POINTSOURCE         SEAT04         91.5         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275479.61         2278827.36         4.00           POINTSOURCE         SEAT05         91.5         91.5         91.5         91.5         90.00         0.00         0.00         4.00         a         6275669.03         2278909.05         4.00           POINTSOURCE         SEAT06         91.5         91.5         11.0         91.5         90.00         0.00         0.00         0.00         a         6275754.27         2279015.59         4.00		$\vdash$												_			
POINTSOURCE         SEATO4         91.5         91.5         91.5         W         91.5         90.00         0.00         0.00         4.00         a         6275479.61         2278827.36         4.00           POINTSOURCE         SEATO5         91.5         91.5         1.0         91.5         00.00         0.00         0.00         4.00         a         6275669.03         2278909.05         4.00           POINTSOURCE         SEATO6         91.5         91.5         1.0         91.5         90.00         0.00         0.00         4.00         a         6275754.27         2279015.59         4.00																	
POINTSOURCE         SEATOS         91.5         91.5         91.5         Lw         91.5         90.00         0.00         0.00         4.00         a         6275669.03         2278909.05         4.00           POINTSOURCE         SEATO6         91.5         91.5         1.0         91.5         900.00         0.00         0.00         4.00         a         6275754.27         2279015.59         4.00														-			
POINTSOURCE SEATO6 91.5 91.5 91.5 Lw 91.5 900.00 0.00 4.00 a 6275754.27 2279015.59 4.00																	4.00
														-			4.00
	POINTSOURCE		SEAT07	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275761.37	2278877.08	4.00

Name	M.	ID	R	esult. PW	'L		Lw / L	i	Оре	erating Ti	me	Height	t	C	oordinates	
			Day	Evening	Night	Туре	Value	norm.	Day	Special	Night			Х	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		SEAT08	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275760.18	2278913.78	4.00
POINTSOURCE		SEAT09	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275820.56	2278920.88	4.00
POINTSOURCE		SEAT10	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275843.05	2278900.76	4.00
POINTSOURCE		SEAT11	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	a	6275817.01	2278997.83	4.00
POINTSOURCE POINTSOURCE		SEAT12 SEAT13	91.5 91.5	91.5 91.5	91.5 91.5	Lw	91.5 91.5		900.00	0.00	0.00	4.00	a	6275814.64 6275850.16	2279032.16 2279049.92	4.00
POINTSOURCE		SEAT14	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	a	6275885.67	2279049.92	4.00
POINTSOURCE		SEAT15	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	a	6275840.69	2279849.02	4.00
POINTSOURCE		SEAT16	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	a	6275534.07	2279822.97	4.00
POINTSOURCE		SEAT17	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	a	6275484.35	2279832.44	4.00
POINTSOURCE		SEAT18	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275434.63	2279841.91	4.00
POINTSOURCE		SEAT19	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275497.37	2279705.77	4.00
POINTSOURCE		SEAT20	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275800.44	2279469.00	4.00
POINTSOURCE		SEAT21	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275802.80	2279529.38	4.00
POINTSOURCE		SEAT22	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275380.17	2279297.35	4.00
POINTSOURCE		SEAT23	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275420.42	2279297.35	4.00
POINTSOURCE		SEAT24	91.5	91.5	91.5	Lw	91.5		900.00	0.00	0.00	4.00	а	6275466.59	2279296.16	4.00
POINTSOURCE		TRASH01	89.0	89.0	89.0	Lw	89		150.00	0.00	90.00	5.00	a	6275367.75	2279602.04	5.00
POINTSOURCE		TRASH02 TRASH03	89.0 89.0	89.0 89.0	89.0 89.0	Lw	89 89		150.00 150.00	0.00	90.00	5.00	a	6275923.34 6275903.89	2279674.37 2279579.55	5.00
POINTSOURCE		TRASH04	89.0	89.0	89.0	Lw	89		150.00	0.00	90.00	5.00		6275365.93	2279283.52	5.00
POINTSOURCE		TRASH05	89.0	89.0	89.0	Lw	89		150.00	0.00	90.00	5.00	a	6275363.93	2278962.57	5.00
POINTSOURCE		TRASH06	89.0	89.0	89.0	Lw	89		150.00	0.00	90.00	5.00	a	6275680.19	2279061.65	5.00
POINTSOURCE		SPORTS01	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	a	6275326.68	2279849.21	5.00
POINTSOURCE		SPORTS02	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	a	6275320.36	2279414.32	5.00
POINTSOURCE		SPORTS03	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	а	6275317.27	2279013.31	5.00
POINTSOURCE		SPORTS04	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	а	6275903.36	2280271.85	5.00
POINTSOURCE		SPORTS05	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	а	6275906.44	2280117.62	5.00
POINTSOURCE		SPORTS06	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	а	6275718.28	2280274.94	5.00
POINTSOURCE		SPORTS07	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	а	6275527.03	2280271.85	5.00
POINTSOURCE		SPORTS08	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	а	6275345.04	2280271.85	5.00
POINTSOURCE	_	SPORTS09	81.1	81.1	81.1	Lw	81.1		900.00	0.00	0.00	5.00	a	6275372.80	2280133.04	5.00
POINTSOURCE		SPORTS10	81.1	81.1 81.1	81.1	Lw	81.1 81.1		900.00	0.00	0.00	5.00	a	6275542.45 6275724.45	2280136.13 2280139.21	5.00
POINTSOURCE POINTSOURCE		SPORTS11 HVAC001	81.1 76.0	76.0	81.1 76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274744.57	2279968.89	3.00
POINTSOURCE		HVAC001	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274746.74	2279975.18	3.00
POINTSOURCE		HVAC003	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274793.40	2279973.01	3.00
POINTSOURCE		HVAC004	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274799.48	2279975.61	3.00
POINTSOURCE		HVAC005	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274837.24	2279975.61	3.00
POINTSOURCE		HVAC006	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274889.75	2279973.88	3.00
POINTSOURCE		HVAC007	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274945.09	2279973.66	3.00
POINTSOURCE		HVAC008	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274954.64	2279998.40	3.00
POINTSOURCE		HVAC009	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274983.29	2279998.40	3.00
POINTSOURCE		HVAC010	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274993.70	2279998.62	3.00
POINTSOURCE		HVAC011	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275041.45	2280000.14	3.00
POINTSOURCE		HVAC012	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275051.21	2280000.57	3.00
POINTSOURCE		HVAC013	76.0	76.0 76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275080.29	2280001.22	3.00
POINTSOURCE POINTSOURCE		HVAC014 HVAC015	76.0 76.0	76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275090.49 6275143.44	2279974.96 2279967.58	3.00
POINTSOURCE		HVAC015	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275182.51	2279953.48	3.00
POINTSOURCE		HVAC017	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275188.15	2279901.61	3.00
POINTSOURCE		HVAC017	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	-	6275215.27	2279891.85	3.00
POINTSOURCE		HVAC019	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275216.79	2279862.11	3.00
POINTSOURCE		HVAC020	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275214.62	2279842.80	3.00
POINTSOURCE		HVAC021	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275214.41	2279812.64	3.00
POINTSOURCE		HVAC022	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275214.62	2279803.09	3.00
POINTSOURCE		HVAC023	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	_	6275216.58	2279756.86	3.00
POINTSOURCE		HVAC024	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275129.99	2279835.42	3.00
POINTSOURCE		HVAC025	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275074.43	2279835.21	3.00
POINTSOURCE		HVAC026	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275068.57	2279837.59	3.00
POINTSOURCE		HVAC027 HVAC028	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275031.46 6275024.74	2279837.38 2279834.55	3.00
POINTSOURCE POINTSOURCE		HVAC028	76.0	76.0	76.0	LW	76		585.00	0.00	252.00	3.00	a	6274978.08	2279834.55	3.00
POINTSOURCE		HVAC029	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274975.91	2279830.31	3.00
POINTSOURCE		HVAC030	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	_	6274914.28	2279830.00	3.00
POINTSOURCE		HVAC032	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274911.89	2279823.27	3.00
POINTSOURCE		HVAC033	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274913.84	2279867.11	3.00
POINTSOURCE		HVAC034	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274898.87	2279905.30	3.00
POINTSOURCE		HVAC035	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274953.56	2279906.82	3.00
POINTSOURCE		HVAC036	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274965.27	2279906.82	3.00
POINTSOURCE		HVAC037	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275012.15	2279905.73	3.00
POINTSOURCE		HVAC038	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275018.88	2279904.65	3.00
POINTSOURCE		HVAC039	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275055.99	2279903.78	3.00
POINTSOURCE		HVAC040	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275062.06	2279906.82	3.00
POINTSOURCE		HVAC041	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275113.49	2279912.25	3.00
POINTSOURCE		HVAC042 HVAC043	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6274744.57 6274746.52	2279911.59 2279905.52	3.00
POINTSOURCE		11VACU43	/0.0	70.0	70.0	LVV			الالدود	0.00	232.00	3.00	а	02/4/40.32	2213303.32	5.00

Name	M.	ID	R	esult. PW	'L		Lw/L	i	Оре	erating Ti	me	Height	t	C	oordinates	
			Day	Evening	Night	Туре	Value	norm.	Day	Special	Night			Х	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		HVAC044	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274793.18	2279907.47	3.00
POINTSOURCE		HVAC045	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274800.34	2279905.08	3.00
POINTSOURCE		HVAC046	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274836.80	2279905.95	3.00
POINTSOURCE		HVAC047	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274747.39	2279838.89	3.00
POINTSOURCE POINTSOURCE		HVAC048 HVAC049	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6274745.01 6274794.48	2279832.82 2279835.64	3.00
POINTSOURCE		HVAC050	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274800.13	2279839.55	3.00
POINTSOURCE		HVAC050	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274837.67	2279838.89	3.00
POINTSOURCE		HVAC052	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274745.57	2279774.62	3.00
POINTSOURCE		HVAC053	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274747.34	2279768.82	3.00
POINTSOURCE		HVAC054	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274794.48	2279771.60	3.00
POINTSOURCE		HVAC055	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274800.53	2279769.07	3.00
POINTSOURCE		HVAC056	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274838.10	2279768.82	3.00
POINTSOURCE		HVAC057	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274911.72	2279776.13	3.00
POINTSOURCE		HVAC058	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274914.75	2279769.83	3.00
POINTSOURCE		HVAC059	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274976.77	2279771.60	3.00
POINTSOURCE		HVAC060	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274978.28	2279766.05	3.00
POINTSOURCE		HVAC061	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274914.24	2279732.52	3.00
POINTSOURCE		HVAC062	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274911.97	2279726.47	3.00
POINTSOURCE		HVAC063	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275025.68	2279768.32	3.00
POINTSOURCE		HVAC064	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275031.73	2279765.29	3.00
POINTSOURCE		HVAC065	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275068.80	2279766.30	3.00
POINTSOURCE		HVAC066	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275074.85	2279768.07	3.00
POINTSOURCE		HVAC067	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275129.81	2279698.73	3.00
POINTSOURCE		HVAC068	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275129.81	2279767.56	3.00
POINTSOURCE		HVAC069	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275074.85	2279696.71	3.00
POINTSOURCE POINTSOURCE		HVAC070 HVAC071	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275068.80 6275031.73	2279699.24 2279698.73	3.00
POINTSOURCE		HVAC071					76			0.00			-			
POINTSOURCE	_	HVAC072 HVAC073	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275025.43 6274978.54	2279696.71 2279698.48	3.00
POINTSOURCE		HVAC074	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274976.52	2279693.19	3.00
POINTSOURCE		HVAC075	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274912.23	2279678.56	3.00
POINTSOURCE		HVAC076	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274914.50	2279672.76	3.00
POINTSOURCE		HVAC077	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274914.75	2279635.70	3.00
POINTSOURCE		HVAC078	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274911.97	2279628.64	3.00
POINTSOURCE		HVAC079	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274837.60	2279633.18	3.00
POINTSOURCE		HVAC080	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274801.29	2279632.67	3.00
POINTSOURCE		HVAC081	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274794.99	2279635.20	3.00
POINTSOURCE		HVAC082	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274746.08	2279638.47	3.00
POINTSOURCE		HVAC083	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274745.82	2279695.96	3.00
POINTSOURCE		HVAC084	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274747.34	2279702.01	3.00
POINTSOURCE		HVAC085	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274794.23	2279700.24	3.00
POINTSOURCE		HVAC086	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274800.53	2279702.51	3.00
POINTSOURCE		HVAC087	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274837.85	2279702.01	3.00
POINTSOURCE		HVAC088	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274838.86	2279566.62	3.00
POINTSOURCE		HVAC089	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274801.29	2279565.86	3.00
POINTSOURCE		HVAC090	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274795.24	2279563.59	3.00
POINTSOURCE		HVAC091	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	027 17 10:03	2279565.36	3.00
POINTSOURCE		HVAC092	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274746.08	2279559.81	3.00
POINTSOURCE		HVAC093	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274745.57	2279502.07	3.00
POINTSOURCE		HVAC094	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274747.84	2279496.28	3.00
POINTSOURCE		HVAC095	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00 252.00	3.00		6274795.49	2279498.04	3.00
POINTSOURCE		HVAC096	76.0	76.0	76.0	Lw	76		585.00	0.00		3.00	a	6274906.93	2279577.96	3.00
POINTSOURCE POINTSOURCE		HVAC097 HVAC098	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6274976.77 6274979.04	2279633.18 2279626.88	3.00
POINTSOURCE		HVAC098	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275025.93	2279629.40	3.00
POINTSOURCE		HVAC100	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275031.99	2279627.38	3.00
POINTSOURCE		HVAC100	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275069.55	2279627.38	3.00
POINTSOURCE		HVAC101	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275075.86		3.00
POINTSOURCE		HVAC102	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275131.07	2279629.40	3.00
POINTSOURCE		HVAC104	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274961.89	2279552.75	3.00
POINTSOURCE		HVAC105	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275014.08	2279558.05	3.00
POINTSOURCE		HVAC106	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	_	6275020.39		3.00
POINTSOURCE		HVAC107	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275057.20		3.00
POINTSOURCE		HVAC108	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275063.50	2279558.55	3.00
POINTSOURCE		HVAC109	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275115.19	2279553.00	3.00
POINTSOURCE		HVAC110	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275216.29	2279745.63	3.00
POINTSOURCE		HVAC111	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275216.54	2279716.38	3.00
POINTSOURCE		HVAC112	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275216.79	2279706.04	3.00
POINTSOURCE		HVAC113	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275215.03	2279659.15	3.00
POINTSOURCE		HVAC114	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275215.28	2279648.31	3.00
POINTSOURCE		HVAC115	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275214.78		3.00
POINTSOURCE		HVAC116	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275189.56	2279609.48	3.00
POINTSOURCE		HVAC117	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275190.57	2279554.01	3.00
POINTSOURCE		HVAC118	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274746.83	2279423.16	3.00
		HVAC119	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274749.10	2279429.21	3.00
POINTSOURCE POINTSOURCE		HVAC120	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274795.74	2279427.19	3.00

Name	M.	ID	R	esult. PW	'L		Lw/L	i	Оре	erating Ti	ime	Height	t	Cr	oordinates	
			Day	Evening	Night	Type	Value	norm.	Day	Special	Night			Х	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE	-	HVAC121	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274801.29	2279428.96	3.00
POINTSOURCE		HVAC122	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274839.36	2279429.21	3.00
POINTSOURCE		HVAC123	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274953.07	2279491.48	3.00
POINTSOURCE		HVAC124	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274959.37	2279488.71	3.00
POINTSOURCE POINTSOURCE		HVAC125 HVAC126	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6274996.18 6275008.03	2279488.96 2279489.22	3.00
POINTSOURCE		HVAC126	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275045.60	2279489.22	3.00
POINTSOURCE		HVAC127	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275052.16	2279491.74	3.00
POINTSOURCE		HVAC128	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275103.34	2279491.74	3.00
POINTSOURCE		HVAC129	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275184.77	2279497.34	3.00
POINTSOURCE		HVAC130	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275190.32	2279441.82	3.00
POINTSOURCE		HVAC132	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275215.79	2279432.24	3.00
POINTSOURCE		HVAC133	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275216.29	2279401.98	3.00
POINTSOURCE		HVAC134	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275216.04	2279391.14	3.00
POINTSOURCE		HVAC135	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275218.05	2279345.00	3.00
POINTSOURCE		HVAC136	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275217.80	2279334.66	3.00
POINTSOURCE		HVAC137	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275217.80	2279305.42	3.00
POINTSOURCE		HVAC138	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275217.30	2279294.83	3.00
POINTSOURCE		HVAC139	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275076.36	2279420.13	3.00
POINTSOURCE		HVAC140	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275070.06	2279421.90	3.00
POINTSOURCE		HVAC141	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275031.99	2279422.15	3.00
POINTSOURCE	Г	HVAC142	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275025.68	2279420.13	3.00
POINTSOURCE		HVAC143	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274978.79	2279421.39	3.00
POINTSOURCE	T	HVAC144	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274977.27	2279415.09	3.00
POINTSOURCE		HVAC145	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274915.00	2279452.66	3.00
POINTSOURCE		HVAC146	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274915.25	2279414.59	3.00
POINTSOURCE		HVAC147	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274912.98	2279409.29	3.00
POINTSOURCE		HVAC148	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274913.49	2279361.64	3.00
POINTSOURCE		HVAC149	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274915.76	2279355.08	3.00
POINTSOURCE		HVAC150	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274745.82	2279365.67	3.00
POINTSOURCE		HVAC151	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274747.34	2279360.13	3.00
POINTSOURCE		HVAC152	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274796.25	2279361.64	3.00
POINTSOURCE		HVAC153	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274800.79	2279359.62	3.00
POINTSOURCE		HVAC154	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274838.86	2279359.88	3.00
POINTSOURCE		HVAC155	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274837.85	2279293.31	3.00
POINTSOURCE		HVAC156	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274801.04	2279292.81	3.00
POINTSOURCE		HVAC157	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274796.00	2279290.29	3.00
POINTSOURCE		HVAC158	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274746.58	2279286.76	3.00
POINTSOURCE		HVAC159	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274747.08	2279293.31	3.00
POINTSOURCE		HVAC160	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274746.58	2279228.52	3.00
POINTSOURCE	_	HVAC161	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274747.84	2279222.97	3.00
POINTSOURCE		HVAC162	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274796.00	2279225.24	3.00
POINTSOURCE		HVAC163	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274802.80	2279223.48	3.00
POINTSOURCE		HVAC164	76.0	76.0	76.0 76.0	Lw	76 76		585.00	0.00	252.00 252.00	3.00	a	6274839.61	2279223.98	3.00
POINTSOURCE		HVAC165 HVAC166	76.0 76.0	76.0 76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274915.00 6274912.73	2279317.27	3.00
POINTSOURCE		HVAC167	76.0	76.0	76.0	Lw	76		585.00 585.00	0.00	252.00	3.00	a	6274912.73	2279311.22	3.00
POINTSOURCE		HVAC168	76.0	76.0	76.0		76		585.00	0.00		3.00	-			3.00
POINTSOURCE		HVAC169	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274977.78	2279356.35	3.00
POINTSOURCE	_	HVAC170	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274978.03	2279350.80	3.00
POINTSOURCE	_	HVAC170	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275027.20	2279352.06	3.00
POINTSOURCE	_	HVAC172	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	_	6275032.74		3.00
POINTSOURCE	_	HVAC173	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275069.80	2279349.54	3.00
POINTSOURCE	_	HVAC174	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275076.36		3.00
POINTSOURCE	+	HVAC175	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275130.82	2279352.56	3.00
POINTSOURCE	_	HVAC176	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275130.31		
POINTSOURCE		HVAC177	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275131.58	2279281.46	3.00
POINTSOURCE		HVAC178	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275076.36	2279281.46	3.00
POINTSOURCE		HVAC179	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275070.56	2279283.99	3.00
POINTSOURCE		HVAC180	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275032.49	2279283.73	3.00
POINTSOURCE		HVAC181	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275026.69	2279280.71	3.00
POINTSOURCE		HVAC182	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274979.29	2279283.23	3.00
POINTSOURCE		HVAC183	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274978.03	2279277.93	3.00
POINTSOURCE		HVAC184	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274746.83	2279150.61	3.00
POINTSOURCE	_	HVAC185	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274749.61	2279155.65	3.00
POINTSOURCE	_	HVAC186	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274796.50	2279153.38	3.00
POINTSOURCE	_	HVAC187	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274802.55		3.00
POINTSOURCE	_	HVAC188	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274839.36	2279155.40	3.00
POINTSOURCE	_	HVAC189	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274916.51	2279220.70	3.00
POINTSOURCE	_	HVAC190	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274913.99	2279214.65	3.00
POINTSOURCE	_	HVAC191	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274908.44		3.00
POINTSOURCE	+	HVAC192	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6274978.03	2279217.68	3.00
	1	HVAC193	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274979.54	2279211.63	3.00
POINTSOURCE	_	_						i .					-	- C27F02C C0		3.00
POINTSOURCE POINTSOURCE		HVAC194	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	_	6275026.69	2279213.89	
POINTSOURCE POINTSOURCE POINTSOURCE		HVAC195	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275033.75	2279211.88	3.00
POINTSOURCE POINTSOURCE			_				_						a a			

POINTSQUIEC	Name	M.	ID	R	esult. PW	'L		Lw/L	i	Оре	erating Ti	me	Height	t	C	pordinates	
POINTSUMEC   MACSIDE   760				-			Туре	Value		-	-						
POINTSQUIEC					• •				dB(A)						. ,		
POINTSUMER								_									3.00
POINTSUMEC								_									
MONISONICE																	
POINTSQUIEC							_	_						_			
POINSOURCE   INACOUS   760    760				_				_					_				
POINTSUMER																	
POINTSOURCE   WACZOR   760								_									
POINTSOURCE   MACCOS   760																	3.00
PONTSQUIRCE   WAC239	POINTSOURCE													а			3.00
POINSOURCE   NAC211	POINTSOURCE		HVAC208	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275222.34	2279239.11	3.00
POINTSUMEC	POINTSOURCE		HVAC209	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275232.68	2279210.62	3.00
POINTSOURCE   HIVAC213	POINTSOURCE		HVAC210	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275211.75	2279192.21	3.00
POINTSOURCE   HVACZ13	POINTSOURCE		HVAC211	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275223.35	2279141.53	3.00
POINTSUUREE   HWAC214   760   760   760   W   76	POINTSOURCE		HVAC212	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275233.69	2279111.28	3.00
POINTSUREE INVAC215 76.0 76.0 176.0 124.0 76.0 124.0 36.0 30.0 1 627594.70 127995.61 3.0 96.0 POINTSUREE INVAC217 76.0 76.0 76.0 124.0 76.0 156.0 76.0 124.0 76.0 156.0 76.0 124.0 76.0 156.0 76.0 124.0 76.0 156.0 76.0 124.0 76.0 156.0 124.0 76.0 156.0 124.0 76.0 156.0 124.0 76.0 156.0 124.0 76.0 156.0 124.0 76.0 156.0 124.0 76.0 156.0 124.0 76.0 156.0 124.0 76.0 156.0 124.0 76.0 156	POINTSOURCE		HVAC213	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275256.88	2279064.64	3.00
POINTSUURCE   HVACZ16	POINTSOURCE		HVAC214	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275284.87	2279063.88	3.00
POINTSURECE   HVAC213   76.0   76.0   10.0	POINTSOURCE		HVAC215	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275294.70	2279035.64	3.00
POINTSQUIRGE   HVAC219   76.0   76.0   76.0   12.0   75.0   12.	POINTSOURCE		HVAC216				Lw				0.00			а		2278998.58	3.00
POINTSUREC   HANC219   76.0							Lw							а			3.00
POINTSUREC   HANC222   76.0   76.0   16.0   10.0   17.0   10.0   10.0   12.00   10.0   10.0   12.00   10.0   12.00   10.0   10.0   12.00   10.0   1						_											3.00
POINTSOURCE   MYAC222   76.0   76.0   16.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0								-									3.00
POINTSOURCE   NAC222   76,0								_									3.00
POINTSOURCE   HVAC223   76,0										_				_			
POINTSOURCE   HVAC225   76.0   76.0   76.0   8.0   76   8.585.0   0.00   25.20   3.00   a   6774821.27   278999.08   3.00   70100000000000000000000000000000000																	
POINTSOURCE   HVAC223   76.0																	
POINTSOURCE   HVAC223   76.0   76.0   76.0   82.0   0.00   25.00   3.00   a   6774860.12   227906.677   3.00   7.0						_		_									
POINTSOURCE   HVAC222   76.0   76.0   76.0   10.0   76   585.00   0.00   252.00   3.00   a   627479.65   277908.32   3.00   0.00   3.00   a   627479.65   277908.32   3.00   3.00   a   3.00																	
PRINTSOURCE   HVAC229   760							_	_									
POINTSOURCE   HVAC223   76.0   76.0   76.0   76.0   885.00   0.00   252.00   3.00   a   6274747.08   2779092.13   3.00   2.00   3.00   a   6274747.08   2779092.13   3.00								_					_				
Pointsource   HVAC230   76.0   76.0   76.0   76.0   17.0   76.0   76.0   17.0   76.0   76.0   17.0   76.0   76.0   17.0   76.0   76.0   17.0   76.0   17.0   76.0   76.0   17.0   17.0																	3.00
Pointsource   HVAC231   76.0   76.0   76.0   76.0   17.0   76.0   76.0   76.0   76.0   17.0   76.0   76.0   17.0   76.0   76.0   17.0   76.0   76.0   17.0   76.0   76.0   17.0   76.0   17.0   76.0   17.0				-				_									3.00
POINTSOURCE   HVAC232   76.0																	3.00
POINTSOURCE   HVAC234   76.0   76.0   76.0   76.0   1.w   76   585.00   0.00   252.00   3.00   a   6274751.87   2278957.88   3.00   200   200   200   3.00   a   6274754.40   2278952.69   3.00   3.	POINTSOURCE		HVAC232	76.0	76.0	76.0	Lw	76			0.00	252.00	3.00	а	6274753.89	2279000.60	3.00
POINTSOURCE HVAC235 76.0 76.0 76.0 1.w 76	POINTSOURCE		HVAC233	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274752.13	2278994.80	3.00
POINTSOURCE   HVAC236   76.0   76.0   76.0   76.0   1.0   76.0   1.0   76.0   585.00   0.00   252.00   3.00   a   6274754.90   2278904.54   3.00   70.00   70.00   76.0   1.0   76.0   1.0   76.0   585.00   0.00   252.00   3.00   a   6274754.63   2278897.48   3.00   70.	POINTSOURCE		HVAC234	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274751.87	2278957.48	3.00
POINTSOURCE	POINTSOURCE		HVAC235	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274754.40	2278952.69	3.00
POINTSOURCE	POINTSOURCE		HVAC236	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274754.90	2278904.54	3.00
POINTSOURCE	POINTSOURCE		HVAC237	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274752.63	2278897.48	3.00
POINTSOURCE   HVACZ41   76.0   76.0   76.0   76.0   10.0   76.0   10.0   76.0   585.00   0.00   252.00   3.00   a   6274816.42   2278952.69   3.00   2018TSOURCE   HVACZ41   76.0   76.0   76.0   76.0   10.0   76.0   585.00   0.00   252.00   3.00   a   6274816.42   2278952.69   3.00   2018TSOURCE   HVACZ42   76.0   76.0   76.0   76.0   10.0   76.0   585.00   0.00   252.00   3.00   a   6274824.23   2278801.23   3.00   2018TSOURCE   HVACZ44   76.0   76.0   76.0   76.0   10.0   76.0   585.00   0.00   252.00   3.00   a   6274824.23   2278857.89   3.00   2018TSOURCE   HVACZ45   76.0   76.0   76.0   76.0   10.0   76.0   585.00   0.00   252.00   3.00   a   6274824.29   2278857.89   3.00   2018TSOURCE   HVACZ46   76.0   76.0   76.0   76.0   10.0   76.0   585.00   0.00   252.00   3.00   a   6274893.57   2278902.77   3.00   2018TSOURCE   HVACZ46   76.0   76.0   76.0   76.0   10.0   76.0   585.00   0.00   252.00   3.00   a   6274893.57   2278902.77   3.00   2018TSOURCE   HVACZ46   76.0							Lw	_						а			3.00
POINTSOURCE HVAC241 76.0 76.0 76.0 16.0 16.0 16.0 16.0 16.0 16.0 16.0 1	-						Lw							а			3.00
POINTSOURCE																	3.00
POINTSOURCE HVAC243 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274824.23 2278852.85 3.00 POINTSOURCE HVAC244 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274824.73 2278857.89 3.00 pointSOURCE HVAC245 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274822.73 2278857.85 3.00 pointSOURCE HVAC246 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274822.73 2278857.85 3.00 pointSOURCE HVAC247 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274893.57 2278902.77 3.00 pointSOURCE HVAC248 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274893.57 2278902.77 3.00 pointSOURCE HVAC249 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274890.50 22788854.87 3.00 pointSOURCE HVAC249 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274890.50 2278886.42 3.00 pointSOURCE HVAC250 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274890.80 2278860.42 3.00 pointSOURCE HVAC250 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274890.50 2278860.42 3.00 pointSOURCE HVAC251 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274890.80 2278860.42 3.00 pointSOURCE HVAC251 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274959.63 2278958.48 3.00 pointSOURCE HVAC253 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274959.81 2278893.88 3.00 pointSOURCE HVAC253 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274959.81 2278893.88 3.00 pointSOURCE HVAC253 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274950.83 2278891.81 3.00 pointSOURCE HVAC254 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274950.83 2278891.1 3.00 pointSOURCE HVAC254 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 6274959.31 2278854.11 3.00 pointSOURCE HVAC255 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 627495.31 2278854.11 3.00 pointSOURCE HVAC256 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 627495.31 2278854.11 3.00 pointSOURCE HVAC256 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 627512.52 2278891.1 3.00 pointSOURCE HVAC256 76.0 76.0 76.0 1.w 76 585.00 0.00 252.00 3.00 a 627512.52 2278951.3 3.00 pointSOURCE HVAC256 76.0 76.0 76.0 1.w 76 585.00 0.00 252																	
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POINTSOURCE   HVAC245   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274822.72   2278852.85   3.00   20   20   20   20   20   20   20														_			
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POINTSOURCE   HVAC247   76.0   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274893.57   2278902.77   3.00   20   20   20   20   20   20   20																	
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POINTSOURCE   HVAC252   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274959.12   2278903.28   3.00																	3.00
POINTSOURCE   HVAC254   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274960.89   2278897.48   3.00   200   200   200   3.00   a   6274960.89   2278897.48   3.00   200   200   200   3.00   a   6274960.89   2278897.48   3.00   200   200   200   200   3.00   a   6274960.38   2278860.16   3.00   200   200   200   200   3.00   a   6274958.11   2278854.11   3.00   200   200   200   200   3.00   a   6274958.11   2278854.11   3.00   200   200   200   200   3.00   a   6274958.11   2278878.14   3.00   200   200   200   200   3.00   a   6274958.11   2278878.14   3.00   200   200   200   200   3.00   a   6274958.11   2278878.14   3.00   200   200   200   3.00   a   6274958.11   2278878.14   3.00   200   200   200   3.00   a   6274958.11   2278878.14   3.00   200   200   200   3.00   a   6274958.11   2278878.14   3.00   200   200   200   3.00   a   6274958.11   227878.14   3.00   200   200   200   3.00   a   6274958.11   227878.14   3.00   200   200   200   3.00   a   6274958.11   2278798.14   3.00   200   200   200   3.00   a   6274958.13   2278893.18   3.00   200   200   200   3.00   a   6274958.29   2278797.89   3.00   200   200   200   3.00   a   6274958.29   2278978.89   3.00   200   200   200   200   3.00   a   6275125.52   2278961.52   3.00   200   200   200   200   3.00   a   6275126.28   227895.80   3.00   2				_													3.00
POINTSOURCE HVAC255 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274958.11 2278854.11 3.00 POINTSOURCE HVAC257 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.37 2278798.14 3.00 POINTSOURCE HVAC257 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.37 2278798.13 3.00 POINTSOURCE HVAC258 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274822.97 2278797.89 3.00 POINTSOURCE HVAC259 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275125.52 2278961.52 3.00 POINTSOURCE HVAC260 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275125.52 2278961.52 3.00 POINTSOURCE HVAC261 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.26 2278899.24 3.00 POINTSOURCE HVAC262 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.26 2278899.24 3.00 POINTSOURCE HVAC262 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.01 2278862.18 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.01 2278862.18 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275126.30 2278856.13 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275126.30 2278893.44 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275126.30 2278893.44 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627512.6 2278959.75 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627512.0 2278959.75 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.0 2278959.75 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.0 2278959.13 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.0 2278850.13 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278850.13 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278850.13 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278850.13 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278895.12	POINTSOURCE			76.0	76.0	76.0	Lw	76			0.00		3.00	а	6274960.89	2278897.48	3.00
POINTSOURCE   HVAC256   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274959.37   2278798.14   3.00   200   200   200   200   200   3.00   a   6274959.37   2278798.14   3.00   200   200   200   200   200   3.00   a   6274959.37   2278798.14   3.00   200   200   200   200   200   3.00   a   6274900.38   2278803.18   3.00   200   200   200   200   200   3.00   a   6274822.97   2278797.89   3.00   200   200   200   200   3.00   a   6274822.97   2278797.89   3.00   200   200   200   200   3.00   a   6275125.52   2278961.52   3.00   200   200   200   3.00   a   6275125.52   2278961.52   3.00   200   200   200   200   3.00   a   6275126.28   2278905.80   3.00   200   200   200   3.00   a   6275124.26   2278899.24   3.00   200   200   200   3.00   a   6275124.26   2278899.24   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   200   3.00   a   6275124.01   2278862.18   3.00   200   200   200   200   200   3.00   a   6275124.01   2278893.34   3.00   200	POINTSOURCE		HVAC254	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274960.38	2278860.16	3.00
POINTSOURCE   HVAC257   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274900.38   2278803.18   3.00   200   200   200   3.00   a   6274900.38   2278803.18   3.00   200   200   200   3.00   a   6274822.97   2278797.89   3.00   200   200   200   3.00   a   6274822.97   2278797.89   3.00   200   200   200   200   3.00   a   6275125.52   2278797.89   3.00   200   200   200   200   3.00   a   6275125.52   2278961.52   3.00   3.00   200   200   200   3.00   a   6275125.52   2278961.52   3.00   200   200   200   3.00   a   6275125.52   2278961.52   3.00   200   200   200   3.00   a   6275126.28   2278905.80   3.00   2	POINTSOURCE		HVAC255	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274958.11	2278854.11	3.00
POINTSOURCE HVAC258 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274822.97 2278797.89 3.00 POINTSOURCE HVAC259 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275125.52 2278961.52 3.00 POINTSOURCE HVAC260 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275126.28 2278905.80 3.00 POINTSOURCE HVAC261 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.06 2278899.24 3.00 POINTSOURCE HVAC262 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.01 2278862.18 3.00 POINTSOURCE HVAC263 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.01 2278862.18 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.01 2278856.13 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.01 2278856.13 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275127.6 2278899.75 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275121.01 2278904.28 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275121.01 2278904.28 3.00 POINTSOURCE HVAC267 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275121.01 2278904.28 3.00 POINTSOURCE HVAC268 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275121.01 2278904.28 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.01 2278955.12 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278899.74 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627527	POINTSOURCE		HVAC256	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274959.37	2278798.14	3.00
POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275125.52 2278961.52 3.00 POINTSOURCE HVAC261 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275126.28 2278905.80 3.00 POINTSOURCE HVAC262 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.26 2278899.24 3.00 POINTSOURCE HVAC263 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.26 2278899.24 3.00 POINTSOURCE HVAC263 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.01 2278862.18 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275124.01 2278862.18 3.00 POINTSOURCE HVAC265 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275122.01 2278863.3 3.00 POINTSOURCE HVAC265 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275121.76 2278959.75 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275121.76 2278959.75 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.76 2278959.75 3.00 POINTSOURCE HVAC267 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275210.01 2278904.28 3.00 POINTSOURCE HVAC267 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275210.01 2278904.28 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275210.01 2278904.28 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.15 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.31 227899.40 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 227899.40 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 227899.40 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 227899.40 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 227899.40 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 227899.40 3.00	POINTSOURCE		HVAC257	76.0	76.0	76.0	Lw	76		585.00	0.00			-		2278803.18	3.00
POINTSOURCE         HVAC260         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275126.28         2278905.80         3.00           POINTSOURCE         HVAC261         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275124.26         2278899.24         3.00           POINTSOURCE         HVAC262         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275124.26         2278899.24         3.00           POINTSOURCE         HVAC263         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275126.53         2278862.18         3.00           POINTSOURCE         HVAC264         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275126.53         2278862.18         3.00           POINTSOURCE         HVAC265         76.0         76.0         76.0         Lw         76         585.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>_</td><td></td><td></td><td>3.00</td></td<>														_			3.00
POINTSOURCE         HVAC261         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275124.26         2278899.24         3.00           POINTSOURCE         HVAC262         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275124.01         2278862.18         3.00           POINTSOURCE         HVAC263         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275124.01         2278856.13         3.00           POINTSOURCE         HVAC264         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275125.33         2278859.75         3.00           POINTSOURCE         HVAC265         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.76         2278895.75         3.00           POINTSOURCE         HVAC266         76.0         76.0         76.0         Lw         76         585.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.00</td></td<>																	3.00
POINTSOURCE         HVAC262         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275124.01         2278862.18         3.00           POINTSOURCE         HVAC263         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275124.01         2278856.13         3.00           POINTSOURCE         HVAC264         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275132.08         2278893.94         3.00           POINTSOURCE         HVAC265         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.76         2278959.75         3.00           POINTSOURCE         HVAC266         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.76         2278899.28         3.00           POINTSOURCE         HVAC267         76.0         76.0         76.0         Lw         76         585.00 <td< td=""><td></td><td>_</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.00</td></td<>		_															3.00
POINTSOURCE HVAC263 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275126.53 2278856.13 3.00 POINTSOURCE HVAC264 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275132.08 2278803.94 3.00 POINTSOURCE HVAC265 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.76 2278959.75 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 2278904.28 3.00 POINTSOURCE HVAC267 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.76 2278959.75 3.00 POINTSOURCE HVAC268 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.01 2278994.28 3.00 POINTSOURCE HVAC268 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278896.16 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 227899.40 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 227899.40 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 227899.40 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC272 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC272 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC272 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC272 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278892.44 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278892.44 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278892.44 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278892.27 3.00 POINTSOURCE HVAC273 76.0 76.0 T6.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.														-			3.00
POINTSOURCE         HVAC264         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275132.08         2278803.94         3.00           POINTSOURCE         HVAC265         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.76         2278959.75         3.00           POINTSOURCE         HVAC266         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275213.01         2278994.28         3.00           POINTSOURCE         HVAC267         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275210.74         2278898.23         3.00           POINTSOURCE         HVAC268         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275210.91         2278898.23         3.00           POINTSOURCE         HVAC269         76.0         76.0         76.0         Lw         76         585.00 <td< td=""><td></td><td>-</td><td></td><td>_</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.00</td></td<>		-		_													3.00
POINTSOURCE HVAC265 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.76 2278959.75 3.00 POINTSOURCE HVAC266 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 2278904.28 3.00 POINTSOURCE HVAC267 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275210.74 2278898.23 3.00 POINTSOURCE HVAC268 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275210.79 2278860.16 3.00 POINTSOURCE HVAC269 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 2278855.12 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275212.51 22788799.40 3.00 POINTSOURCE HVAC270 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275213.01 2278799.40 3.00 POINTSOURCE HVAC271 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC272 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC272 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275272.77 2278809.74 3.00 POINTSOURCE HVAC272 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278862.94 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278862.94 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278862.94 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278862.94 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278862.94 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278862.94 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278872.27 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278872.27 3.00 POINTSOURCE HVAC273 76.0 76.0 T6.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278872.27 3.00 POINTSOURCE HVAC273 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275275.31 2278872.27 3.00 POINTSOURCE HVAC273 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275275.31 2278872.27 3.00 POINTSOURCE HVAC273 76.0 76.0 Lw 76 585.00 POINTSOURCE HVAC273 76.0 76.0 Lw 76 58																	3.00
POINTSOURCE         HVAC266         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275213.01         2278904.28         3.00           POINTSOURCE         HVAC267         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275210.74         2278898.23         3.00           POINTSOURCE         HVAC268         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.59         2278865.15         3.00           POINTSOURCE         HVAC269         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.51         2278855.12         3.00           POINTSOURCE         HVAC270         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275213.01         22788759.40         3.00           POINTSOURCE         HVAC271         76.0         76.0         1w         76         585.00         0.00 <t< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></t<>																	
POINTSOURCE         HVAC267         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275210.74         2278898.23         3.00           POINTSOURCE         HVAC268         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275210.99         2278860.16         3.00           POINTSOURCE         HVAC269         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.51         2278855.12         3.00           POINTSOURCE         HVAC270         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.51         2278895.12         3.00           POINTSOURCE         HVAC271         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275272.77         2278809.74         3.00           POINTSOURCE         HVAC272         76.0         76.0         Lw         76         585.00         0.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>																	
POINTSOURCE         HVAC268         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275210.99         2278860.16         3.00           POINTSOURCE         HVAC269         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.51         2278855.12         3.00           POINTSOURCE         HVAC270         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275213.01         2278799.40         3.00           POINTSOURCE         HVAC271         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275272.77         2278899.74         3.00           POINTSOURCE         HVAC272         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275278.31         2278862.94         3.00           POINTSOURCE         HVAC273         76.0         76.0         Lw         76         585.00         0.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>																	
POINTSOURCE         HVAC269         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275212.51         2278855.12         3.00           POINTSOURCE         HVAC270         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275213.01         2278799.40         3.00           POINTSOURCE         HVAC271         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275272.77         2278809.74         3.00           POINTSOURCE         HVAC272         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275272.77         2278809.74         3.00           POINTSOURCE         HVAC273         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275278.31         2278862.94         3.00           POINTSOURCE         HVAC273         76.0         76.0         Lw         76         585.00         0.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>																	
POINTSOURCE         HVAC270         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275213.01         2278799.40         3.00           POINTSOURCE         HVAC271         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275272.77         2278809.74         3.00           POINTSOURCE         HVAC272         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275278.31         2278862.94         3.00           POINTSOURCE         HVAC273         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275278.31         2278862.94         3.00           POINTSOURCE         HVAC273         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275278.31         2278872.27         3.00		-		_													_
POINTSOURCE         HVAC271         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275272.77         2278809.74         3.00           POINTSOURCE         HVAC272         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275278.31         2278862.94         3.00           POINTSOURCE         HVAC273         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275304.28         2278872.27         3.00																	
POINTSOURCE HVAC272 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275278.31 2278862.94 3.00 POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275304.28 2278872.27 3.00														_			
POINTSOURCE HVAC273 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275304.28 2278872.27 3.00														_			3.00
																	3.00
	POINTSOURCE		HVAC274	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275303.27	2278902.27	3.00

Point Summer   Poin	Name	M.	ID	R	esult. PW	'L		Lw/L	i	Ope	erating Ti	ime	Height	t	C	pordinates	
POINTSUMES				Day	Evening	Night	Туре	Value	norm.	Day	Special	Night			Х	Υ	Z
PONTSOURCE   PONCEY   PONCEY   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONCEY   PONTSOURCE   PONTSOURCE   PONCEY   PONTSOURCE   PO				(dBA)	(dBA)	(dBA)			dB(A)		(min)	(min)	(ft)		. ,	(ft)	(ft)
MAINTENNISHER   MACZES   760							Lw	_						а			3.00
DOINTSOUNCE								_		_			_				3.00
NONINDIANCE   NACZIO   76.0																	
DIAMINSOUNCE   WACZER   76.0								_						_			
DIAMINSOLINGE   MACZER   76.0   76.								_									
DIATIS DIATIS DIATIS NEGAZI   76.0																	
POINTSOURCE   WACCES   76.0																	
POINTSUMER   MYACES   76.0				_													
POINTSOURCE   WACZES   76.0																	3.00
POINTSURED   MACASE   76.0				_			Lw	_						_			3.00
PONTSURCE   WAC298   76,0   76,0   76,0   14,0   76   15,0   14,0   76   15,0   14,0	POINTSOURCE		HVAC286	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274860.20	2280306.44	3.00
POINTSURECT   INACASES   76.0   76.0   76.0   14.0   76.0   15.0   5.0   5.0   20.0   32.0   3.0   6   67.7746.6   280095.5   3.0   5.0	POINTSOURCE		HVAC287	76.0	76.0	76.0	Lw	76			0.00	252.00	3.00	а	6274817.08	2280239.38	3.00
POINTSURCE   HVAC299   76,0   76,0   76,0   10,0   76,0	POINTSOURCE		HVAC288	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274816.33	2280649.08	3.00
POINTSURCE   NACA291   76.0   76.0   76.0   14.0   76.0   15.0   76.0   14.0   76.0   15.0   76.0   14.0   76.0   15.0   76.0   14.0   76.0   15.0   76.0   14.0   76.0   15.0   76.0   14.0   76.0   15.0   76.0   14.0   76.0   15.0   76.0   14.0   76.0   15.0   76.0   14.0   76.0   15.0   76.0	POINTSOURCE		HVAC289	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274764.65	2280295.55	3.00
POINTSURCE   HWAC293   760   760   760   W	POINTSOURCE		HVAC290	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274769.93	2280580.25	3.00
POINTSURCE   HVAC293   76,0   76,0   76,0   14,0   76   158,0   0.00   25,0   3.00   a   6274763.7   23003.1   3.0   500776.7   23003.1   3.0	POINTSOURCE		HVAC291	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274768.17	2280853.05	3.00
POINTSURECE   HWAC299   760   760   760   104   760   58500   0.00   25.00   3.00   a   67.747.92   230043.16   3.0   POINTSURECE   HWAC295   760	POINTSOURCE		HVAC292	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274821.18	2281056.13	3.00
POINTSQUECE   MAC296   76.0   76.0   76.0   12.0   12.0   76.0   12.0	POINTSOURCE		HVAC293	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274768.17	2280511.17	3.00
POINTSURGE   NAC296   76.0   76.0   76.0   76.0   12.0   76.0   12.0   76.0   12.0   76.0   12.0   76.0   12.0   76.0   12.0   76.0   12.0   76.0   12.0   76.0   12.0	POINTSOURCE		HVAC294	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274767.92	2280243.16	3.00
POINTSOURCE   NAC299   76.0   76.0   76.0   12.0   12.0   76.0   12.0								_									3.00
POINTSOURCE   MACASIB   76.0   76.0   76.0   10.0   76.0		_		_				_									3.00
POINTSOURCE   HVAC300   76.0   76.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0								_						_			3.00
PRINTSOURCE   HVAC301   760				_				_		_				_			3.00
POINTSOURCE																	3.00
POINTSOURCE   HVAC303   76.0				_				_									3.00
PRINTSOURCE   HVAC303   76.0								_		_			_				3.00
POINTSOURCE														-			
POINTSOURCE								_									
POINTSOURCE								_									
POINTSOURCE   HVAC307   76.0   76.0   76.0   76.0   1.0   76.0   1.0   76.0																	
POINTSOURCE   HVAC308   76.0   76.0   76.0   76.0   1.0   76.0   76.0   1.0   76.0								_									
POINTSOURCE   HVAC310   76.0   76.0   76.0   76.0   10.0   76.0   76.0   10.0   76.0   76.0   10.0   76.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0				_										_			
POINTSOURCE   HVAC310																	3.00
POINTSOURCE				_				_						_			3.00
POINTSOURCE   HVAC312   76.0   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274822.52   2280835.57   3.0   POINTSOURCE   HVAC313   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274865.93   2280919.86   3.0   POINTSOURCE   HVAC315   76.0   76.0   Cw   76   585.00   0.00   252.00   3.00   a   6274767.41   2280437.80   3.0   POINTSOURCE   HVAC315   76.0   76.0   Cw   76   585.00   0.00   252.00   3.00   a   6274767.41   2280437.80   3.0   POINTSOURCE   HVAC316   76.0   76.0   Cw   76   585.00   0.00   252.00   3.00   a   6274767.41   2280437.80   3.0   POINTSOURCE   HVAC317   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274766.66   2280847.00   3.0   POINTSOURCE   HVAC318   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274765.42   2280786.24   3.0   POINTSOURCE   HVAC318   76.0   76.0   Tw   76   585.00   0.00   252.00   3.00   a   6274765.42   2280786.24   3.0   POINTSOURCE   HVAC319   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274767.32   2280786.24   3.0   POINTSOURCE   HVAC321   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274767.37   2280786.24   3.0   POINTSOURCE   HVAC322   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274767.91   72808918.86   3.0   POINTSOURCE   HVAC323   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274767.40   7280892.50   3.0   POINTSOURCE   HVAC324   76.0   76.0   Tw   76   585.00   0.00   252.00   3.00   a   6274767.40   7280892.50   3.0   POINTSOURCE   HVAC324   76.0   76.0   Tw   76   585.00   0.00   252.00   3.00   a   6274767.40   7280892.56   3.0   POINTSOURCE   HVAC325   76.0   76.0   Tw   76   585.00   0.00   252.00   3.00   a   6274767.40   7280892.56   3.0   POINTSOURCE   HVAC325   76.0   76.0   Tw   76   585.00   0.00   252.00   3.00   a   6274767.40   7280892.56   3.0   POINTSOURCE   HVAC323   76.0   76.0   Tw   76   585.00   0.00   252.00   3.00   a   6274766.40   7280892.56   3.0   POINTSOURCE   H																	3.00
POINTSOURCE HVAC314 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627486.095 228037.61 3.0 POINTSOURCE HVAC315 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627486.095 228037.61 3.0 POINTSOURCE HVAC317 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627486.06 2280647.00 3.0 POINTSOURCE HVAC317 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627466.66 2280047.00 3.0 POINTSOURCE HVAC318 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.66 2280044.36 3.0 POINTSOURCE HVAC318 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627485.82 2280044.36 3.0 POINTSOURCE HVAC320 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.82 2280048.28 3.0 POINTSOURCE HVAC320 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.82 2280048.28 3.0 POINTSOURCE HVAC320 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.82 2280085.07 3.0 POINTSOURCE HVAC321 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.82 2280085.07 3.0 POINTSOURCE HVAC321 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.84 2280919.86 3.0 POINTSOURCE HVAC323 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.40 2280925.66 3.0 POINTSOURCE HVAC323 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.40 2280925.66 3.0 POINTSOURCE HVAC323 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627485.40 2280925.66 3.0 POINTSOURCE HVAC324 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.40 2280925.66 3.0 POINTSOURCE HVAC324 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.40 2280925.66 3.0 POINTSOURCE HVAC327 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 6274818.37 2280697.99 3.0 POINTSOURCE HVAC325 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274818.37 2280697.99 3.0 POINTSOURCE HVAC329 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 6274818.37 2280697.99 3.0 POINTSOURCE HVAC332 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627485.40 2280925.66 3.0 POINTSOURCE HVAC333 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.40 2280936.2 3.0 POINTSOURCE HVAC333 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 6274765.40 2280307.6 23 3.0 POINTSOURCE HVAC333 76.0 76.0 Tw 76 585.00 0.00 252.00 3.00 a 627485.60 2280374.5	POINTSOURCE		HVAC312	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274822.52	2280835.57	3.00
POINTSOURCE   HVAC315   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274767.41   2280437.80   3.0   20   20101550URCE   HVAC316   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274766.66   2280847.00   3.0   POINTSOURCE   HVAC318   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274767.81   2280947.80   3.0   POINTSOURCE   HVAC318   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274858.68   2280444.36   3.0   POINTSOURCE   HVAC320   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274858.68   2280444.36   3.0   POINTSOURCE   HVAC321   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274858.68   2280444.36   3.0   POINTSOURCE   HVAC322   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274859.81   22809386.74   3.0   POINTSOURCE   HVAC322   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274767.41   2280918.68   3.0   POINTSOURCE   HVAC322   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274767.41   2280444.36   3.0   POINTSOURCE   HVAC323   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274767.40   2280443.63   3.0   POINTSOURCE   HVAC323   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274766.40   2280925.66   3.0   POINTSOURCE   HVAC323   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   627486.40   22809526.66   3.0   POINTSOURCE   HVAC325   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   627486.00   2280958.65   3.0   POINTSOURCE   HVAC326   76.0   76.0   T6.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274765.40   2280580.65   3.0   POINTSOURCE   HVAC327   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274765.40   2280580.65   3.0   POINTSOURCE   HVAC328   76.0   76.0   76.0   Lw   76   S85.00   0.00   252.00   3.00   a   6274765.40   2280580.65   3.0   POINTSOURCE   HVAC330   76.0   76.0   T6.0   Lw   76   S85.00   0.00   252.00	POINTSOURCE		HVAC313	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274858.93	2280919.86	3.00
POINTSOURCE	POINTSOURCE		HVAC314	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274860.95	2280237.61	3.00
POINTSOURCE   HVAC317   76.0   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274767.36   2281056.56   3.0   POINTSOURCE   HVAC318   76.0   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274858.68   2280444.36   3.0   POINTSOURCE   HVAC319   76.0   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274858.68   2280444.36   3.0   POINTSOURCE   HVAC321   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274858.68   2280444.36   3.0   POINTSOURCE   HVAC321   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274859.83   2280855.07   3.0   POINTSOURCE   HVAC322   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274859.83   2280855.07   3.0   POINTSOURCE   HVAC323   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274859.83   2280855.07   3.0   POINTSOURCE   HVAC323   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274859.83   2280856.05   3.0   POINTSOURCE   HVAC323   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274858.43   22807864.22   3.0   POINTSOURCE   HVAC325   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274858.43   22807864.22   3.0   POINTSOURCE   HVAC325   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274856.00   2280580.25   3.0   POINTSOURCE   HVAC325   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274865.00   2280580.25   3.0   POINTSOURCE   HVAC328   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274865.00   2280580.25   3.0   POINTSOURCE   HVAC328   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274858.81   2280974.73   3.0   POINTSOURCE   HVAC331   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274858.81   2280974.73   3.0   POINTSOURCE   HVAC333   76.0   76.0   76.0   W   76   S85.00   0.00   252.00   3.00   a   6274858.81   2280974.73   3.0   POINTSOURCE   HVAC333   76.0   76.0   76.0   W   76   S85.00   0.00	POINTSOURCE		HVAC315	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274767.41	2280437.80	3.00
POINTSOURCE HVAC318 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274858.68 2280444.36 3.0 POINTSOURCE HVAC319 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274815.82 2280786.24 3.0 POINTSOURCE HVAC321 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274859.83 2280786.24 3.0 POINTSOURCE HVAC321 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274859.83 2280785.07 3.0 POINTSOURCE HVAC321 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274859.83 2280785.07 3.0 POINTSOURCE HVAC322 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274859.83 2280835.07 3.0 POINTSOURCE HVAC323 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627486.40 2280925.66 3.0 POINTSOURCE HVAC323 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627486.40 2280925.66 3.0 POINTSOURCE HVAC325 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274818.37 2280591.66 3.0 POINTSOURCE HVAC325 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274818.37 2280597.99 3.0 POINTSOURCE HVAC326 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274818.37 2280597.99 3.0 POINTSOURCE HVAC327 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627486.02 2280580.25 3.0 POINTSOURCE HVAC328 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627466.02 2280580.25 3.0 POINTSOURCE HVAC328 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627466.02 2280580.25 3.0 POINTSOURCE HVAC328 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.40 2281062.64 3.0 POINTSOURCE HVAC330 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.40 2281062.64 3.0 POINTSOURCE HVAC331 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.81 2280306.60 3.0 POINTSOURCE HVAC333 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.81 2280306.60 3.0 POINTSOURCE HVAC333 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.81 2280376.28 3.0 POINTSOURCE HVAC333 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.81 2280376.28 3.0 POINTSOURCE HVAC333 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.60 2280376.22 3.0 POINTSOURCE HVAC333 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627465.60 2280376.22 3.0 POINTSOURCE H	POINTSOURCE		HVAC316	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274766.66	2280847.00	3.00
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POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274825.69 2280290.20 3.0 POINTSOURCE HVAC341 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274816.58 2280578.23 3.0 POINTSOURCE HVAC341 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274860.05 2281112.66 3.0 POINTSOURCE HVAC342 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274770.44 2280237.36 3.0 POINTSOURCE HVAC343 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274767.67 2280574.20 3.0 POINTSOURCE HVAC344 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274957.03 2281103.11 3.0 POINTSOURCE HVAC345 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274957.03 2281103.11 3.0 POINTSOURCE HVAC346 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275024.96 2281072.18 3.0 POINTSOURCE HVAC346 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC347 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274956.77 2281152.78 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274956.77 2281152.78 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275025.21 2281150.59 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275025.21 2281150.59 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0	POINTSOURCE		HVAC337	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274860.45	2280375.02	3.00
POINTSOURCE HVAC340 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274816.58 2280578.23 3.0 POINTSOURCE HVAC341 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274860.05 2281112.66 3.0 POINTSOURCE HVAC342 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627470.44 2280237.36 3.0 POINTSOURCE HVAC343 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627476.67 2280574.20 3.0 POINTSOURCE HVAC344 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627476.76 2280574.20 3.0 POINTSOURCE HVAC345 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274957.03 2281103.11 3.0 POINTSOURCE HVAC346 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275024.96 2281072.18 3.0 POINTSOURCE HVAC346 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC346 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC347 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274956.77 2281152.78 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC340 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC340 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC340 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0	POINTSOURCE		HVAC338	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274766.66	2280516.72	3.00
POINTSOURCE HVAC341 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274860.05 2281112.66 3.0 POINTSOURCE HVAC342 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274770.44 2280237.36 3.0 POINTSOURCE HVAC343 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274767.67 2280574.20 3.0 POINTSOURCE HVAC344 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274957.03 2281103.11 3.0 POINTSOURCE HVAC345 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274957.03 2281103.11 3.0 POINTSOURCE HVAC346 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281103.11 3.0 POINTSOURCE HVAC346 76.0 76.0 T6.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC347 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281105.17 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0	POINTSOURCE		HVAC339	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274825.69	2280290.20	3.00
POINTSOURCE HVAC342 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274770.44 2280237.36 3.0 POINTSOURCE HVAC343 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627476.67 2280574.20 3.0 POINTSOURCE HVAC344 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274957.03 2281103.11 3.0 POINTSOURCE HVAC345 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274957.03 2281103.11 3.0 POINTSOURCE HVAC346 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC347 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC347 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC347 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274950.70 2281152.78 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275025.21 2281150.59 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275025.21 2281150.59 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275010.33 2280929.66	POINTSOURCE		HVAC340	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274816.58	2280578.23	3.00
POINTSOURCE HVAC343 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627476.67 2280574.20 3.0 POINTSOURCE HVAC344 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274957.03 2281103.11 3.0 POINTSOURCE HVAC345 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275024.96 2281072.18 3.0 POINTSOURCE HVAC346 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC347 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274959.30 2281109.17 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274956.77 2281152.78 3.0 POINTSOURCE HVAC348 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274950.30 2280929.66 3.0 POINTSOURCE HVAC349 76.0 76.0 T6.0 Lw 76 585.00 0.00 252.00 3.00 a 6275025.21 2281150.59 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275025.21 2281150.59 3.0 POINTSOURCE HVAC349 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 627505.64 2280937.73 3.0	POINTSOURCE		HVAC341	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274860.05	2281112.66	3.00
POINTSOURCE         HVAC344         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274957.03         2281103.11         3.0           POINTSOURCE         HVAC345         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275024.96         2281072.18         3.0           POINTSOURCE         HVAC346         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274959.30         2281109.17         3.0           POINTSOURCE         HVAC347         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274959.30         2281192.17         3.0           POINTSOURCE         HVAC348         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275010.33         2280929.66         3.0           POINTSOURCE         HVAC349         76.0         76.0         76.0         Lw         76         585.00         0.00							Lw			585.00				а			3.00
POINTSOURCE         HVAC345         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275024.96         2281072.18         3.0           POINTSOURCE         HVAC346         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274959.30         2281109.17         3.0           POINTSOURCE         HVAC347         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274956.77         2281152.78         3.0           POINTSOURCE         HVAC348         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275010.33         2280929.66         3.0           POINTSOURCE         HVAC349         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275025.21         2281150.59         3.0           POINTSOURCE         HVAC350         76.0         76.0         10.0         Lw         76         585.00         0.00														а			3.00
POINTSOURCE         HVAC346         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274959.30         2281109.17         3.0           POINTSOURCE         HVAC347         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274956.77         2281152.78         3.0           POINTSOURCE         HVAC348         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275010.33         2280929.66         3.0           POINTSOURCE         HVAC349         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275025.21         2281150.59         3.0           POINTSOURCE         HVAC350         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275025.21         2281150.59         3.0           POINTSOURCE         HVAC350         76.0         76.0         Lw         76         585.00         0.00         252.														-			3.00
POINTSOURCE         HVAC347         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274956.77         2281152.78         3.0           POINTSOURCE         HVAC348         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275010.33         2280929.66         3.0           POINTSOURCE         HVAC349         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275025.21         2281150.59         3.0           POINTSOURCE         HVAC350         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275105.64         2280937.73         3.0																	3.00
POINTSOURCE         HVAC348         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275010.33         2280929.66         3.0           POINTSOURCE         HVAC349         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275025.21         2281150.59         3.0           POINTSOURCE         HVAC350         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275105.64         2280937.73         3.0		<u> </u>															3.00
POINTSOURCE         HVAC349         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275025.21         2281150.59         3.0           POINTSOURCE         HVAC350         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275105.64         2280937.73         3.0																	3.00
POINTSOURCE HVAC350 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275105.64 2280937.73 3.0				_													3.00
																	3.00
POINTSOURCE   HVAC351   76.0   76.0   76.0   Lw   76     585.00   0.00   252.00   3.00   a   6275026.97   2281077.47   3.0		$\vdash$															3.00

Name	M.	ID	R	esult. PW	'L		Lw/L	i	Оре	erating Ti	me	Height	t	C	oordinates	
			Day	Evening	Night	Туре	Value	norm.	Day	Special	Night			Х	Υ	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		HVAC352	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275121.20	2281154.61	3.00
POINTSOURCE		HVAC353	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275126.52	2281218.89	3.00
POINTSOURCE		HVAC354	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275167.27	2280936.68	3.00
POINTSOURCE		HVAC355	76.0	76.0	76.0	Lw	76		585.00 585.00	0.00	252.00	3.00	a	6275070.96	2281288.33 2280937.98	3.00
POINTSOURCE POINTSOURCE		HVAC356 HVAC357	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00	0.00	252.00 252.00	3.00	a	6275068.83 6274959.55	2280937.98	3.00
POINTSOURCE		HVAC358	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275083.82	2281049.41	3.00
POINTSOURCE		HVAC359	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275017.36	2281148.57	3.00
POINTSOURCE		HVAC360	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275005.64	2281290.50	3.00
POINTSOURCE		HVAC361	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275108.07	2281287.46	3.00
POINTSOURCE		HVAC362	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275078.02	2281013.08	3.00
POINTSOURCE		HVAC363	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275114.15	2281290.50	3.00
POINTSOURCE		HVAC364	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274951.98	2280954.61	3.00
POINTSOURCE		HVAC365	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275121.64	2281011.06	3.00
POINTSOURCE		HVAC366	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275120.66	2281221.27	3.00
POINTSOURCE		HVAC367	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275064.23	2281289.42	3.00
POINTSOURCE		HVAC368	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275062.52	2280934.96	3.00
POINTSOURCE		HVAC369	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275081.73	2281072.52	3.00
POINTSOURCE		HVAC370	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275083.55	2281221.06	3.00
POINTSOURCE		HVAC371	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275127.94	2281013.08	3.00
POINTSOURCE		HVAC372	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274959.80	2281012.35	3.00
POINTSOURCE		HVAC373	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274966.36	2281213.68	3.00
POINTSOURCE		HVAC374	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275084.07	2281011.06	3.00
POINTSOURCE		HVAC375	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275118.80	2281073.02	3.00
POINTSOURCE		HVAC376	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275181.89	2281082.41	3.00
POINTSOURCE		HVAC377	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275025.21	2281012.17	3.00
POINTSOURCE POINTSOURCE		HVAC378 HVAC379	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275115.15 6274957.03	2281152.85 2281005.29	3.00
-							76			0.00			_		2281005.29	
POINTSOURCE POINTSOURCE	_	HVAC380 HVAC381	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275165.58 6274957.28	2281295.93	3.00
POINTSOURCE		HVAC382	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275124.85	2281033.21	3.00
POINTSOURCE		HVAC383	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275027.99	2281070.30	3.00
POINTSOURCE		HVAC384	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274965.93	2281214.70	3.00
POINTSOURCE		HVAC385	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275075.43	2281070.50	3.00
POINTSOURCE		HVAC386	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275030.16	2281220.19	3.00
POINTSOURCE		HVAC387	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275027.48	2281005.87	3.00
POINTSOURCE		HVAC388	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275182.07	2281219.10	3.00
POINTSOURCE		HVAC389	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274950.95	2281288.98	3.00
POINTSOURCE		HVAC390	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274959.80	2281146.48	3.00
POINTSOURCE		HVAC391	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275026.72	2281145.04	3.00
POINTSOURCE		HVAC392	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275076.82	2281218.23	3.00
POINTSOURCE		HVAC393	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275183.15	2281013.08	3.00
POINTSOURCE		HVAC394	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274963.97	2281206.95	3.00
POINTSOURCE		HVAC395	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275077.77	2281152.00	3.00
POINTSOURCE		HVAC396	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275181.89	2281151.24	3.00
POINTSOURCE		HVAC397	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275111.94	2280935.46	3.00
POINTSOURCE		HVAC398	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275117.16	2280657.84	3.00
POINTSOURCE		HVAC399	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	0-10-00	2280794.35	3.00
POINTSOURCE		HVAC400	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275021.91	2280598.46	3.00
POINTSOURCE		HVAC401	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275080.10		3.00
POINTSOURCE		HVAC402	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275050.00	2280874.92	3.00
POINTSOURCE		HVAC403	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275115.61	2280597.49	3.00
POINTSOURCE		HVAC404	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275056.72	2280873.83	3.00
POINTSOURCE POINTSOURCE		HVAC405 HVAC406	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275122.79 6275037.58	2280791.96 2280513.88	3.00
POINTSOURCE		HVAC406 HVAC407	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275037.58	2280513.88	3.00
POINTSOURCE		HVAC407	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275010.41	2280313.34	3.00
POINTSOURCE		HVAC408	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275195.56	2280513.83	3.00
POINTSOURCE		HVAC410	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275158.63	2280877.52	3.00
POINTSOURCE		HVAC411	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275023.22	2280801.79	3.00
POINTSOURCE		HVAC412	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275174.95	2280664.01	3.00
POINTSOURCE		HVAC413	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275123.21	2280655.32	3.00
POINTSOURCE		HVAC414	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	_	6274959.38	2280697.79	3.00
POINTSOURCE		HVAC415	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275074.99	2280597.90	3.00
POINTSOURCE		HVAC416	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275024.18	2280592.15	3.00
POINTSOURCE		HVAC417	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274944.01	2280870.58	3.00
POINTSOURCE		HVAC418	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275073.79	2280655.32	3.00
POINTSOURCE		HVAC419	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274958.98	2280832.38	3.00
POINTSOURCE		HVAC420	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275175.13	2280800.70	3.00
POINTSOURCE		HVAC421	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275043.88	2280516.91	3.00
POINTSOURCE		HVAC422	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275074.74	2280742.81	3.00
POINTSOURCE		HVAC423	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275176.21	2280594.68	3.00
POINTSOURCE		HVAC424	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275093.83	2280872.97	3.00
POINTSOURCE		HVAC425	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275073.10	2280791.31	3.00
POINTSOURCE		HVAC426	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275174.95	2280732.84	3.00
POINTSOURCE		HVAC427	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00 252.00	3.00	а	6275021.91 6274959.41	2280736.87	3.00
POINTSOURCE		HVAC428	76.0	76.0	76.0	Lw	76		585.00	0.00			а		2280795.27	3.00

MACHINISOURCE   MACHINISOURC	Name	M.	ID	Re	esult. PW	'L		Lw/L	i	Оре	erating T	me	Height		C	pordinates	
Fige   Point Summer							Туре	Value									
Fige   Promissor									dB(A)							- ' '	
MAINSHIELD   MACS13   760																	
MATCHEST   MACCHEST														_			
POINTSQUIEC																	3.00
POINTSUMEC	POINTSOURCE		HVAC433	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275021.05	2280796.36	3.00
POINTSOURCE   MYCK43F	POINTSOURCE		HVAC434	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00		а	6275121.92	2280599.51	3.00
PONTSOURCE   NACASE   760								_									3.00
POINTSQUIRGE   MYKC438   660   760														_			
POINTSOURCE   WICK-49														_			
POINTSQUIRGE   WYCAGE   760								_						_			3.00
POINTSOURCE   WACCASS   76,0	POINTSOURCE		HVAC440	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274957.03	2280788.55	3.00
PINTONINGE    PINACA644	POINTSOURCE		HVAC441	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274959.89	2280735.11	3.00
PONTSOURCE   INVACA64   76.0   76.0   76.0   10.0   76.0														а			3.00
POINTSUMER   HAVACAS   760   760   760   160   760   760   160   760   760   160   760   760   160   760														_			
POINTSUIREE														_			
POINTSUREE   HWAC484   76.0   76.0   76.0   W   76   SSS.00   0.00   32.00   30.0   a   627503.42   220071.33   3.00   SOINTSUREE   HWAC484   76.0   76.0   76.0   W   76   SSS.00   0.00   23.00   a   627509.91   200876.00   3.00   SOINTSUREE   HWAC481   76.0   76.0   76.0   W   76   SSS.00   0.00   23.00   3.00   a   627509.91   200876.00   3.00   SOINTSUREE   HWAC481   76.0   76.0   76.0   W   76   SSS.00   0.00   23.00   3.00   a   627509.91   200876.00   3.00   SOINTSUREE   HWAC481   76.0   76.0   76.0   W   76   SSS.00   0.00   23.00   3.00   a   627509.91   200876.00   3.00   SOINTSUREE   HWAC481   76.0   76.0   76.0   W   76   SSS.00   0.00   23.00   3.00   a   627509.91   200876.00   3.00   a   627																	3.00
POINTSUREE   HYAC459   76.0   76.0   76.0   10.0   76.0								_									3.00
POINTSURECE   HVAC451   76.0   76.0   76.0   10.0   76.0	POINTSOURCE		HVAC448	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275021.66	2280658.46	3.00
POINTSUREE   HAVAGSS   76.0   76.0   76.0   10.0   20.0   30.0						_								а			3.00
POINTSOURCE   MYAC453   76.0   76.0   76.0   W   76   S85.00   0.00   25.20   3.00   a   07790115   22804240   3.00   70   70   70   70   70   70   70								-						_			3.00
POINTSOURCE   NYAC453   76,0								_						_			3.00
POINTSOURCE   HVAC455   76.0   76.0   76.0   W   76   S85.00   0.00   25.20   3.00   a   6774948, 82   280371.44   3.00   3.00   3.00   a   6774948, 82   280371.44   3.00   3.00   a   6774948, 82   280371.44   3.00   3.00   a   6774948, 82   280371.44   3.00   3.00   a   6774948, 82   280371.44   3.00   3.00   a   677494.14   3.00   3.00   a   677494.14   3.00   3.00   a   677494.14   3.00   3.00   a   677494.14   3.00   3.00   a   3.00								_						_			3.00
POINTSOURCE   HVACASS   76.0   76.0   76.0   8.0   76   8.985.00   0.00   25.200   3.00   a   677511287   228028468   3.00   201																	3.00
Pointsource   HVAC458   76.0   76.0   76.0   76.0   885.00   0.00   25.00   3.00   a   6770441   28036343   3.00   70   70   70   70   70   70   70	POINTSOURCE		HVAC455	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274948.22	2280317.44	3.00
POINTSOURCE   HVACA69   76.0	POINTSOURCE		HVAC456	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275112.87	2280284.68	3.00
POINTSOURCE   HVAC469   76,0   76,0   76,0   10,0							_	_						÷			3.00
POINTSOURCE   HVAC461   76.0   76.0   76.0   76.0   14.0   76   14.0																	
POINTSOURCE   HVAC461   760   760   760   760   100   760   760   100   760																	
POINTSOURCE   HVAC6462   76.0   76.0   76.0   176.0								_						_			3.00
POINTSOURCE   HVAC465   76.0   76.0   76.0   17.0																	3.00
POINTSOURCE   HVAC465   76.0   76.0   76.0   76.0   10.0   10.0	POINTSOURCE		HVAC463	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275173.24	2280295.35	3.00
POINTSOURCE   HVAC466   76.0   76.0   76.0   76.0   10.0   10.0   76.0														а			3.00
POINTSOURCE   HVAC467   76.0   76.0   76.0   76.0   1.0   1.0   76   1.0   585.00   0.00   252.00   3.00   a   6275068.36   2280227.78   3.00   70   70   70   70   70   70   70																	3.00
POINTSOURCE   HVACA68   76.0   76.0   76.0   1								_						-			
POINTSOURCE   HVAC469														_			
POINTSOURCE   HVAC471   76.0   76.0   76.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0														_			3.00
POINTSOURCE   HVAC473   76.0   76.0   76.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0   76.0   10.0	POINTSOURCE		HVAC470	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275019.70		3.00
POINTSOURCE   HVACAT3	POINTSOURCE		HVAC471		76.0	76.0	Lw	76		585.00	0.00			а	6275021.60	2280283.92	3.00
POINTSOURCE   HVACATA   76.0   76.0   76.0   76.0   76.0   10.0   10.0   76.0   10.0																	3.00
POINTSOURCE   HVAC475   76.0   76.0   76.0   1.0   76   1.0   76   1.0   585.00   0.00   252.00   3.00   a   6274948.48   2280269.79   3.00   2.0   2.0   2.0   3.00   a   6275074.72   2280424.76   3.00   3.00   3.00   3.00   a   6275074.72   2280424.76   3.00   3.00   3.00   3.00   a   6275074.72   2280424.76   3.00   3.00   3.00   a   6275074.72   2280424.76   3.00   3.00   a   6275074.72   2280424.76   3.00														_			
POINTSOURCE   HVACAT6														_			
POINTSOURCE   HVAC478   76.0				76.0	76.0	76.0	Lw	76			0.00	252.00	3.00		6275074.72		3.00
POINTSOURCE   HVAC479   76.0	POINTSOURCE		HVAC477	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275118.67	2280282.15	3.00
POINTSOURCE   HVAC481   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   627495.49   2280323.49   3.00   20   20   20   20   20   20   20	POINTSOURCE		HVAC478	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а			3.00
POINTSOURCE   HVAC481   76.0   76.0   76.0   1.w   76   585.00   0.00   252.00   3.00   a   6275075.42   2280225.77   3.00   3																	3.00
POINTSOURCE   HVAC482   76.0   76.0   76.0   1.w   76   585.00   0.00   252.00   3.00   a   6275111.72   2280225.26   3.00																	
POINTSOURCE   HVAC483   76.0   76.0   76.0   Lw   76   585.00   0.00   252.00   3.00   a   6274948.98   2280367.87   3.00   3.																	3.00
POINTSOURCE   HVAC484   76.0   76.0   76.0   1.w   76   585.00   0.00   252.00   3.00   a   6275118.03   2280366.20   3.00   2001750URCE   HVAC485   76.0   76.0   76.0   1.w   76   585.00   0.00   252.00   3.00   a   6275173.24   2280228.04   3.00   3.																	3.00
POINTSOURCE         HVAC486         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275172.49         2280366.45         3.00           POINTSOURCE         HVAC487         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275074.80         2280284.42         3.00           POINTSOURCE         HVAC488         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275014.80         2280284.42         3.00           POINTSOURCE         HVAC490         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275019.70         2280364.69         3.00           POINTSOURCE         HVAC491         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275019.70         2280364.69         3.00           POINTSOURCE         HVAC491         76.0         76.0         76.0         Lw         76         585.00 <td< td=""><td></td><td></td><td>HVAC484</td><td>76.0</td><td>76.0</td><td>76.0</td><td>Lw</td><td>76</td><td></td><td></td><td>0.00</td><td>252.00</td><td>3.00</td><td>а</td><td></td><td></td><td>3.00</td></td<>			HVAC484	76.0	76.0	76.0	Lw	76			0.00	252.00	3.00	а			3.00
POINTSOURCE HVAC487 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275074.80 2280284.42 3.00 POINTSOURCE HVAC488 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275069.00 2280281.40 3.00 POINTSOURCE HVAC490 76.0 76.0 T6.0 Lw 76 585.00 0.00 252.00 3.00 a 6275069.00 2280281.40 3.00 POINTSOURCE HVAC491 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275019.70 2280364.69 3.00 POINTSOURCE HVAC491 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275019.70 2280364.69 3.00 POINTSOURCE HVAC492 76.0 76.0 T6.0 Lw 76 585.00 0.00 252.00 3.00 a 6275019.70 2280364.69 3.00 POINTSOURCE HVAC492 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275055.74 2280124.98 3.00 POINTSOURCE HVAC493 76.0 76.0 T6.0 Lw 76 585.00 0.00 252.00 3.00 a 6275005.74 2280124.98 3.00 POINTSOURCE HVAC494 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275005.03 2280127.96 3.00 POINTSOURCE HVAC494 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275005.03 2280127.96 3.00 POINTSOURCE HVAC494 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275005.03 2280127.96 3.00 POINTSOURCE HVAC495 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.00 2280127.96 3.00 POINTSOURCE HVAC496 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.00 2280124.93 3.00 POINTSOURCE HVAC497 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.00 2280124.93 3.00 POINTSOURCE HVAC499 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275061.79 2280127.95 3.00 POINTSOURCE HVAC499 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.8 2279145.33 3.00 POINTSOURCE HVAC500 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.8 2279145.33 3.00 POINTSOURCE HVAC500 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.8 2279145.33 3.00 POINTSOURCE HVAC500 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.8 2279145.33 3.00 POINTSOURCE HVAC500 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.8 2279145.33 3.00 POINTSOURCE HVAC500 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.8 2279145.33 3.00 POINTSOURCE HVAC500 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.8 2279144.31 3.00 POINTSOURCE HVA								_									3.00
POINTSOURCE HVAC498 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275011.47 2280363.43 3.00 POINTSOURCE HVAC490 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275069.00 2280281.40 3.00 POINTSOURCE HVAC491 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275095.95 2280122.98 3.00 POINTSOURCE HVAC492 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275095.95 2280122.98 3.00 POINTSOURCE HVAC493 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275095.95 2280122.98 3.00 POINTSOURCE HVAC493 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275005.95 2280122.98 3.00 POINTSOURCE HVAC493 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275005.95 2280122.98 3.00 POINTSOURCE HVAC494 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275005.03 2280127.96 3.00 POINTSOURCE HVAC494 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275005.03 2280127.96 3.00 POINTSOURCE HVAC494 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.00 2280126.95 3.00 POINTSOURCE HVAC494 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.96 2280126.97 3.00 POINTSOURCE HVAC494 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.90 2280126.70 3.00 POINTSOURCE HVAC497 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.90 2280124.93 3.00 POINTSOURCE HVAC499 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.90 2280124.93 3.00 POINTSOURCE HVAC499 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275063.91 2280127.45 3.00 POINTSOURCE HVAC499 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.81 2279144.06 3.00 POINTSOURCE HVAC500 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.82 2279144.03 3.00 POINTSOURCE HVAC501 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.82 2279144.31 3.00 POINTSOURCE HVAC503 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.82 2279144.31 3.00 POINTSOURCE HVAC503 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.82 2279142.04 3.00 POINTSOURCE HVAC503 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.82 2279142.04 3.00 POINTSOURCE HVAC503 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6274963.82 2279142.04 3.00 POI																	3.00
POINTSOURCE         HVAC489         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275069.00         2280281.40         3.00           POINTSOURCE         HVAC490         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275019.70         2280381.40         3.00           POINTSOURCE         HVAC491         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275095.95         2280122.98         3.00           POINTSOURCE         HVAC492         76.0         76.0         76.0         16.0         Lw         76         585.00         0.00         252.00         3.00         a         6275095.95         2280122.98         3.00           POINTSOURCE         HVAC493         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275095.91         2280126.95         3.00           POINTSOURCE         HVAC494         76.0         76.0         76.0         Lw         76         5																	
POINTSOURCE         HVAC490         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275019.70         2280364.69         3.00           POINTSOURCE         HVAC491         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275095.95         2280122.98         3.00           POINTSOURCE         HVAC492         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275095.74         2280124.68         3.00           POINTSOURCE         HVAC493         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275099.10         2280124.68         3.00           POINTSOURCE         HVAC493         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274963.96         2280124.68         3.00           POINTSOURCE         HVAC495         76.0         76.0         76.0         Lw         76         585.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td></td<>																	
POINTSOURCE         HVAC491         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275005.95         2280122.98         3.00           POINTSOURCE         HVAC492         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275055.74         2280124.68         3.00           POINTSOURCE         HVAC493         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275095.74         2280124.68         3.00           POINTSOURCE         HVAC494         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275099.10         2280126.95         3.00           POINTSOURCE         HVAC494         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274963.96         2280127.96         3.00           POINTSOURCE         HVAC496         76.0         76.0         Lw         76         585.00         0.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.00</td></td<>																	3.00
POINTSOURCE         HVAC493         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275099.10         2280126.95         3.00           POINTSOURCE         HVAC494         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275092.03         2280127.96         3.00           POINTSOURCE         HVAC495         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274963.96         2280126.70         3.00           POINTSOURCE         HVAC496         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275163.10         2280126.70         3.00           POINTSOURCE         HVAC497         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275105.40         2280127.45         3.00           POINTSOURCE         HVAC498         76.0         76.0         76.0         Lw         76         585.00 <td< td=""><td>POINTSOURCE</td><td></td><td>HVAC491</td><td>76.0</td><td>76.0</td><td>76.0</td><td>Lw</td><td>76</td><td></td><td>585.00</td><td>0.00</td><td>252.00</td><td>3.00</td><td>а</td><td>6275005.95</td><td>2280122.98</td><td>3.00</td></td<>	POINTSOURCE		HVAC491	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275005.95	2280122.98	3.00
POINTSOURCE         HVAC494         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275002.03         2280127.96         3.00           POINTSOURCE         HVAC495         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274963.96         2280127.96         3.00           POINTSOURCE         HVAC496         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275163.10         2280124.93         3.00           POINTSOURCE         HVAC497         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275163.10         2280124.93         3.00           POINTSOURCE         HVAC498         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275061.79         2280127.45         3.00           POINTSOURCE         HVAC499         76.0         76.0         76.0         Lw         76         585.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>a</td><td></td><td></td><td>3.00</td></td<>														a			3.00
POINTSOURCE         HVAC495         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274963.96         2280126.70         3.00           POINTSOURCE         HVAC496         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275163.10         2280118.66         3.00           POINTSOURCE         HVAC497         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275105.40         2280124.93         3.00           POINTSOURCE         HVAC498         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275061.79         2280127.45         3.00           POINTSOURCE         HVAC499         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274989.88         2279144.06         3.00           POINTSOURCE         HVAC500         76.0         76.0         Lw         76         585.00         0.00 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>3.00</td></td<>																	3.00
POINTSOURCE         HVAC496         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275163.10         2280118.66         3.00           POINTSOURCE         HVAC497         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275105.40         2280124.93         3.00           POINTSOURCE         HVAC498         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275061.79         2280127.45         3.00           POINTSOURCE         HVAC499         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         76.0         855.00         0.00         252.00         3.00         a         62749951.81         2279144.06         3.00           POINTSOURCE         HVAC501         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274995.44<								_									
POINTSOURCE         HVAC497         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275105.40         2280124.93         3.00           POINTSOURCE         HVAC498         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275061.79         2280127.45         3.00           POINTSOURCE         HVAC499         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274951.81         2279144.05         3.00           POINTSOURCE         HVAC500         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274958.81         2279144.52         3.00           POINTSOURCE         HVAC501         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274989.88         2279145.32         3.00           POINTSOURCE         HVAC501         76.0         76.0         Lw         76         585.00         0.00         252.00         <																	
POINTSOURCE         HVAC498         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275061.79         2280127.45         3.00           POINTSOURCE         HVAC499         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274951.81         2279144.06         3.00           POINTSOURCE         HVAC500         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274989.88         2279145.32         3.00           POINTSOURCE         HVAC501         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274998.88         2279145.32         3.00           POINTSOURCE         HVAC502         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275043.58         2279142.04         3.00           POINTSOURCE         HVAC503         76.0         76.0         Lw         76         585.00         0.00         252.00         <																	3.00
POINTSOURCE         HVAC500         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274989.88         2279145.32         3.00           POINTSOURCE         HVAC501         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274998.48         2279141.79         3.00           POINTSOURCE         HVAC502         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275043.58         2279142.04         3.00           POINTSOURCE         HVAC503         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275043.58         2279142.04         3.00           POINTSOURCE         HVAC504         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275046.63         2279144.81         3.00           POINTSOURCE         HVAC504         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a								_									3.00
POINTSOURCE         HVAC501         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6274996.44         2279141.79         3.00           POINTSOURCE         HVAC502         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275043.58         2279142.04         3.00           POINTSOURCE         HVAC503         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275049.63         2279144.81         3.00           POINTSOURCE         HVAC504         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275049.63         2279144.81         3.00           POINTSOURCE         HVAC504         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275049.63         2279144.81         3.00	POINTSOURCE		HVAC499	76.0			Lw	76		585.00	0.00	252.00	3.00	а	6274951.81	2279144.06	3.00
POINTSOURCE         HVAC502         76.0         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275043.58         2279142.04         3.00           POINTSOURCE         HVAC503         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275049.63         2279144.81         3.00           POINTSOURCE         HVAC504         76.0         76.0         Lw         76         585.00         0.00         252.00         3.00         a         6275086.95         2279144.31         3.00																	3.00
POINTSOURCE														_			3.00
POINTSOURCE HVAC504 76.0 76.0 76.0 Lw 76 585.00 0.00 252.00 3.00 a 6275086.95 2279144.31 3.00								_						_			
																	3.00
ronvisconce, hivacsus   70.0  70.0  70.0  Ew   70     385.00  0.00  252.00  5.00 d   02/3095.25  22/9142.29  3.00	POINTSOURCE		HVAC505	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275093.25	2279144.31	3.00

Name	M.	ID	R	esult. PW	′L		Lw/L	i	Оре	erating Ti	me	Height	t	C	oordinates	
			Day	Evening	Night	Туре	Value	norm.	Day	Special	Night			Х	Y	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		HVAC506	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275144.94	2279136.74	3.00
POINTSOURCE		HVAC507	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274897.93	2280126.64	3.00
POINTSOURCE		HVAC508	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6274897.93	2280126.64	3.00
POINTSOURCE		HVAC509	76.0	76.0	76.0	Lw	76		585.00 585.00	0.00	252.00	3.00	a	6274736.94	2280131.68	3.00
POINTSOURCE POINTSOURCE		HVAC510 HVAC511	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00	0.00	252.00 252.00	3.00	a	6274800.47 6274785.77	2280136.87 2280134.58	3.00
POINTSOURCE		HVAC511	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6274836.21	2280134.38	3.00
POINTSOURCE		HVAC512	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275292.17	2280782.93	3.00
POINTSOURCE		HVAC514	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275291.01	2281153.78	3.00
POINTSOURCE		HVAC515	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275266.96	2280904.71	3.00
POINTSOURCE		HVAC516	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275291.01	2281193.50	3.00
POINTSOURCE		HVAC517	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275265.95	2280960.17	3.00
POINTSOURCE		HVAC518	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275291.66	2281242.54	3.00
POINTSOURCE		HVAC519	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275293.18	2281056.74	3.00
POINTSOURCE		HVAC520	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275292.97	2281107.56	3.00
POINTSOURCE		HVAC521	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275261.16	2280844.45	3.00
POINTSOURCE		HVAC522	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275258.89	2281304.17	3.00
POINTSOURCE		HVAC523	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275292.68	2281096.32	3.00
POINTSOURCE		HVAC524	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275264.54	2281252.31	3.00
POINTSOURCE		HVAC525	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275291.17	2280969.25	3.00
POINTSOURCE		HVAC526	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275290.79	2281163.33	3.00
POINTSOURCE		HVAC527	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275291.67	2280999.00	3.00
POINTSOURCE		HVAC528	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275266.71	2280792.51	3.00
POINTSOURCE		HVAC529	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275292.93	2281067.07	3.00
POINTSOURCE		HVAC530	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275293.18	2281212.81	3.00
POINTSOURCE		HVAC531	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275291.42	2281009.84	3.00
POINTSOURCE POINTSOURCE		HVAC532 HVAC533	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275133.06 6275140.76	2280516.94 2280515.72	3.00
							76			0.00			-			
POINTSOURCE POINTSOURCE		HVAC534 HVAC535	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275902.20 6275899.68	2280653.05 2280643.54	3.00
POINTSOURCE		HVAC536	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275848.21	2280633.74	3.00
POINTSOURCE		HVAC537	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275839.54	2280630.67	3.00
POINTSOURCE		HVAC538	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275807.92	2280630.11	3.00
POINTSOURCE		HVAC539	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275799.81	2280633.74	3.00
POINTSOURCE		HVAC540	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275746.09	2280646.89	3.00
POINTSOURCE		HVAC541	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275896.05	2280585.35	3.00
POINTSOURCE		HVAC542	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275895.49	2280569.68	3.00
POINTSOURCE		HVAC543	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275847.65	2280571.64	3.00
POINTSOURCE		HVAC544	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275841.21	2280571.92	3.00
POINTSOURCE		HVAC545	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275808.76	2280573.88	3.00
POINTSOURCE		HVAC546	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275800.65	2280571.36	3.00
POINTSOURCE		HVAC547	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275743.86	2280555.13	3.00
POINTSOURCE		HVAC548	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275905.84	2280521.28	3.00
POINTSOURCE		HVAC549	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275893.53	2280522.12	3.00
POINTSOURCE		HVAC550	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275851.01	2280522.40	3.00
POINTSOURCE		HVAC551	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275839.26	2280522.12	3.00
POINTSOURCE		HVAC552	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275806.80	2280521.00	3.00
POINTSOURCE		HVAC553	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275796.45		3.00
POINTSOURCE		HVAC554	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275751.97	2280521.56	3.00
POINTSOURCE		HVAC555	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275748.89	2280442.11	3.00
POINTSOURCE		HVAC556	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275798.97	2280442.11	3.00
POINTSOURCE		HVAC557	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275806.24		3.00
POINTSOURCE	-	HVAC558	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275839.54	2280443.79	3.00
POINTSOURCE POINTSOURCE	$\vdash$	HVAC559 HVAC560	76.0 76.0	76.0 76.0	76.0 76.0	Lw	76 76		585.00 585.00	0.00	252.00 252.00	3.00	a	6275845.41 6275894.65	2280435.95 2280447.70	3.00
POINTSOURCE		HVAC561	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275887.09	2280447.70	3.00
POINTSOURCE		HVAC562	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275904.16	2280383.08	3.00
POINTSOURCE		HVAC563	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275860.24	2280384.20	3.00
POINTSOURCE		HVAC564	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	a	6275850.17	2280384.76	3.00
POINTSOURCE		HVAC565	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	_	6275830.17	2280384.70	3.00
POINTSOURCE		HVAC566	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275806.52	2280384.48	3.00
POINTSOURCE		HVAC567	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275768.48	2280385.87	3.00
POINTSOURCE		HVAC568	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	_	6275697.97	2280629.83	3.00
POINTSOURCE		HVAC569	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275700.77	2280672.63	3.00
POINTSOURCE		HVAC570	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275700.77	2280620.04	3.00
POINTSOURCE		HVAC571	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275698.53	2280589.26	3.00
POINTSOURCE		HVAC572	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275697.70	2280577.23	3.00
POINTSOURCE		HVAC573	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275699.09	2280537.51	3.00
POINTSOURCE		HVAC574	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275612.93	2280585.35	3.00
POINTSOURCE		HVAC575	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275580.75	2280582.27	3.00
POINTSOURCE		HVAC576	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275578.80	2280593.46	3.00
POINTSOURCE		HVAC577	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275577.96		3.00
POINTSOURCE		HVAC578	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275579.08	2280678.51	3.00
POINTSOURCE		HVAC579	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275619.64	2280679.35	3.00
POINTSOURCE		HVAC580	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00		6275551.66	2280684.10	3.00
		HVAC581	76.0	76.0	76.0	Lw	76	l	585.00	0.00	252.00	3.00	а	6275529.00	2280628.99	3.00
POINTSOURCE POINTSOURCE		HVAC582	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275559.49	2280621.71	3.00

Name	M.	ID	R	esult. PW	'L		Lw/L	i	Оре	erating Ti	me	Heigh	t	Co	oordinates	
			Day	Evening	Night	Туре	Value	norm.	Day	Special	Night			Х	Υ	Z
			(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)	(ft)		(ft)	(ft)	(ft)
POINTSOURCE		HVAC583	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275560.89	2280591.22	3.00
POINTSOURCE		HVAC584	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275560.61	2280581.15	3.00
POINTSOURCE		HVAC585	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275560.05	2280537.23	3.00
POINTSOURCE		HVAC586	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275441.71	2280582.55	3.00
POINTSOURCE		HVAC587	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275441.15	2280536.95	3.00
POINTSOURCE		HVAC588	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275441.15	2280625.63	3.00
POINTSOURCE		HVAC589	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275440.31	2280593.46	3.00
POINTSOURCE		HVAC590	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275442.27	2280677.11	3.00
POINTSOURCE		HVAC591	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275441.99	2280635.14	3.00
POINTSOURCE		HVAC592	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275400.31	2280671.51	3.00
POINTSOURCE		HVAC593	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275398.91	2280633.46	3.00
POINTSOURCE		HVAC594	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275398.07	2280618.64	3.00
POINTSOURCE		HVAC595	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275397.79	2280588.14	3.00
POINTSOURCE		HVAC596	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275398.07	2280577.23	3.00
POINTSOURCE		HVAC597	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275399.75	2280536.11	3.00
POINTSOURCE		HVAC598	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275402.55	2280475.12	3.00
POINTSOURCE		HVAC599	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275402.82	2280433.15	3.00
POINTSOURCE		HVAC600	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275402.82	2280420.29	3.00
POINTSOURCE		HVAC601	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275402.27	2280388.11	3.00
POINTSOURCE		HVAC602	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275401.15	2280378.04	3.00
POINTSOURCE		HVAC603	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275402.55	2280335.24	3.00
POINTSOURCE		HVAC604	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275442.27	2280478.48	3.00
POINTSOURCE		HVAC605	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275441.71	2280434.55	3.00
POINTSOURCE		HVAC606	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275441.71	2280424.48	3.00
POINTSOURCE		HVAC607	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275440.87	2280393.71	3.00
POINTSOURCE		HVAC608	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275441.43	2280379.72	3.00
POINTSOURCE		HVAC609	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275441.43	2280338.31	3.00
POINTSOURCE		HVAC610	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275552.78	2280485.47	3.00
POINTSOURCE		HVAC611	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275560.33	2280435.11	3.00
POINTSOURCE		HVAC612	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275560.89	2280422.24	3.00
POINTSOURCE		HVAC613	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275560.89	2280389.51	3.00
POINTSOURCE		HVAC614	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275560.89	2280380.00	3.00
POINTSOURCE		HVAC615	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275562.57	2280337.76	3.00
POINTSOURCE		HVAC616	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275578.80	2280479.32	3.00
POINTSOURCE		HVAC617	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275578.80	2280434.55	3.00
POINTSOURCE		HVAC618	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275578.52	2280427.28	3.00
POINTSOURCE		HVAC619	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275578.24	2280393.15	3.00
POINTSOURCE		HVAC620	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275577.12	2280382.80	3.00
POINTSOURCE		HVAC621	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275577.40	2280343.07	3.00
POINTSOURCE		HVAC622	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275702.17	2280474.28	3.00
POINTSOURCE		HVAC623	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275699.93	2280433.71	3.00
POINTSOURCE		HVAC624	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275700.49	2280422.24	3.00
POINTSOURCE		HVAC625	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275698.81	2280389.51	3.00
POINTSOURCE		HVAC626	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275698.25	2280377.20	3.00
POINTSOURCE		HVAC627	76.0	76.0	76.0	Lw	76		585.00	0.00	252.00	3.00	а	6275699.09	2280333.84	3.00

## Barrier(s)

Name	Sel.	M.	ID	Abso	rption	Z-Ext.	Canti	lever	Н	eig	ght		Coordinat	es	
				left	right		horz.	vert.	Begin		End	х	у	z	Ground
						(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING			0						6.00	а		6275948.77	2281443.08	6.00	0.00
												6275929.39	2281422.15	6.00	0.00
												6275664.26	2281425.25	6.00	0.00
												6275654.95	2281440.76	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274886.69	2281446.96	6.00	0.00
												6274912.27	2281428.35	6.00	0.00
												6275580.53	2281425.28	6.00	0.00
												6275593.71	2281437.66	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274721.74	2281319.79	6.00	0.00
												6274710.65	2280367.58	6.00	0.00
												6274678.96	2280367.58	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274710.91	2280270.88	6.00	0.00
												6274709.65	2280128.43	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274002.53	2279985.13	6.00	0.00
												6273998.82	2279915.63	6.00	0.00
												6274005.31	2279906.37	6.00	0.00
												6274005.31	2279847.06	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274047.01	2279732.16	6.00	0.00
												6274045.16	2279568.15	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274045.15	2279446.84	6.00	0.00
												6274042.02	2279286.30	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274043.06	2279172.67	6.00	0.00
												6274039.94	2278823.45	6.00	0.00
BARRIERTEMP			0						6.00	а		6274917.19	2281300.74	6.00	0.00
												6274933.27	2281315.81	6.00	0.00
												6275297.93	2281309.15	6.00	0.00

Name	Sel.	M.	ID	Abso	rption	Z-Ext.	Canti	lever	Н	eig	ht		Coordinat	es	
				left	right		horz.	vert.	Begin		End	х	у	Z	Ground
						(ft)	(ft)	(ft)	(ft)	П	(ft)	(ft)	(ft)	(ft)	(ft)
BARRIERTEMP			0						6.00	а		6275931.69	2280682.37	6.00	0.00
												6275930.13	2280318.64	6.00	0.00
BARRIERTEMP			0						6.00	а		6275282.21	2278791.93	6.00	0.00
												6274712.68	2278792.80	6.00	0.00

Building(s)

Buildin	ıg(s	;)										
Name	Sel.	M.	ID	RB	Residents	Absorption	Height	t		Coordinat	es	
							Begin	_	х	У	z	Ground
					_		(ft)		(ft)	(ft)	(ft)	(ft)
BUILDING			BUILDING00001	Х	0		25.00	а	6275356.49		25.00	0.00
		$\vdash$						H	6275420.42 6275461.86		25.00 25.00	0.00
									6275408.58		25.00	0.00
BUILDING			BUILDING00002	х	0		25.00	a	6275656.01	2278886.55	25.00	0.00
501251110			50125111000002	Ĥ			25.00	Ť	6275744.79		25.00	0.00
									6275740.06		25.00	0.00
								Г	6275656.01	2278823.81	25.00	0.00
BUILDING			BUILDING00003	х	0		25.00	а	6275796.88	2278885.37	25.00	0.00
									6275859.63	2278883.00	25.00	0.00
									6275893.96	2278852.22	25.00	0.00
									6275892.78	2278819.07	25.00	0.00
								L	6275807.54		25.00	0.00
								L	6275795.70		25.00	0.00
BUILDING			BUILDING00004	Х	0		25.00	а	6275837.13		25.00	0.00
		$\vdash$						H	6275902.25 6275903.43	2279038.08 2278950.48	25.00 25.00	0.00
									6275869.10		25.00	0.00
									6275844.24		25.00	0.00
BUILDING			BUILDING00005	х	0		25.00	а	6275671.40	2278967.05	25.00	0.00
									6275699.81	2278985.99	25.00	0.00
									6275776.76	2278995.47	25.00	0.00
									6275775.57	2278963.50	25.00	0.00
									6275759.00	2278941.01	25.00	0.00
								L	6275698.63		25.00	0.00
BUILDING			BUILDING00006	х	0		25.00	а	6275825.30		25.00	0.00
								L	6275891.59	2279364.83	25.00	0.00
									6275906.98		25.00	0.00
BI III DING			PLUI DINICOOO7	_	0		25.00	_	6275839.50		25.00	0.00
BUILDING			BUILDING00007	Х	U		25.00	d	6275825.30 6275911.72	2279528.20	25.00 25.00	0.00
									6275890.41	2279460.72	25.00	0.00
									6275808.72	2279483.21	25.00	0.00
BUILDING			BUILDING00008	х	0		25.00	а	6275344.66		25.00	0.00
									6275452.39	2279506.89	25.00	0.00
									6275458.30	2279312.74	25.00	0.00
									6275345.84	2279317.47	25.00	0.00
BUILDING			BUILDING00009	х	0		25.00	а	6275389.64	2279830.08	25.00	0.00
									6275498.56		25.00	0.00
									6275454.75	2279622.90	25.00	0.00
BUILDING			BUILDING00010		0		25.00	_	6275344.66	2279652.50 2279961.48	25.00	0.00
BUILDING			BUILDINGUUUTU	Х	U		25.00	d	6275347.02 6275380.17	2279981.48	25.00 25.00	0.00
								H	6275569.59		25.00	0.00
								Н	6275542.36	2279849.02	25.00	0.00
									6275349.39	2279869.14	25.00	0.00
BUILDING			BUILDING00011	х	0		25.00	а	6275731.77		25.00	0.00
								Г	6275924.74	2279980.42	25.00	0.00
								L	6275923.56		25.00	0.00
								L		2279764.96	25.00	0.00
								L	6275844.24		25.00	0.00
				-				$\vdash$	6275841.87		25.00	0.00
				-				$\vdash$	6275857.26		25.00	0.00
				$\vdash$				$\vdash$	6275854.89 6275732.96		25.00 25.00	0.00
BLDG R			0	x	0		25.00	а	6274752.67	2280003.34	25.00	0.00
			-	Ĥ				Ť	6274787.05	2280003.60	25.00	0.00
								Г	6274787.31	2279996.05	25.00	0.00
								T	6274795.64		25.00	0.00
									6274795.64	2279976.78	25.00	0.00
								Γ	6274790.69	2279976.52	25.00	0.00
								Г	6274791.47	2279955.69	25.00	0.00
								Ĺ	6274769.86	2279955.69	25.00	0.00
								L	6274769.86		25.00	0.00
								L	6274750.07		25.00	0.00
	_	_		_				$\vdash$	6274749.28		25.00	0.00
									6274745.64	2279977.82	25.00	0.00

Urban Crossroads, Inc.

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
				$\perp$			Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
				+				H	6274745.38	2279996.83	25.00	0.00
BLDG R			0	×	0		25.00	2	6274752.93 6274805.01	2279996.57 2280003.86	25.00 25.00	0.00
BEDG_K			0	+^			23.00	a	6274831.06	2280003.80	25.00	0.00
								Н	6274831.06	2279995.79	25.00	0.00
				T				Г	6274835.22	2279995.27	25.00	0.00
									6274834.96	2279973.91	25.00	0.00
									6274831.06	2279973.65	25.00	0.00
									6274830.80	2279956.47	25.00	0.00
				$\perp$					6274805.80	2279955.16	25.00	0.00
				_					6274805.80	2279973.65	25.00	0.00
				+				H	6274802.15	2279973.65	25.00	0.00
				+				H	6274802.41	2279995.27	25.00 25.00	0.00
BLDG R			0	l <sub>x</sub>	0		25.00	2	6274805.27 6274903.19	2279995.53 2280004.38	25.00	0.00
DEDG_K			0	+^			23.00	a	6274937.57	2280004.38	25.00	0.00
				T				Н	6274937.57	2279995.79	25.00	0.00
									6274946.68	2279996.05	25.00	0.00
								Г	6274946.68	2279977.56	25.00	0.00
									6274941.47	2279976.78	25.00	0.00
								Ц	6274941.21	2279956.47	25.00	0.00
				_				Ц	6274900.33	2279955.95	25.00	0.00
				1	-			H	6274900.33	2279977.04	25.00	0.00
				+	-			Н	6274891.99	2279976.26	25.00	0.00
				+				Н	6274891.47	2279981.47	25.00	0.00
				+				Н	6274895.38 6274894.08	2279980.95 2279995.53	25.00 25.00	0.00
				+				H	6274894.08	2279995.01	25.00	0.00
BLDG R			0	x	0		25.00	a	6274956.32	2280004.38	25.00	0.00
_									6274981.32	2280004.38	25.00	0.00
								Г	6274982.10	2279957.25	25.00	0.00
									6274957.10	2279956.21	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275000.59	2280003.86	25.00	0.00
									6275034.44	2280003.60	25.00	0.00
				+					6275038.87	2279957.51	25.00	0.00
				-					6274996.94	2279956.21	25.00	0.00
				+				H	6274996.16	2279977.56	25.00	0.00
				+				Н	6274992.77 6274992.25	2279977.04 2279995.79	25.00 25.00	0.00
				+					6275000.59	2279995.79	25.00	0.00
BLDG R			0	x	0		25.00	a		2280004.38	25.00	0.00
_				$\top$				Г	6275078.19	2280003.60	25.00	0.00
									6275078.45	2279957.25	25.00	0.00
									6275053.97	2279957.25	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275097.72	2280004.90	25.00	0.00
				+				H	6275127.41	2280004.38	25.00	0.00
				+					6275127.67	2279999.44	25.00 25.00	0.00
				+				H	6275141.21		-0.00	
				+				Н		2279989.02 2279989.02	25.00 25.00	0.00
				+				Н		2279971.83	25.00	0.00
				$\top$				П		2279971.57	25.00	0.00
									6275140.17	2279959.07	25.00	0.00
									6275135.74	2279956.99	25.00	0.00
				_				L	6275095.38	2279956.21	25.00	0.00
				_				H	6275094.34	2279977.30	25.00	0.00
				+	-			Н	6275089.91	2279977.04	25.00	0.00
				+				Н	6275090.95	2279996.57	25.00	0.00
BLDG R			0	x	0		25 00	2	6275186.52	2279996.57 2279955.95	25.00 25.00	0.00
DEDO_II			-	+^			23.00	u		2279956.21	25.00	0.00
				+				Н	6275202.67		25.00	0.00
										2279951.78	25.00	0.00
				L					6275214.13	2279939.02	25.00	0.00
									6275218.82	2279938.50	25.00	0.00
				_					6275219.34	2279908.55	25.00	0.00
				_				H	6275211.52		25.00	0.00
				+	-			H	6275211.52		25.00	0.00
				+	-			H	6275192.51	2279901.26	25.00	0.00
				+	<del>                                     </del>			Н	6275171.42	2279905.16 2279904.64	25.00 25.00	0.00
				+				Н		2279904.64	25.00	0.00
				+				Н		2279947.09	25.00	0.00
				1				П		2279950.22	25.00	0.00
								П		2279951.00	25.00	0.00
	_		0	T	0		25.00	1	C27F171 C0	2270000 E0	25.00	0.00
BLDG_R			0	x			25.00	а	6275171.68	22/3000.30	25.00 25.00	0.00

Name	Sel.	м	ID	RB	Residents	Absorption	Height			Coordinat	es	
				1			Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6275219.08	2279865.06	25.00	0.00
BLDG R			0	×	0		25.00	_	6275172.20 6275172.46	2279864.80 2279839.80	25.00 25.00	0.00
BLDG_K			0		0		23.00	a	6275220.12	2279840.58	25.00	0.00
								Г	6275219.34	2279815.58	25.00	0.00
									6275172.20	2279815.32	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275173.76	2279799.44	25.00	0.00
				_				H	6275212.31 6275213.35	2279799.70 2279796.57	25.00 25.00	0.00
								Н	6275220.38	2279796.31	25.00	0.00
									6275219.86	2279763.24	25.00	0.00
									6275212.05	2279762.46	25.00	0.00
				_				H	6275211.78 6275172.98	2279757.77 2279758.81	25.00 25.00	0.00
BLDG R			0	×	0		25.00	а	6275172.38	2279742.66	25.00	0.00
									6275220.64	2279743.45	25.00	0.00
									6275220.38	2279718.45	25.00	0.00
_			-						6275172.72	2279718.71	25.00	0.00
BLDG_R			0	×	0		25.00	a	6275172.72 6275211.78	2279703.86 2279702.82	25.00 25.00	0.00
								Н	6275211.78	2279698.91	25.00	0.00
									6275220.12	2279699.96	25.00	0.00
				$\top$					6275220.38	2279665.32	25.00	0.00
				$\perp$				H	6275212.31	2279665.06	25.00	0.00
		-		+				H	6275212.83 6275172.72	2279661.15 2279661.41	25.00 25.00	0.00
BLDG_R			0	×	0		25.00	a	6275172.72	2279646.83	25.00	0.00
									6275220.12	2279646.05	25.00	0.00
									6275220.38	2279621.31	25.00	0.00
DI DC D			0		0		25.00	L	6275172.98	2279621.05	25.00	0.00
BLDG_R			0	X	0		25.00	а	6275172.20 6275212.05	2279605.69 2279605.95	25.00 25.00	0.00
								Н	6275212.31	2279602.30	25.00	0.00
									6275220.90	2279602.30	25.00	0.00
									6275220.12	2279567.92	25.00	0.00
									6275212.57	2279567.92	25.00	0.00
								Н	6275212.31 6275174.02	2279564.02 2279564.28	25.00 25.00	0.00
BLDG_R			0	х	0		25.00	a	6275175.85	2279490.32	25.00	0.00
									6275215.43	2279490.32	25.00	0.00
									6275214.91	2279478.86	25.00	0.00
									6275221.16 6275220.38	2279478.60 2279449.17	25.00 25.00	0.00
								Н	6275213.35	2279448.91	25.00	0.00
									6275212.57	2279441.36	25.00	0.00
									6275193.82	2279440.84	25.00	0.00
				_					6275193.82	2279444.75	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275173.50	2279444.75 2279428.34	25.00 25.00	0.00
525 G_II							25.00	Ť		2279429.64	25.00	0.00
									6275221.94	2279405.42	25.00	0.00
										2279403.60	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275173.24		25.00	0.00
				+				H	6275212.83	2279390.32 2279386.15	25.00 25.00	0.00
										2279385.63	25.00	0.00
				$\perp$						2279351.00	25.00	0.00
				+				H		2279351.52	25.00	0.00
				-				H	6275212.83 6275173.50	2279347.35 2279347.61	25.00 25.00	0.00
BLDG_R			0	х	0		25.00	а		2279332.51	25.00	0.00
									6275220.64	2279331.99	25.00	0.00
								L	6275221.16	2279307.77	25.00	0.00
DIDC 5			0		_		25.00	_	6275174.02	2279307.25	25.00	0.00
BLDG_R			0	X	0		25.00	d	6275173.50 6275194.60		25.00 25.00	0.00
									6275194.86		25.00	0.00
									6275213.61	2279296.83	25.00	0.00
				_				H		2279288.50	25.00	0.00
				-				H	6275222.20 6275221.16	2279288.50 2279253.60	25.00 25.00	0.00
				+				Н	6275213.09	2279253.60	25.00	0.00
								Г	6275213.61		25.00	0.00
									6275194.34	2279246.05	25.00	0.00
								L	6275194.60		25.00	0.00
BLDG_R	$\vdash$		0	+	0		25 ∩∩	2	6275174.02 6274749.31	2279250.22 2279921.04	25.00 25.00	0.00
מרחם_ע		_	<u>-</u>	х			23.00	ď	02/4/49.31	2213321.04	23.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height			Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
				$\perp$				L	6274770.15	2279921.04	25.00	0.00
				_				H	6274770.15 6274791.30	2279926.02 2279926.02	25.00 25.00	0.00
									6274791.30	2279926.02	25.00	0.00
								Г	6274796.28	2279904.56	25.00	0.00
									6274796.28	2279885.27	25.00	0.00
									6274788.19	2279885.58	25.00	0.00
									6274787.57	2279877.50	25.00	0.00
								H	6274753.66 6274752.73	2279876.88 2279884.96	25.00 25.00	0.00
				-				Н	6274744.95	2279884.96	25.00	0.00
								Н	6274744.64	2279903.00	25.00	0.00
									6274748.69	2279903.00	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274806.85	2279925.40	25.00	0.00
								H	6274830.80	2279925.40	25.00	0.00
								H	6274830.49 6274834.53	2279908.60 2279907.98	25.00 25.00	0.00
								H	6274834.84	2279886.21	25.00	0.00
								Г	6274831.42	2279886.21	25.00	0.00
									6274832.04	2279876.88	25.00	0.00
									6274806.23	2279877.81	25.00	0.00
				_				H	6274806.23	2279885.90	25.00	0.00
				+				H	6274802.50 6274802.81	2279886.52 2279907.98	25.00 25.00	0.00
				+				H	6274802.81	2279907.98	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274753.35	2279867.23	25.00	0.00
									6274786.32	2279866.92	25.00	0.00
									6274786.94	2279860.39	25.00	0.00
								L	6274795.96	2279858.84	25.00	0.00
								H	6274795.96 6274791.61	2279840.17 2279839.55	25.00 25.00	0.00
									6274791.01	2279839.33	25.00	0.00
								Н	6274771.70	2279819.64	25.00	0.00
									6274771.08	2279824.31	25.00	0.00
									6274751.49	2279824.31	25.00	0.00
									6274749.62	2279841.73	25.00	0.00
								H	6274745.89	2279842.04	25.00	0.00
				_				Н	6274745.27 6274752.73	2279859.15 2279860.08	25.00 25.00	0.00
BLDG_R			0	x	0		25.00	a		2279866.92	25.00	0.00
									6274831.73	2279866.92	25.00	0.00
									6274831.11	2279859.46	25.00	0.00
				_				H	6274834.84	2279858.84	25.00	0.00
				_				Н	6274834.84 6274830.80	2279836.44 2279836.44	25.00 25.00	0.00
									6274830.80	2279819.96	25.00	0.00
									6274806.23	2279819.96	25.00	0.00
									6274806.54	2279837.37	25.00	0.00
									6274802.81	2279837.37	25.00	0.00
								H	6274802.81		25.00	0.00
BLDG_R		$\vdash$	0	x	0		25.00	а	6274806.54 6274722.00		25.00 25.00	0.00
				<u> </u>	3		_5.00	Ť		2279996.66	25.00	0.00
										2279971.27	25.00	0.00
								L		2279971.27	25.00	0.00
				+				H		2279909.21	25.00	0.00
		$\vdash$		+				Н		2279909.64 2279884.03	25.00 25.00	0.00
				+				H		2279883.17	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274908.63		25.00	0.00
									6274950.52	2279923.75	25.00	0.00
		_		+				L	6274951.17	2279904.22	25.00	0.00
		$\vdash$		+				H	6274954.64		25.00	0.00
				+				H	6274955.07	2279883.60 2279883.60	25.00 25.00	0.00
				$\dashv$				Н	6274946.61		25.00	0.00
										2279876.00	25.00	0.00
				$\bot$				Ĺ	6274912.97		25.00	0.00
				$\perp$				H	6274904.73		25.00	0.00
				+				H	6274904.29		25.00	0.00
				+				Н	6274901.47 6274901.26	2279898.79 2279902.91	25.00 25.00	0.00
				+				Н	6274908.85		25.00	0.00
BLDG_R			0	х	0		25.00	а		2279924.40	25.00	0.00
				$\perp$					6275010.20	2279923.75	25.00	0.00
				+				H	6275009.98		25.00	0.00
									6275014.32	2279902.48	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
				-			Begin		X	У	Z	Ground
				+			(ft)		(ft)	(ft)	(ft)	(ft)
				+				H	6275014.32 6275005.64	2279884.68 2279884.25	25.00 25.00	0.00
				+					6275006.51	2279876.00	25.00	0.00
								Г	6274972.65	2279876.44	25.00	0.00
									6274972.87	2279884.68	25.00	0.00
									6274963.54	2279884.47	25.00	0.00
		_		+				L	6274963.97	2279903.35	25.00	0.00
DI DC D			0	+	0		25.00	L	6274967.66	2279902.70	25.00	0.00
BLDG_R			0	X	0		25.00	а	6275025.39 6275049.48	2279923.96 2279924.18	25.00 25.00	0.00
		$\vdash$		+				Н	6275049.91	2279906.17	25.00	0.00
								П	6275054.03	2279905.73	25.00	0.00
									6275053.82	2279884.25	25.00	0.00
									6275050.13	2279884.47	25.00	0.00
		<u> </u>		+				L	6275050.13	2279876.65	25.00	0.00
				+				H	6275025.60	2279876.65	25.00	0.00
									6275025.60 6275021.91	2279884.47 2279884.68	25.00 25.00	0.00
								Н	6275021.70	2279906.39	25.00	0.00
				T				Г	6275025.17	2279905.95	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275065.53	2279924.18	25.00	0.00
								Ц	6275107.20	2279924.40	25.00	0.00
				+				H	6275106.98	2279922.44	25.00	0.00
				+				Н	6275111.11 6275110.89	2279922.01 2279909.42	25.00 25.00	0.00
				+				H	6275110.89	2279909.42	25.00	0.00
								Н	6275116.32	2279893.80	25.00	0.00
									6275112.19	2279892.93	25.00	0.00
									6275112.41	2279882.08	25.00	0.00
				_					6275098.74	2279882.51	25.00	0.00
									6275098.95	2279876.87	25.00	0.00
		$\vdash$		+				H	6275069.44 6275069.44	2279876.65 2279884.47	25.00 25.00	0.00
								Н	6275061.41	2279884.68	25.00	0.00
									6275060.98	2279903.56	25.00	0.00
									6275064.67	2279903.35	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274984.15	2279866.24	25.00	0.00
				-					6275017.57	2279865.80	25.00	0.00
				+					6275017.79	2279858.21	25.00	0.00
				+				H	6275027.34 6275026.69	2279857.77 2279838.46	25.00 25.00	0.00
								Н	6275022.57	2279838.24	25.00	0.00
								Г	6275022.78	2279817.63	25.00	0.00
									6275002.17	2279817.63	25.00	0.00
									6275001.73	2279823.05	25.00	0.00
				+				L	6274980.47	2279822.84	25.00	0.00
				+				H	6274980.25	2279839.55 2279839.55	25.00 25.00	0.00
				+				H		2279859.39	25.00	0.00
								Н		2279859.08	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275037.54	2279866.02	25.00	0.00
									6275062.71		25.00	0.00
				-				L	6275061.85	2279857.56	25.00	0.00
				+				Н	6275065.97	2279857.34	25.00	0.00
				+				Н	6275066.19 6275062.06	2279835.64 2279835.21	25.00 25.00	0.00
				+				H	6275062.06	2279833.21	25.00	0.00
				$\top$				П	6275037.11	2279818.28	25.00	0.00
									6275036.24	2279835.42	25.00	0.00
								Ц	6275032.98		25.00	0.00
				+				L	6275033.42		25.00	0.00
BIDG B			0	ļ.,			25.00	_	6275037.97	2279857.34	25.00	0.00
BLDG_R		$\vdash$	0	×	0		23.00	d	6275081.59 6275115.88		25.00 25.00	0.00
				+				Н	6275115.45		25.00	0.00
									6275123.91	2279857.77	25.00	0.00
								Г	6275124.78	2279828.26	25.00	0.00
		_		-				L	6275120.22	2279828.04	25.00	0.00
				+				H	6275119.57	2279817.41	25.00	0.00
				+				H	6275077.90		25.00	0.00
		$\vdash$		+				H	6275077.69 6275073.13	2279838.89 2279838.24	25.00 25.00	0.00
				+				H	6275073.78		25.00	0.00
										2279857.99	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275077.47		25.00	0.00
				1				Ц		2279786.38	25.00	0.00
									6275120.22	2279776.61	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height			Coordinat	es	
				+			Begin		X	У	Z	Ground
				_			(ft)		(ft)	(ft)	(ft)	(ft)
				_					6275126.30		25.00	0.00
				_					6275126.95	2279761.20	25.00	0.00
									6275123.91 6275123.91	2279760.99 2279746.66	25.00 25.00	0.00
				+					6275123.91	2279746.88	25.00	0.00
				+				Н	6275115.25	2279738.20	25.00	0.00
									6275082.03	2279737.33	25.00	0.00
									6275081.81	2279746.23	25.00	0.00
									6275073.78	2279746.23	25.00	0.00
									6275074.00	2279765.33	25.00	0.00
									6275077.25	2279765.33	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275037.32	2279784.86	25.00	0.00
									6275061.63	2279785.08	25.00	0.00
									6275062.06	2279768.80	25.00	0.00
									6275065.97	2279768.36	25.00	0.00
				$\perp$					6275066.84	2279746.66	25.00	0.00
									6275062.93	2279746.45	25.00	0.00
									6275062.71	2279737.98	25.00	0.00
									6275037.76	2279737.77	25.00	0.00
				+					6275037.54	2279746.01	25.00	0.00
		H		+				H	6275033.63	2279746.45	25.00	0.00
		H		+				Н	6275034.07	2279768.15	25.00	0.00
DIDC D		H	0		_		25.00	_	6275037.11	2279767.93	25.00	0.00
BLDG_R		H	0	X	0		25.00	a	6274980.03 6275001.95	2279780.73 2279780.30	25.00 25.00	0.00
		H		+				H	6275001.95	2279780.30	25.00	0.00
				+					6275022.13	2279785.51	25.00	0.00
				+				Н	6275022.78	2279765.11	25.00	0.00
									6275026.69	2279765.11	25.00	0.00
				+				Н	6275027.12	2279746.23	25.00	0.00
									6275018.44	2279746.23	25.00	0.00
									6275018.44	2279737.55	25.00	0.00
									6274983.94	2279737.98	25.00	0.00
				$\top$					6274983.72	2279744.71	25.00	0.00
									6274975.91	2279744.28	25.00	0.00
									6274976.12	2279763.81	25.00	0.00
									6274980.03	2279763.37	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274984.81	2279727.78	25.00	0.00
									6275018.44	2279727.78	25.00	0.00
									6275018.88	2279719.10	25.00	0.00
									6275027.34	2279718.89	25.00	0.00
									6275027.12	2279700.22	25.00	0.00
				_					6275022.57	2279700.22	25.00	0.00
				+					6275023.22	2279679.39	25.00	0.00
									6275002.38	2279679.82	25.00	0.00
				+					6275001.73	2279685.25	25.00	0.00
									6274981.55	2279685.03	25.00	0.00
				_					6274980.47	LL/3/01/3L	25.00	
		H		+				Н		2279701.09 2279720.40	25.00 25.00	0.00
		Н		+				Н		2279720.40	25.00	0.00
BLDG R		Н	0	x	0		25 00	а	6275037.54		25.00	0.00
2230_N		H	-	+^	"		25.00	u		2279727.78	25.00	0.00
		Н						H	6275062.71		25.00	0.00
		П		$\top$				П	6275066.62		25.00	0.00
								П	6275066.62		25.00	0.00
								П	6275062.50		25.00	0.00
									6275062.28		25.00	0.00
								П	6275038.19	2279680.04	25.00	0.00
									6275037.54	2279697.40	25.00	0.00
									6275034.07	2279697.18	25.00	0.00
									6275034.28	2279718.67	25.00	0.00
									6275037.54	2279718.67	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275080.94	2279727.35	25.00	0.00
		Щ		$\perp$				Ц		2279728.43	25.00	0.00
				$\perp$				Ц	6275116.10		25.00	0.00
		Щ		$\perp$				Ц	6275124.13		25.00	0.00
	_	$\vdash$		+				Н		2279706.08	25.00	0.00
		H		$\perp$				Н	6275127.17		25.00	0.00
		H		+				H		2279689.37	25.00	0.00
		H		+				Н	6275120.01		25.00	0.00
		H		+				Н		2279679.39	25.00	0.00
		H		+				H		2279680.91	25.00	0.00
		$\vdash$		_				Н		2279700.01	25.00	0.00
	1			_				Ш		2279700.01	25.00	0.00
	1								C27FC74 22	2279719.97	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat		
				+			Begin		X (f4)	У (бъ)	Z (64)	Ground
DIDG D			0		0		(ft)	_	(ft) 6274952.04	(ft)	(ft)	(ft)
BLDG_R			0	X	U		25.00	d	6274969.18	2279857.99 2279858.21	25.00 25.00	0.00
				+				Н	6274969.61	2279832.60	25.00	0.00
								Н	6274972.87	2279832.60	25.00	0.00
								Г	6274973.74	2279770.75	25.00	0.00
									6274970.05	2279770.97	25.00	0.00
									6274969.40	2279745.14	25.00	0.00
									6274952.90	2279745.14	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274952.04	2279857.99	25.00	0.00
									6274969.18	2279858.21	25.00	0.00
				_					6274969.61	2279832.60	25.00	0.00
								L	6274972.87	2279832.60	25.00	0.00
		_		+				H	6274973.74		25.00	0.00
									6274970.05	2279770.97	25.00 25.00	0.00
				+				Н	6274969.40 6274952.90	2279745.14 2279745.14	25.00	0.00
BLDG R			0	x	0		25.00	a	6274894.09	2279861.03	25.00	0.00
525 G_11				+ <u>^</u>			25.00	_	6274911.67	2279860.60	25.00	0.00
								Г	6274912.32	2279864.72	25.00	0.00
								Г	6274933.81	2279864.72	25.00	0.00
									6274933.59	2279860.60	25.00	0.00
									6274942.70	2279861.03	25.00	0.00
								Ĺ	6274942.05	2279835.64	25.00	0.00
									6274934.02	2279836.51	25.00	0.00
				$\perp$				Ц	6274934.02	2279832.17	25.00	0.00
				+				H	6274911.67		25.00	0.00
				_					6274911.45	2279836.29	25.00	0.00
DI DC D			0	-			25.00	_	6274894.31	2279836.29	25.00	0.00
BLDG_R			0	X	0		25.00	a		2279763.37	25.00 25.00	0.00
								Н	6274911.67 6274912.32	2279762.94 2279767.06	25.00	0.00
				+					6274933.81	2279767.06	25.00	0.00
								Н	6274933.59	2279762.94	25.00	0.00
								Н	6274942.70	2279763.37	25.00	0.00
								П	6274942.05	2279737.98	25.00	0.00
								Г	6274934.02	2279738.85	25.00	0.00
									6274934.02	2279734.51	25.00	0.00
									6274911.67	2279734.08	25.00	0.00
									6274911.45	2279738.63	25.00	0.00
									6274894.31	2279738.63	25.00	0.00
BLDG_R			0	х	0		25.00	a		2279666.15	25.00	0.00
								H	6274912.32	2279665.72	25.00	0.00
				+				H	6274912.97 6274934.46	2279669.84 2279669.84	25.00 25.00	0.00
				+				Н	6274934.40	2279665.72	25.00	0.00
								H	6274943.36	2279666.15	25.00	0.00
				+				Н	6274942.70		25.00	0.00
								Г		2279641.63	25.00	0.00
									6274934.68	2279637.29	25.00	0.00
									6274912.32	2279636.85	25.00	0.00
									6274912.11	2279641.41	25.00	0.00
								$\Box$		2279641.41	25.00	0.00
BLDG_R			0	х	0		25.00	a		2279820.67	25.00	0.00
	_			+				Н	6274914.71		25.00	0.00
				+				Н	6274914.93	2279825.22	25.00	0.00
				+				H	6274934.24		25.00	0.00
	$\vdash$	$\vdash$		+				Н	6274934.24	2279816.98 2279816.54	25.00 25.00	0.00
				+				Н		2279816.54	25.00	0.00
				+				H	6274934.02		25.00	0.00
				+				Н		2279774.66	25.00	0.00
				$\top$				П	6274915.14		25.00	0.00
								П		2279778.56	25.00	0.00
									6274894.74	2279778.35	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274895.18	2279723.01	25.00	0.00
								$\Box$	6274914.71	2279722.79	25.00	0.00
				$\perp$				L	6274914.93		25.00	0.00
				$\perp$				H	6274934.24		25.00	0.00
				+				H	6274934.24		25.00	0.00
				_				H		2279718.89	25.00	0.00
	-	$\vdash$		+				Н	6274942.92		25.00	0.00
				+				Н		2279684.60	25.00	0.00
				+				H	6274934.02	2279677.00 2279677.44	25.00 25.00	0.00
				+				Н	6274915.14		25.00	0.00
				+				Н		2279680.69	25.00	0.00
	_	_	0	x	0		25.00	-		2279784.42	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height			Coordinat	es	
							Begin		х	у	z	Ground
							(ft)	Ц	(ft)	(ft)	(ft)	(ft)
				_				Н	6274770.40 6274770.61	2279784.42 2279788.98	25.00 25.00	0.00
								Н	6274770.01	2279789.20	25.00	0.00
									6274791.45	2279768.58	25.00	0.00
									6274796.22	2279767.71	25.00	0.00
									6274795.14	2279749.92	25.00	0.00
				_				Н	6274787.54	2279750.35 2279740.15	25.00	0.00
								Н	6274788.41 6274753.47	2279740.15	25.00 25.00	0.00
									6274753.47	2279747.75	25.00	0.00
								П	6274745.22	2279747.75	25.00	0.00
									6274745.66	2279766.85	25.00	0.00
								Ц	6274749.35	2279766.85	25.00	0.00
BLDG_R			0	×	0		25.00	а	6274805.99	2279788.33	25.00	0.00
								Н	6274831.16 6274830.94	2279788.98 2279771.84	25.00 25.00	0.00
								Н	6274835.07	2279771.62	25.00	0.00
								П	6274835.50	2279750.35	25.00	0.00
									6274831.16	2279749.92	25.00	0.00
									6274831.81	2279741.46	25.00	0.00
	-			+				Н	6274806.42	2279740.80	25.00	0.00
				+				Н	6274806.20 6274802.95	2279749.48 2279749.70	25.00 25.00	0.00
				+				Н	6274802.95	2279749.70	25.00	0.00
				$\top$				Н	6274806.64	2279770.97	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274753.69	2279730.39	25.00	0.00
									6274787.54	2279731.04	25.00	0.00
									6274787.76	2279722.58	25.00	0.00
				_				Н	6274796.22	2279722.58	25.00	0.00
								Н	6274796.65 6274792.10	2279703.69 2279703.04	25.00 25.00	0.00
									6274792.10		25.00	0.00
								П	6274771.05	2279682.86	25.00	0.00
									6274771.05	2279687.85	25.00	0.00
								Ц	6274749.78	2279687.64	25.00	0.00
									6274750.00	2279705.00	25.00	0.00
				-				Н	6274746.09 6274745.44	2279704.35 2279723.88	25.00 25.00	0.00
								Н	6274753.69	2279724.09	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274806.42	2279730.39	25.00	0.00
									6274832.24	2279730.82	25.00	0.00
									6274832.03	2279722.79	25.00	0.00
				_				Н	6274835.72	2279722.58	25.00	0.00
				_				Н	6274835.72 6274832.24	2279700.66 2279700.44	25.00 25.00	0.00
									6274832.03	2279683.08	25.00	0.00
								П	6274806.85	2279683.08	25.00	0.00
									6274807.07	2279700.87	25.00	0.00
									6274803.82		25.00	0.00
										2279722.79	25.00	0.00
BIDG P			0	+	0		25 00			2279723.01	25.00 25.00	0.00
BLDG_R			U	X	0		23.00	d	6274750.00 6274770.83	2279647.49	25.00	0.00
								H		2279652.05	25.00	0.00
										2279652.26	25.00	0.00
								Ц		2279631.65	25.00	0.00
	_			+				Ц		2279630.78	25.00	0.00
	-			+				Н		2279612.98	25.00 25.00	0.00
		$\vdash$		+				Н	6274787.97 6274788.84		25.00	0.00
				+				H	6274753.90		25.00	0.00
	L							Ħ	6274753.90		25.00	0.00
								П	6274745.66		25.00	0.00
	<u> </u>							Ц	6274746.09		25.00	0.00
BIDG P	-	$\vdash$	0	+			25.00	H		2279629.91	25.00	0.00
BLDG_R		$\vdash$	U	×	0		23.00	d	6274754.12 6274787.97	2279593.45 2279594.10	25.00 25.00	0.00
								H		2279585.64	25.00	0.00
								Ħ		2279585.64	25.00	0.00
									6274797.09	2279566.76	25.00	0.00
								Ц	6274792.53		25.00	0.00
	-			+				Н	6274792.53		25.00	0.00
		_						Н	6274771.48		25.00	0.00
									6274771 49	///955H 47	25 NN	
								-	6274771.48 6274750.21	2279550.92 2279550.70	25.00 25.00	0.00
										2279550.70		

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	у	Z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
				+				H	6274745.87	2279586.94	25.00	0.00
BLDG R			0	×	0		25.00	2	6274754.12 6274806.42	2279587.16 2279651.39	25.00 25.00	0.00
DEDG_K			U	+^	0		23.00	a	6274831.59	2279652.05	25.00	0.00
								Н	6274831.38	2279634.90	25.00	0.00
				T				Г	6274835.50	2279634.68	25.00	0.00
									6274835.93	2279613.42	25.00	0.00
									6274831.59	2279612.98	25.00	0.00
									6274832.24	2279604.52	25.00	0.00
				_					6274806.85	2279603.87	25.00	0.00
									6274806.64	2279612.55	25.00	0.00
				+				H	6274803.38	2279612.77	25.00	0.00
				+				H	6274803.38	2279634.47	25.00	0.00
BLDG_R			0	T <sub>x</sub>	0		25.00	_	6274807.07 6274806.85	2279634.03 2279593.45	25.00 25.00	0.00
BLDG_K			0	+^	0		23.00	a	6274832.68	2279593.49	25.00	0.00
				+				Н	6274832.46	2279585.86	25.00	0.00
									6274836.15	2279585.64	25.00	0.00
								Г	6274836.15	2279563.72	25.00	0.00
								Г	6274832.68	2279563.50	25.00	0.00
				I					6274832.46	2279546.14	25.00	0.00
								Ĺ	6274807.29	2279546.14	25.00	0.00
				1				Ц	6274807.51	2279563.94	25.00	0.00
				-				L	6274804.25	2279563.72	25.00	0.00
				+				H	6274804.03	2279585.86	25.00	0.00
DIDC 3			0	1,.	_		25.00	_	6274807.07	2279586.07	25.00	0.00
BLDG_R			0	X	0		25.00	a	6274722.44 6274737.63	2279860.60 2279860.38	25.00 25.00	0.00
				+				H	6274737.03	2279834.99	25.00	0.00
				+				Н	6274742.62	2279834.99	25.00	0.00
									6274742.83	2279772.92	25.00	0.00
								Г	6274738.71	2279773.36	25.00	0.00
								Г	6274738.49	2279747.75	25.00	0.00
									6274722.22	2279746.88	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274722.87	2279723.88	25.00	0.00
									6274738.06	2279723.66	25.00	0.00
									6274739.15	2279698.27	25.00	0.00
				_					6274743.05	2279698.27	25.00	0.00
									6274743.27	2279636.20	25.00	0.00
				+				H	6274739.15	2279636.64	25.00	0.00
				+				Н	6274738.93 6274722.65	2279611.03 2279610.16	25.00 25.00	0.00
BLDG R			0	x	0		25.00	a		2279588.03	25.00	0.00
DED O_II				Ť			25.00	Ť	6274738.49	2279587.81	25.00	0.00
								Г	6274739.58	2279562.42	25.00	0.00
									6274743.49	2279562.42	25.00	0.00
									6274743.70	2279500.35	25.00	0.00
									6274739.58	2279500.79	25.00	0.00
									6274739.36	2279475.18	25.00	0.00
				1				Ц		2279474.31	25.00	0.00
BLDG_R			0	x	0		25.00	а	6274723.30		25.00	0.00
				+				Н		2279449.79	25.00	0.00
				+				H	6274739.58 6274743.49		25.00 25.00	0.00
				+				Н	6274743.49	2279362.33	25.00	0.00
				+				Н	6274739.58	2279362.33	25.00	0.00
				+				Н	6274739.36		25.00	0.00
								П	6274723.09		25.00	0.00
BLDG_R			0	х	0		25.00	a	6274954.21	2279719.10	25.00	0.00
									6274969.40	2279718.89	25.00	0.00
				_				$\Box$		2279693.50	25.00	0.00
				1				Ц	6274974.39		25.00	0.00
				-				L		2279631.43	25.00	0.00
				+				H		2279631.86	25.00	0.00
				+				Н	6274970.27		25.00	0.00
BIDG D			0	1	0		25.00	_	6274953.99	2279605.39	25.00	0.00
BLDG_R			U	X	U		25.00	d	6274894.68 6274915.27	2279626.16 2279625.92	25.00 25.00	0.00
				+				Н	6274915.27	2279625.92	25.00	0.00
				+				H	6274934.43		25.00	0.00
								H	6274934.43	2279623.18	25.00	0.00
				$\top$				П		2279622.35	25.00	0.00
									6274942.76		25.00	0.00
				$\perp$						2279592.00	25.00	0.00
									6274937.52	2279579.15	25.00	0.00
				$\perp$				Ц	6274926.69	2279579.03	25.00	0.00
									6274926.81	2279575.22	25.00	0.00

Name	Sel.	м	ID	RB	Residents	Absorption	Height			Coordinat	es	
- ruine	50	1		15	nesidents	/ Noser peren	Begin	_	x	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274909.55	2279575.10	25.00	0.00
									6274909.55	2279580.58	25.00	0.00
									6274897.65	2279579.98	25.00	0.00
								Н	6274897.53 6274895.15	2279584.39 2279584.50	25.00 25.00	0.00
BLDG R			0	x	0		25.00	а		2279642.11	25.00	0.00
									6275001.91	2279642.23	25.00	0.00
									6275002.26	2279647.46	25.00	0.00
									6275022.85	2279647.34	25.00	0.00
									6275023.33	2279626.99	25.00	0.00
								H	6275027.85 6275027.49	2279626.75 2279607.47	25.00 25.00	0.00
								Н	6275027.49	2279607.47	25.00	0.00
								Н	6275018.69	2279599.26	25.00	0.00
									6274985.01	2279599.26	25.00	0.00
									6274984.53	2279606.05	25.00	0.00
									6274976.68	2279605.93	25.00	0.00
									6274976.80	2279625.33	25.00	0.00
BLDG R			0	x	0		25.00	a	6274980.72 6275038.09	2279625.21 2279647.22	25.00 25.00	0.00
2230_K				<del>-   ^</del>	- 3		25.00	-	6275063.08	2279647.22	25.00	0.00
								П	6275063.08	2279630.09	25.00	0.00
									6275067.13	2279629.73	25.00	0.00
									6275067.24	2279608.07	25.00	0.00
								H	6275063.32	2279607.59	25.00	0.00
								H	6275063.20	2279599.26 2279599.26	25.00	0.00
								Н	6275038.32 6275038.21	2279607.59	25.00 25.00	0.00
									6275034.16	2279607.59	25.00	0.00
									6275034.16	2279629.73	25.00	0.00
									6275037.97	2279629.61	25.00	0.00
BLDG_R			0	х	0		25.00	а		2279646.99	25.00	0.00
									6275119.97	2279647.58	25.00	0.00
								H	6275120.56 6275127.70	2279637.58 2279636.75	25.00 25.00	0.00
								Н	6275127.58	2279622.59	25.00	0.00
									6275124.37	2279622.47	25.00	0.00
									6275124.37	2279607.95	25.00	0.00
									6275116.28	2279607.59	25.00	0.00
									6275116.04	2279599.38	25.00	0.00
								H	6275082.48 6275082.48	2279599.62 2279607.71	25.00 25.00	0.00
								Н	6275073.79	2279607.71	25.00	0.00
								Н	6275074.03	2279626.75	25.00	0.00
									6275077.96	2279626.87	25.00	0.00
BLDG_R			0	x	0		25.00	а		2279588.79	25.00	0.00
									6275006.91	2279589.03	25.00	0.00
									6275006.79	2279580.70 2279580.22	25.00 25.00	0.00
								Н	6275015.71		25.00	0.00
										2279561.42	25.00	0.00
										2279541.18	25.00	0.00
								Ĺ		2279541.07	25.00	0.00
								H		2279542.61	25.00	0.00
								Н	6274965.37 6274965.25		25.00 25.00	0.00
								H		2279555.06	25.00	0.00
								П	6274960.25		25.00	0.00
								Г	6274963.35		25.00	0.00
									6274964.30		25.00	0.00
								Ц	6274977.75	2279582.96	25.00	0.00
BLDG_R			0	X	0		25.00	а		2279588.67	25.00	0.00
				_				Н	6275050.23 6275051.06	2279588.67 2279580.82	25.00 25.00	0.00
								Н		2279580.22	25.00	0.00
									6275055.22	2279558.80	25.00	0.00
								П	6275050.94	2279558.44	25.00	0.00
				$\perp$				Ц	6275051.42		25.00	0.00
								Н		2279540.59	25.00	0.00
								H	6275025.95 6275022.73	2279558.32 2279558.56	25.00 25.00	0.00
								Н	6275022.73		25.00	0.00
								Н	6275026.07	2279580.93	25.00	0.00
BLDG_R			0	х	0		25.00	а		2279588.79	25.00	0.00
								Ĺ	6275100.45	2279589.15	25.00	0.00
								Н	6275100.45	2279583.67	25.00	0.00
								$\Box$	6275114.02	2279583.67	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
				_			Begin		х	У	Z	Ground
				-			(ft)		(ft)	(ft)	(ft)	(ft)
				+				H	6275113.66	2279572.84 2279572.48	25.00 25.00	0.00
				+				Н	6275117.94 6275117.47	2279556.54	25.00	0.00
								Н	6275112.35	2279556.18	25.00	0.00
									6275112.11	2279543.56	25.00	0.00
									6275108.30	2279543.68	25.00	0.00
				$\perp$					6275108.07	2279541.30	25.00	0.00
				-				H	6275065.94	2279541.54	25.00	0.00
								H	6275065.94 6275061.77	2279561.89 2279562.01	25.00 25.00	0.00
				+				Н	6275062.60	2279581.17	25.00	0.00
								П	6275070.22	2279581.05	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274804.68	2279379.69	25.00	0.00
									6274829.86	2279380.34	25.00	0.00
				+				H	6274829.64	2279363.20	25.00	0.00
				-				H	6274833.76 6274834.20	2279362.98 2279341.72	25.00 25.00	0.00
									6274829.86	2279341.72	25.00	0.00
								Н	6274830.51	2279332.82	25.00	0.00
								Г	6274805.12	2279332.17	25.00	0.00
									6274804.90	2279340.85	25.00	0.00
		Щ		_				L	6274801.65	2279341.06	25.00	0.00
		H		+				H	6274801.65	2279362.77	25.00	0.00
BLDG R		$\vdash$	0	x	0		25.00	2	6274805.33 6274748.26	2279362.33 2279375.79	25.00 25.00	0.00
BEDG_K			0	+^			23.00	a	6274769.09	2279375.79	25.00	0.00
								Г	6274769.31	2279380.34	25.00	0.00
									6274790.14	2279380.56	25.00	0.00
									6274790.14	2279359.94	25.00	0.00
									6274794.92	2279359.08	25.00	0.00
				-					6274793.83	2279341.28	25.00	0.00
				+				Н	6274786.24 6274787.11	2279341.72 2279331.52	25.00 25.00	0.00
								Н	6274752.17	2279331.32	25.00	0.00
									6274752.17	2279339.11	25.00	0.00
									6274743.92	2279339.11	25.00	0.00
				$\perp$					6274744.35	2279358.21	25.00	0.00
0.000			0	+			25.00		6274748.04	2279358.21	25.00	0.00
BLDG_R			0	X	0		25.00	а		2279321.75	25.00 25.00	0.00
				+				Н	6274786.24 6274786.45	2279322.40 2279313.94	25.00	0.00
				$\top$				Н	6274794.92	2279313.94	25.00	0.00
									6274795.35	2279295.06	25.00	0.00
									6274790.79	2279294.41	25.00	0.00
									6274790.79	2279274.88	25.00	0.00
				-				H	6274769.74 6274769.74	2279274.22 2279279.22	25.00 25.00	0.00
				+						2279279.00	25.00	0.00
								Н		2279296.36	25.00	0.00
									6274744.79	2279295.71	25.00	0.00
									6274744.14	2279315.24	25.00	0.00
			_	+				L		2279315.46	25.00	0.00
BLDG_R			0	х	0		25.00	а		2279321.75	25.00	0.00
		$\vdash$		+				Н	6274830.94 6274830.73	2279322.18 2279314.15	25.00 25.00	0.00
		$\vdash$		+				Н	6274834.41	2279314.13	25.00	0.00
								П	6274834.41	2279292.02	25.00	0.00
				I					6274830.94	2279291.80	25.00	0.00
								L		2279274.44	25.00	0.00
		$\vdash$		+				H	6274805.55		25.00	0.00
		H		+				H	6274805.77 6274802.51	2279292.24 2279292.02	25.00	0.00
		H		+				H		2279292.02	25.00 25.00	0.00
								П	6274805.33		25.00	0.00
BLDG_R			0	х	0		25.00	a	6274806.85	2279182.86	25.00	0.00
									6274832.68	2279183.30	25.00	0.00
				_					6274832.46	2279175.27	25.00	0.00
	_	H		+				Н	6274836.15	2279175.05	25.00	0.00
		$\vdash$		+				H	6274836.15 6274832.68	2279153.13 2279152.91	25.00 25.00	0.00
		H		+				H	6274832.46	2279132.51	25.00	0.00
				$\top$				П		2279135.55	25.00	0.00
									6274807.51		25.00	0.00
									6274804.25		25.00	0.00
				+				L	6274804.03		25.00	0.00
DIDC D		$\vdash$	0	+	_		35.00	_	6274807.07		25.00	0.00
BLDG_R			0	Х	0		∠5.00	а	6274754.12	2279182.86	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	У	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
				-				H	6274787.97	2279183.51	25.00	0.00
				+					6274788.19 6274796.65	2279175.05 2279175.05	25.00 25.00	0.00
									6274797.09	2279175.03	25.00	0.00
								Н	6274792.53	2279155.52	25.00	0.00
								Г	6274792.53	2279135.99	25.00	0.00
									6274771.48	2279135.34	25.00	0.00
									6274771.48	2279140.33	25.00	0.00
									6274750.21	2279140.11	25.00	0.00
									6274750.43	2279157.47	25.00	0.00
									6274746.52	2279156.82	25.00	0.00
				+					6274745.87	2279176.35	25.00	0.00
DI DC D			0	+			25.00	L	6274754.12	2279176.57	25.00	0.00
BLDG_R			0	X	0		25.00	a		2279240.80	25.00 25.00	0.00
				+				Н	6274831.59 6274831.38	2279241.46 2279224.31	25.00	0.00
								Н	6274835.50	2279224.09	25.00	0.00
									6274835.93	2279202.83	25.00	0.00
								Г	6274831.59	2279202.39	25.00	0.00
								Г	6274832.24	2279193.93	25.00	0.00
				$\perp$					6274806.85	2279193.28	25.00	0.00
									6274806.64	2279201.96	25.00	0.00
								Ц	6274803.38	2279202.18	25.00	0.00
				_				Ц	6274803.38	2279223.88	25.00	0.00
				-				H	6274807.07	2279223.44	25.00	0.00
BLDG_R		H	0	X	0		25.00	а		2279236.90	25.00	0.00
								H	6274770.83 6274771.05	2279236.90 2279241.46	25.00 25.00	0.00
									6274771.03	2279241.46	25.00	0.00
				+				Н	6274791.88	2279221.06	25.00	0.00
				+				Н	6274796.65	2279220.19	25.00	0.00
									6274795.57	2279202.39	25.00	0.00
								Г	6274787.97	2279202.83	25.00	0.00
									6274788.84	2279192.63	25.00	0.00
									6274753.90	2279193.50	25.00	0.00
									6274753.90	2279200.22	25.00	0.00
									6274745.66	2279200.22	25.00	0.00
				_					6274746.09	2279219.32	25.00	0.00
				_	_				6274749.78	2279219.32	25.00	0.00
BLDG_R			0	X	0		25.00	a		2279317.19	25.00	0.00
				+				Н	6274739.36 6274740.45	2279316.98 2279291.59	25.00 25.00	0.00
								H	6274744.35	2279291.59	25.00	0.00
				+				Н	6274744.57	2279229.52	25.00	0.00
								Г	6274740.45	2279229.95	25.00	0.00
								Г	6274740.23	2279204.35	25.00	0.00
									6274723.95	2279203.48	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274724.17	2279179.17	25.00	0.00
								Ш		2279178.96	25.00	0.00
		Щ		_				Ц		2279153.56	25.00	0.00
		$\vdash$		-				H		2279153.56	25.00	0.00
		$\vdash$		+				H		2279091.50	25.00	0.00
				+				H	6274740.45	2279091.93	25.00	0.00
		$\vdash$		+				Н	6274740.23 6274723.95	2279066.33 2279065.46	25.00 25.00	0.00
BLDG R			0	x	0		25.00	а		2279308.08	25.00	0.00
		H	-	+~			_5.00	Ť	6274914.71		25.00	0.00
				$\top$				П	6274914.93		25.00	0.00
								П		2279313.07	25.00	0.00
									6274934.24	2279304.39	25.00	0.00
				$\Box$					6274942.05	2279303.96	25.00	0.00
								Ĺ	6274942.92	2279270.10	25.00	0.00
				_				Ц		2279269.67	25.00	0.00
		L		-				H		2279262.07	25.00	0.00
		H		+				Н		2279262.51	25.00	0.00
		H		+				H	6274915.14		25.00	0.00
BIDG B		H	0	1,,	0		25.00	-	6274894.74		25.00	0.00
BLDG_R		H	U	×	0		25.00	d	6274908.63 6274950.52	2279508.60 2279508.82	25.00 25.00	0.00
		$\vdash$		+				Н		2279308.82	25.00	0.00
		Н		+				Н	6274954.64	2279487.55	25.00	0.00
				1				П		2279468.67	25.00	0.00
				1				П	6274946.39		25.00	0.00
									6274946.61		25.00	0.00
				$\Box$					6274913.62	2279461.07	25.00	0.00
								Ĺ	6274912.97	2279468.89	25.00	0.00
1									6274904.73	2279469.54	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	У	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274904.29	2279483.86	25.00	0.00
				+					6274901.47	2279483.86	25.00	0.00
								H	6274901.26	2279487.98	25.00 25.00	0.00
BLDG_R	$\vdash$		0	×	0		25.00	a	6274908.85 6275038.09	2279488.20 2279232.29	25.00	0.00
DED O_III				+^			25.00	Ť	6275063.08		25.00	0.00
									6275063.08	2279215.16	25.00	0.00
									6275067.13	2279214.80	25.00	0.00
									6275067.24	2279193.14	25.00	0.00
	_			+					6275063.32	2279192.66	25.00	0.00
				+					6275063.20 6275038.32	2279184.33 2279184.33	25.00 25.00	0.00
				+				Н	6275038.32	2279184.33	25.00	0.00
								Г	6275034.16	2279192.66	25.00	0.00
									6275034.16	2279214.80	25.00	0.00
									6275037.97	2279214.68	25.00	0.00
BLDG_R			0	X	0		25.00	a	6275081.59	2279451.31	25.00	0.00
	$\vdash$			+				H	6275115.88 6275115.45	2279451.96 2279443.28	25.00 25.00	0.00
								Н	6275123.91	2279442.84	25.00	0.00
									6275124.78	2279413.33	25.00	0.00
									6275120.22	2279413.11	25.00	0.00
								L	6275119.57	2279402.48	25.00	0.00
	_			_				H	6275077.90	2279402.70	25.00	0.00
	-			+				H	6275077.69	2279423.96 2279423.31	25.00 25.00	0.00
				+				H	6275073.13 6275073.78	2279423.31	25.00	0.00
	t			$\top$				Н	6275081.38	2279443.06	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274984.81	2279312.85	25.00	0.00
									6275018.44	2279312.85	25.00	0.00
									6275018.88	2279304.17	25.00	0.00
	_			+				H	6275027.34	2279303.96	25.00	0.00
				+				H	6275027.12 6275022.57	2279285.29 2279285.29	25.00 25.00	0.00
								H	6275023.22	2279264.46	25.00	0.00
								Г	6275002.38	2279264.89	25.00	0.00
									6275001.73	2279270.32	25.00	0.00
									6274981.55	2279270.10	25.00	0.00
									6274980.47	2279286.59	25.00	0.00
				+				H	6274975.91 6274976.34	2279286.16 2279305.47	25.00 25.00	0.00
				+				Н	6274984.37	2279305.69	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274980.03	2279365.80	25.00	0.00
									6275001.95	2279365.37	25.00	0.00
									6275001.52	2279371.01	25.00	0.00
				+				H	6275022.13	2279370.58 2279350.18	25.00 25.00	0.00
				+					6275022.78	2279350.18	25.00	0.00
								Н	6275027.12		25.00	0.00
									6275018.44		25.00	0.00
									6275018.44	2279322.62	25.00	0.00
								Ц		2279323.05	25.00	0.00
	-			+				H		2279329.78	25.00	0.00
	$\vdash$	$\vdash$		+				H		2279329.35 2279348.88	25.00 25.00	0.00
	Ť			$\top$				П		2279348.44	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275077.47		25.00	0.00
				$\perp$						2279371.45	25.00	0.00
		_		$\perp$				H		2279361.68	25.00	0.00
	$\vdash$			+				Н		2279360.38 2279346.27	25.00	0.00
				_				Н	6275126.95 6275123.91		25.00 25.00	0.00
				+				Н	6275123.91		25.00	0.00
									6275115.23		25.00	0.00
								Г		2279323.27	25.00	0.00
	1			+				L	6275082.03		25.00	0.00
	-			+				H		2279331.30	25.00	0.00
	$\vdash$			+				Н		2279331.30 2279350.40	25.00 25.00	0.00
	1			+				H		2279350.40	25.00	0.00
BLDG_R			0	×	0		25.00	а	6274894.74		25.00	0.00
										2279250.79	25.00	0.00
								Ĺ	6274912.97		25.00	0.00
	_	_		+				H	6274934.46		25.00	0.00
	-			+				H	6274934.24	2279250.79 2279251.22	25.00 25.00	0.00
	1			+				H	6274943.36		25.00	0.00
	-	_	l					_	5 .2.70	5225.05	25.00	5.00

	Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
BUDG_R					$\perp$								Ground
					_			(ft)					
BLDG_R					+				H				0.00
BIDG_R			$\vdash$		+								
BIOG. R. O. X. O. S. C.									H				0.00
									Г	6274894.96		25.00	0.00
	BLDG_R			0	х	0		25.00	a	6274894.68	2279211.23	25.00	0.00
										6274915.27	2279210.99	25.00	0.00
													0.00
					-				H				0.00
					+				H				0.00
					+				H				0.00
					$\top$				Н				0.00
									Г	6274937.52	2279164.22	25.00	0.00
										6274926.69	2279164.10	25.00	0.00
													0.00
BLDG_R													0.00
BLDG_R					+				H				
BLDG_R			$\vdash$		+				Н				0.00
BLDG_R    0									Н				0.00
Caryanger   Cary	BLDG_R			0	х	0		25.00	а				0.00
											2279443.28	25.00	0.00
BLDG_R					1				L				0.00
BLDG_R					_				Н				0.00
BLDG_R					+				Н				0.00
BLDG_R					+				H				0.00
BLDG_R    0									H				0.00
	BLDG R			0	x	0		25.00	a				0.00
	_								Г		2279443.28	25.00	0.00
										6274969.61	2279417.67	25.00	0.00
													0.00
BLDG_R													0.00
BLDG_R					+				H				0.00
BLDG_R					+				H				0.00
6275017.57   2279450.87   25.00   0.00     6275017.79   2279442.84   25.00   0.00     6275027.34   2279442.84   25.00   0.00     6275027.35   2279423.53   25.00   0.00     6275022.57   2279423.31   25.00   0.00     6275022.57   2279423.31   25.00   0.00     6275022.57   2279402.70   25.00   0.00     6275022.57   2279402.70   25.00   0.00     6275002.78   2279402.70   25.00   0.00     6275002.73   2279408.12   25.00   0.00     6275002.73   2279408.12   25.00   0.00     6274980.47   2279424.61   25.00   0.00     6274980.47   2279424.61   25.00   0.00     6274980.48   2279424.61   25.00   0.00     6274976.50   2279424.61   25.00   0.00     6274976.50   2279444.15   25.00   0.00     6274983.94   2279444.15   25.00   0.00     6275063.36   22793444.15   25.00   0.00     6275063.36   22793444.15   25.00   0.00     6275066.20   2279384.94   2279444.15   25.00   0.00     6275066.20   2279384.94   2279444.15   25.00   0.00     6275066.20   2279384.94   2279444.15   25.00   0.00     6275066.20   2279384.94   25.00   0.00     6275066.20   2279384.94   25.00   0.00     6275066.20   2279384.94   25.00   0.00     6275066.20   2279384.94   25.00   0.00     6275066.20   2279384.94   25.00   0.00     6275062.50   2279384.94   25.00   0.00     6275063.81   2279365.11   25.00   0.00     6275034.92   2279383.74   25.00   0.00     6275066.64   2279383.74   25.00   0.00     6275066.64   2279383.74   25.00   0.00     6275066.64   2279383.74   25.00   0.00     6275066.64   2279333.74   25.00   0.00     6275066.64   2279333.75   2279333.74   25.00   0.00     6275066.64   2279333.77   25.00   0.00     6275066.64   2279333.77   25.00   0.00     6275066.64   2279333.77   25.00   0.00     6275066.75   22793333.73   25.00   0.00     6275067.75   22793333.73   25.00   0.00     6275067.75   22793333.73   25.00   0.00     6275067.75   22793333.73   25.00   0.00     627507.75   22793333.73   25.00   0.00     627507.75   22793333.73   25.00   0.00     627507.75   22793333.75   25.00   0.00     627507.75   22793333.75   25.00   0.00     627507.7	BLDG R			0	×	0		25.00	a				0.00
6275027.34   2279442.84   25.00   0.00     6275026.69   2279423.31   25.00   0.00     6275022.75   2279423.31   25.00   0.00     6275022.75   2279423.31   25.00   0.00     6275022.77   2279402.70   25.00   0.00     6275002.77   2279402.70   25.00   0.00     6275002.77   2279402.70   25.00   0.00     6275002.77   2279402.70   25.00   0.00     6274980.47   2279407.90   25.00   0.00     6274980.47   2279407.90   25.00   0.00     6274980.47   2279424.61   25.00   0.00     6274976.34   2279424.61   25.00   0.00     6274976.34   2279424.61   25.00   0.00     6274976.56   2279444.36   25.00   0.00     6274976.56   2279444.36   25.00   0.00     6274976.56   2279444.36   25.00   0.00     6275063.36   2279312.64   25.00   0.00     6275063.36   2279312.64   25.00   0.00     6275066.67   2279304.61   25.00   0.00     6275066.62   2279282.04   25.00   0.00     6275066.62   2279282.04   25.00   0.00     6275062.26   2279282.04   25.00   0.00     6275062.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279282.04   25.00   0.00     6275063.20   2279383.70   2279383.70   25.00   0.00     6275063.20   2279333.70   2279333.70   25.00   0.00     6275062.00   2279333.70   2279333.70   25.00   0.00     6275063.70   2279333.70   2279333.70   25.00   0.00     6275063.77   2279333.70   2279333.70   25.00   0.00     6275063.77   2279333.70   2279333.70   2279333.70   2279333.70   22793333.70					$\top$				Г				0.00
6275026.69   2279423.53   25.00   0.00     6275022.77   2279423.31   25.00   0.00     6275022.77   2279402.70   25.00   0.00     6275002.17   2279402.70   25.00   0.00     6275002.17   2279408.12   25.00   0.00     6274980.47   2279407.90   25.00   0.00     6274980.47   2279407.90   25.00   0.00     6274976.54   2279424.61   25.00   0.00     6274976.55   2279444.63   25.00   0.00     6274976.56   2279444.15   25.00   0.00     6274976.56   2279444.15   25.00   0.00     6275062.71   2279304.61   25.00   0.00     6275062.71   2279304.61   25.00   0.00     6275066.62   2279304.71   25.00   0.00     6275066.62   2279304.71   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279282.04   25.00   0.00     6275062.80   2279382.74   25.00   0.00     6275062.80   2279382.74   25.00   0.00     6275062.80   2279383.74   25.00   0.00     6275062.80   2279383.74   25.00   0.00     6275062.80   2279383.74   25.00   0.00     6275062.80   2279383.74   25.00   0.00     6275062.80   2279383.74   25.00   0.00     6275062.80   2279383.74   25.00   0.00     6275062.80   2279383.74   25.00   0.00     6275062.80   2279383.74   25.00   0.00     6275062.80   2279333.74   25.00   0.00     6275062.71   2279333.73   25.00   0.00     6275062.71   2279333.73   25.00   0.00     6275062.71   2279333.73   25.00   0.00     6275062.71   2279333.85   25.00   0.00     6275062.71   2279333.85   25.00   0.00     6275062.71   2279333.85   25.00   0.00     6275062.71   2279333.85   25.00   0.00     6275062.71   2279333.85   25.00   0.00     6275062.71   2279333.85   25.00   0.00     6275062.71   2279333.85   25.00   0.00     6275062.71   2279333.85   25.00   0.00     6275063.71   2279333.85   25.00   0.00     6275063.71   2279333.85										6275017.79	2279443.28	25.00	0.00
6275022.57   2279423.31   25.00   0.00     6275021.78   2279402.70   25.00   0.00     6275021.73   2279402.70   25.00   0.00     6275021.73   2279402.70   25.00   0.00     6275021.73   2279402.70   25.00   0.00     6274980.47   2279407.90   25.00   0.00     6274980.47   2279424.61   25.00   0.00     6274976.34   2279424.61   25.00   0.00     6274976.56   2279444.15   25.00   0.00     6274976.56   2279444.15   25.00   0.00     6275033.94   2279444.15   25.00   0.00     6275063.36   2279344.15   25.00   0.00     6275066.62   2279344.15   25.00   0.00     6275066.62   2279344.15   25.00   0.00     6275066.62   2279344.15   25.00   0.00     6275066.62   2279344.15   25.00   0.00     6275066.62   2279340.61   25.00   0.00     6275066.62   2279340.61   25.00   0.00     6275066.62   2279380.47   25.00   0.00     6275066.62   2279380.47   25.00   0.00     6275066.62   2279380.47   25.00   0.00     6275034.07   2279282.24   25.00   0.00     6275034.07   2279282.25   25.00   0.00     6275066.84   2279330.74   25.00   0.00     6275066.84   2279330.74   25.00   0.00     6275066.84   2279330.74   25.00   0.00     6275066.84   2279330.74   25.00   0.00     6275066.84   2279330.74   25.00   0.00     6275066.84   2279331.73   25.00   0.00     6275066.84   2279331.73   25.00   0.00     6275066.84   2279331.73   25.00   0.00     6275066.84   2279331.73   25.00   0.00     6275066.84   2279331.73   25.00   0.00     6275066.84   2279331.73   25.00   0.00     6275066.84   2279331.75   25.00   0.00     6275066.84   2279331.75   25.00   0.00     6275066.84   2279331.75   25.00   0.00     6275066.84   2279331.75   25.00   0.00     6275066.84   2279331.75   25.00   0.00     6275066.84   2279331.75   25.00   0.00     6275066.84   2279331.75   25.00   0.00     6275067.76   2279332.84   25.00   0.00     6275067.76   2279332.84   25.00   0.00     6275067.76   2279332.84   25.00   0.00     6275067.76   2279333.05   25.00   0.00     6275067.71   2279333.00   25.00   0.00     6275067.71   2279333.00   25.00   0.00     6275067.71   2279333.00					$\perp$								0.00
					-								0.00
					+				H				0.00
6275061.73 2279408.12 25.00 0.0 6274980.47 2279407.90 25.00 0.0 6274980.47 2279407.90 25.00 0.0 6274980.48 2279424.61 25.00 0.0 6274976.58 2279444.15 25.00 0.0 6274976.59 2279444.15 25.00 0.0 6274983.94 2279444.15 25.00 0.0 6274983.94 2279444.15 25.00 0.0 6274983.94 2279444.15 25.00 0.0 6274983.94 2279444.15 25.00 0.0 6275062.71 2279304.17 25.00 0.0 6275062.71 2279304.17 25.00 0.0 6275062.62 2279304.17 25.00 0.0 6275062.62 2279304.17 25.00 0.0 6275062.62 2279304.17 25.00 0.0 6275062.50 2279282.04 25.00 0.0 6275062.50 2279282.04 25.00 0.0 6275062.50 2279282.04 25.00 0.0 6275038.19 2279265.11 25.00 0.0 6275037.54 2279282.47 25.00 0.0 6275037.54 2279282.47 25.00 0.0 6275037.54 2279303.74 25.00 0.0 6275037.54 2279303.74 25.00 0.0 6275037.52 2279369.93 25.00 0.0 6275062.62 2279331.52 25.00 0.0 6275062.62 2279331.52 25.00 0.0 6275062.71 2279331.52 25.00 0.0 6275062.71 2279331.52 25.00 0.0 6275037.76 2279331.52 25.00 0.0 6275037.76 2279331.52 25.00 0.0 6275037.76 2279331.52 25.00 0.0 6275037.76 2279331.52 25.00 0.0 6275037.76 2279331.52 25.00 0.0 6275037.76 2279331.52 25.00 0.0 6275037.76 2279331.52 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275037.76 2279331.52 25.00 0.0 6275037.76 22793331.52 25.00 0.0 6275037.71 2279353.00 25.00 0.0 6275037.71 2279353.00 25.00 0.0					+				Н				0.00
													0.00
										6274980.47	2279407.90	25.00	0.00
BLDG_R										6274980.25	2279424.61	25.00	0.00
BLDG_R					_								0.00
BLDG_R 0 x 0 25.00 a 6275037.54 2279312.85 25.00 0.0													0.00
6275063.36   2279312.64   25.00   0.00     6275066.62   2279304.61   25.00   0.00     6275066.62   2279282.04   25.00   0.00     6275066.62   2279282.04   25.00   0.00     6275062.50   2279282.04   25.00   0.00     6275062.50   2279282.04   25.00   0.00     6275062.82   2279264.68   25.00   0.00     6275031.54   2279265.11   25.00   0.00     6275034.07   2279282.25   25.00   0.00     6275034.28   2279303.74   25.00   0.00     6275037.54   2279282.25   25.00   0.00     6275037.54   2279303.74   25.00   0.00     6275037.54   2279303.74   25.00   0.00     6275066.63   2279370.14   25.00   0.00     6275066.63   2279370.14   25.00   0.00     6275066.64   2279331.73   25.00   0.00     6275066.65   2279333.43   25.00   0.00     6275066.67   2279333.43   25.00   0.00     6275066.70   2279333.43   25.00   0.00     6275062.71   2279333.05   25.00   0.00     6275062.71   2279333.05   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.74   2279333.00   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.74   2279333.00   25.00   0.00     6275033.74   2279333.00   25.00   0.00	DIDG B			0	-	0		25.00	_				0.00
6275062.71 2279304.61 25.00 0.0   6275066.62 2279304.17 25.00 0.0   6275066.62 2279282.04 25.00 0.0   6275066.62 2279282.04 25.00 0.0   6275062.50 2279282.04 25.00 0.0   6275062.28 2279264.68 25.00 0.0   6275038.19 2279265.11 25.00 0.0   6275038.19 2279282.47 25.00 0.0   6275034.07 2279282.25 25.00 0.0   6275034.28 2279303.74 25.00 0.0   6275034.28 2279303.74 25.00 0.0   6275034.28 2279303.74 25.00 0.0   6275034.28 2279303.74 25.00 0.0   6275034.28 2279303.74 25.00 0.0   6275034.28 2279303.74 25.00 0.0   6275034.28 2279303.74 25.00 0.0   6275066.63 227937.14 25.00 0.0   6275066.63 227937.14 25.00 0.0   6275066.63 2279353.87 25.00 0.0   6275066.63 2279353.87 25.00 0.0   6275066.84 2279331.73 25.00 0.0   6275066.84 2279331.73 25.00 0.0   6275062.71 2279323.85 25.00 0.0   6275033.63 2279331.52 25.00 0.0   6275033.63 2279331.52 25.00 0.0   6275033.63 2279331.52 25.00 0.0   6275033.63 2279331.52 25.00 0.0   6275033.63 2279331.52 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275034.07 2279353.00 25.00 0.0   6275034.07 2279353.00 25.00 0.0   6275034.07 2279353.00 25.00 0.0   6275034.07 2279353.00 25.00 0.0   6275034.07 2279353.00 25.00 0.0	מרחם_ע			•	x	U		23.00	đ				0.00
6275066.62   2279304.17   25.00   0.00     6275066.62   2279282.04   25.00   0.00     6275062.28   2279282.04   25.00   0.00     6275062.28   2279282.04   25.00   0.00     6275038.19   2279261.1   25.00   0.00     6275034.07   2279282.25   25.00   0.00     6275034.07   2279282.25   25.00   0.00     6275034.28   2279303.74   25.00   0.00     6275037.54   2279303.74   25.00   0.00     6275037.54   2279303.74   25.00   0.00     6275037.54   2279303.74   25.00   0.00     6275037.54   2279303.74   25.00   0.00     6275061.63   2279370.14   25.00   0.00     6275061.63   2279370.14   25.00   0.00     6275062.06   2279353.87   25.00   0.00     6275062.06   2279353.38   25.00   0.00     6275062.07   2279353.39   25.00   0.00     6275062.71   2279323.05   25.00   0.00     6275037.76   2279323.05   25.00   0.00     6275037.76   2279333.08   25.00   0.00     6275033.63   2279331.52   25.00   0.00     6275033.63   2279331.52   25.00   0.00     6275033.63   2279331.52   25.00   0.00     6275033.63   2279331.52   25.00   0.00     6275033.63   2279331.52   25.00   0.00     6275033.61   2279353.00   25.00   0.00     6275033.61   2279353.00   25.00   0.00     6275037.11   2279353.00					1				Н				0.00
6275062.50   2279282.04   25.00   0.00     6275062.28   2279264.68   25.00   0.00     6275062.28   2279264.68   25.00   0.00     6275034.07   2279282.25   25.00   0.00     6275034.07   2279282.25   25.00   0.00     6275034.07   2279303.74   25.00   0.00     6275034.07   2279303.74   25.00   0.00     6275034.28   2279303.74   25.00   0.00     6275034.28   2279303.74   25.00   0.00     6275061.63   2279303.74   25.00   0.00     6275061.63   2279370.14   25.00   0.00     6275062.06   2279335.87   25.00   0.00     6275065.97   2279353.43   25.00   0.00     6275066.99   2279331.73   25.00   0.00     6275066.99   2279331.52   25.00   0.00     6275062.71   2279323.05   25.00   0.00     6275033.76   22793331.52   25.00   0.00     6275033.76   22793331.52   25.00   0.00     6275033.75   22793331.52   25.00   0.00     6275033.63   22793331.52   25.00   0.00     6275033.71   2279353.20   25.00   0.00     6275034.07   2279353.20   25.00   0.00     6275034.07   2279353.20   25.00   0.00     6275033.71   2279353.00   25.00   0.00     6275033.71   2279353.00   25.00   0.00     6275037.11   227935													0.00
6275062.28 2279264.68 25.00 0.0   6275038.19 2279265.11 25.00 0.0   6275037.54 2279282.47 25.00 0.0   6275034.07 2279282.25 25.00 0.0   6275034.28 2279303.74 25.00 0.0   6275037.54 2279303.74 25.00 0.0   6275037.54 2279303.74 25.00 0.0   6275037.54 2279303.74 25.00 0.0   6275061.63 2279370.14 25.00 0.0   6275062.06 2279353.87 25.00 0.0   6275062.06 2279353.87 25.00 0.0   6275062.06 2279353.87 25.00 0.0   6275062.06 2279353.87 25.00 0.0   6275062.07 2279353.87 25.00 0.0   6275062.08 2279331.52 25.00 0.0   6275062.93 279331.52 25.00 0.0   6275062.71 2279323.05 25.00 0.0   6275037.6 2279324.4 25.00 0.0   6275037.6 2279332.8 25.00 0.0   6275037.6 2279332.8 25.00 0.0   6275037.6 2279332.8 25.00 0.0   6275037.6 2279332.8 25.00 0.0   6275037.6 2279332.8 25.00 0.0   6275037.6 2279332.5 25.00 0.0   6275037.6 2279332.5 25.00 0.0   6275037.6 2279332.5 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0   6275037.6 2279333.0 25.00 0.0										6275066.62	2279282.04	25.00	0.00
BLDG_R					$\perp$				L				0.00
6275037.54   2279282.47   25.00   0.00					+				Н				0.00
6275034.07   2279282.25   25.00   0.00			_		+				H				0.00
6275034.28   2279303.74   25.00   0.00					+				Н				0.00
BLDG_R 0 x 0 25.00 a 6275037.54 2279303.74 25.00 0.0  BLDG_R 0 x 0 25.00 a 6275037.32 2279369.93 25.00 0.0  6275061.63 2279370.14 25.00 0.0  6275062.06 2279353.87 25.00 0.0  6275065.97 2279353.43 25.00 0.0  6275066.93 2279331.73 25.00 0.0  6275062.93 2279331.52 25.00 0.0  6275062.71 2279323.05 25.00 0.0  6275037.76 2279322.84 25.00 0.0  6275037.76 2279322.84 25.00 0.0  6275033.63 2279331.52 25.00 0.0  6275033.63 2279331.52 25.00 0.0  6275033.75 2279353.02 25.00 0.0  6275033.71 2279353.02 25.00 0.0  6275034.07 2279353.02 25.00 0.0  6275034.07 2279353.02 25.00 0.0  6275037.11 2279353.00 25.00 0.0  6100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					$\top$				П				0.00
6275061.63 2279370.14 25.00 0.0 6275062.06 2279353.87 25.00 0.0 6275065.97 2279353.43 25.00 0.0 6275066.84 2279331.73 25.00 0.0 6275066.93 2279331.52 25.00 0.0 6275062.93 2279331.52 25.00 0.0 6275062.71 2279322.84 25.00 0.0 6275037.6 2279322.84 25.00 0.0 6275037.6 2279323.80 25.00 0.0 6275037.6 2279331.08 25.00 0.0 6275033.63 2279331.52 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275037.11 2279353.00 25.00 0.0 6275037.11 2279353.00 25.00 0.0 6275037.11 2279353.00 25.00 0.0													0.00
6275062.06 2279353.87 25.00 0.0 6275065.97 2279353.43 25.00 0.0 6275066.84 2279331.73 25.00 0.0 6275062.93 2279331.52 25.00 0.0 6275062.71 2279320.85 25.00 0.0 6275037.66 2279322.84 25.00 0.0 6275037.67 2279322.84 25.00 0.0 6275037.67 2279332.85 25.00 0.0 6275037.67 2279332.85 25.00 0.0 6275033.63 2279331.52 25.00 0.0 6275033.63 2279331.52 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275037.11 2279353.00 25.00 0.0 6275037.11 2279353.00 25.00 0.0 6106_R 0 x 0 25.00 a 627508.94 2279312.42 25.00 0.0	BLDG_R			0	х	0		25.00	a	6275037.32	2279369.93	25.00	0.00
6275065.97 2279353.43 25.00 0.0 6275066.84 2279331.73 25.00 0.0 6275062.93 2279331.52 25.00 0.0 6275062.71 2279323.05 25.00 0.0 6275037.76 2279322.84 25.00 0.0 6275037.54 2279331.08 25.00 0.0 6275037.54 2279331.08 25.00 0.0 6275033.63 2279331.52 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275037.11 2279353.00 25.00 0.0 610G_R 0 x 0 25.00 a 6275080.94 2279312.42 25.00 0.0					$\perp$				Ц				0.00
6275066.84 2279331.73 25.00 0.0 6275062.93 2279331.52 25.00 0.0 6275062.71 2279323.05 25.00 0.0 6275037.76 2279322.84 25.00 0.0 6275037.54 2279323.88 25.00 0.0 6275033.63 2279331.52 25.00 0.0 6275033.63 2279331.52 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275034.07 2279353.22 25.00 0.0 6275037.11 2279353.00 25.00 0.0 610G_R 0 x 0 25.00 a 6275080.94 2279312.42 25.00 0.0					+				H				0.00
6275062.93 2279331.52 25.00 0.0   6275062.71 2279323.05 25.00 0.0   6275062.75 2279322.84 25.00 0.0   6275037.65 2279322.84 25.00 0.0   6275037.64 2279331.52 25.00 0.0   6275033.63 2279331.52 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275037.11 2279353.00 25.00 0.0   6275037.11 2279353.00 25.00 0.0   6275037.11 2279353.00 25.00 0.0					+				H				0.00
6275062.71 2279323.05 25.00 0.0   6275037.76 2279322.84 25.00 0.0   6275037.54 2279331.08 25.00 0.0   6275033.63 2279331.52 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275037.11 2279353.00 25.00 0.0   6275037.11 2279353.00 25.00 0.0   6275037.11 2279353.00 25.00 0.0   6275037.11 2279353.00 25.00 0.0   6275037.11 2279353.00 25.00 0.0   6275037.11 2279353.00 25.00 0.0					+				Н				0.00
6275037.76 2279322.84 25.00 0.0   6275037.54 2279331.08 25.00 0.0   6275033.63 2279331.52 25.00 0.0   6275034.07 2279353.22 25.00 0.0   6275037.11 2279353.00 25.00 0.0   BLDG_R					+				Н				0.00
6275037.54   2279331.08   25.00   0.0   6275033.63   2279331.52   25.00   0.0   6275034.07   2279353.22   25.00   0.0   6275037.11   2279353.00   25.00   0.0   BLDG_R   0   x   0   25.00   a   6275080.94   2279312.42   25.00   0.0					+				П				0.00
6275034.07   2279353.22   25.00   0.0													0.00
BLDG_R 0 x 0 25.00 a 6275080.94 2279312.42 25.00 0.0					I					6275033.63	2279331.52	25.00	0.00
BLDG_R 0 x 0 25.00 a 6275080.94 2279312.42 25.00 0.0					1				L				0.00
				_	$\perp$				Ц				0.00
	BLDG_R			0	X	0		25.00	а				0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6275116.10	2279305.69	25.00	0.00
									6275124.13	2279305.26	25.00	0.00
				_					6275124.56	2279291.15	25.00	0.00
								Н	6275127.17 6275126.30	2279290.72 2279274.44	25.00 25.00	0.00
								Н	6275120.01	2279274.44	25.00	0.00
									6275120.22	2279264.46	25.00	0.00
									6275077.25	2279265.98	25.00	0.00
									6275077.69	2279285.08	25.00	0.00
				_				H	6275072.91	2279285.08	25.00 25.00	0.00
				_				H	6275074.22 6275081.81	2279305.04 2279304.82	25.00	0.00
BLDG R			0	х	0		25.00	a	6274895.18	2279405.73	25.00	0.00
									6274914.71	2279405.52	25.00	0.00
									6274914.93	2279410.29	25.00	0.00
									6274934.24	2279410.73	25.00	0.00
								H	6274934.24	2279402.05	25.00	0.00
								Н	6274942.05 6274942.92	2279401.61 2279367.76	25.00 25.00	0.00
									6274934.02	2279367.32	25.00	0.00
									6274934.02	2279359.73	25.00	0.00
	$\perp$							L	6274915.14	2279360.16	25.00	0.00
	-			+				H	6274915.14	2279363.63	25.00	0.00
BLDG R	$\vdash$		0	×	0		25.00	a	6274894.74 6275077.84	2279363.42 2279232.06	25.00 25.00	0.00
ביבים"ע	1				0		23.00	a	6275119.97	2279232.06	25.00	0.00
								Г	6275120.56	2279222.65	25.00	0.00
									6275127.70	2279221.82	25.00	0.00
	_								6275127.58	2279207.66	25.00	0.00
									6275124.37	2279207.54	25.00	0.00
									6275124.37 6275116.28	2279193.02 2279192.66	25.00 25.00	0.00
								Н	6275116.04	2279184.45	25.00	0.00
								Г	6275082.48	2279184.69	25.00	0.00
									6275082.48	2279192.78	25.00	0.00
									6275073.79	2279193.02	25.00	0.00
								H	6275074.03	2279211.82	25.00 25.00	0.00
BLDG R			0	X	0		25.00	a	6275077.96 6274894.09	2279211.94 2279348.44	25.00	0.00
				- 1	-			Ť	6274911.67	2279348.01	25.00	0.00
									6274912.32	2279352.13	25.00	0.00
									6274933.81	2279352.13	25.00	0.00
				_				H	6274933.59	2279348.01	25.00	0.00
									6274942.70 6274942.05	2279348.44 2279323.05	25.00 25.00	0.00
									6274934.02	2279323.92	25.00	0.00
									6274934.02	2279319.58	25.00	0.00
									6274911.67	2279319.15	25.00	0.00
									6274911.45	2279323.70	25.00	0.00
DIDG B			0		0		25.00	_	6274894.31 6275037.54	2279323.70 2279451.09	25.00 25.00	0.00
BLDG_R			0	X	U		23.00	a	6275062.71		25.00	0.00
									6275061.85	2279442.63	25.00	0.00
									6275065.97		25.00	0.00
	-			-				L	6275066.19		25.00	0.00
				_				H		2279420.27	25.00	0.00
	$\vdash$			+				H	6275062.06	2279403.56 2279403.35	25.00 25.00	0.00
				-				П		2279420.49	25.00	0.00
									6275032.98		25.00	0.00
	_							L	6275033.42	2279442.41	25.00	0.00
DIDC 2	-		0				25.00	_	6275037.97	2279442.41	25.00	0.00
BLDG_R	$\vdash$		0	X	0		25.00	d	6274954.21 6274969.40	2279304.17 2279303.96	25.00 25.00	0.00
	T			-				П	6274970.48		25.00	0.00
									6274974.39	2279278.56	25.00	0.00
								Ĺ	6274974.61		25.00	0.00
	-			+				H	6274970.48		25.00	0.00
	$\vdash$			+				H	6274970.27 6274953.99		25.00 25.00	0.00
BLDG_R			0	x	0		25.00	a			25.00	0.00
								Ė	6275001.91		25.00	0.00
									6275002.26	2279232.53	25.00	0.00
	_			-				L	6275022.85	2279232.41	25.00	0.00
								H	6275023.33	2279212.06	25.00	0.00
	$\vdash$			+				H	6275027.85 6275027.49	2279211.82 2279192.54	25.00 25.00	0.00
	1	_			1			ш	32,3021.43	, _,,24	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	У	z	Ground
				-			(ft)		(ft)	(ft)	(ft)	(ft)
								H	6275019.16	2279192.42	25.00 25.00	0.00
		$\vdash$		_				Н	6275018.69 6274985.01	2279184.33 2279184.33	25.00	0.00
									6274984.53	2279191.12	25.00	0.00
								Г	6274976.68	2279191.00	25.00	0.00
									6274976.80	2279210.40	25.00	0.00
									6274980.72	2279210.28	25.00	0.00
BLDG_R			0	X	0		25.00	a	6274894.09	2279446.10	25.00	0.00
				-				H	6274911.67 6274912.32	2279445.67 2279449.79	25.00 25.00	0.00
								Н	6274933.81	2279449.79	25.00	0.00
								П	6274933.59	2279445.67	25.00	0.00
									6274942.70	2279446.10	25.00	0.00
									6274942.05	2279420.71	25.00	0.00
								H	6274934.02	2279421.58	25.00	0.00
								H	6274934.02 6274911.67	2279417.24 2279416.80	25.00 25.00	0.00
									6274911.45	2279421.36	25.00	0.00
								Н	6274894.31	2279421.36	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274749.94	2279510.85	25.00	0.00
			_						6274772.03	2279510.73	25.00	0.00
		L		+				L	6274771.79	2279515.92	25.00	0.00
		H		+				H	6274792.31	2279515.80	25.00	0.00
		$\vdash$		+				Н	6274793.03 6274797.26	2279496.00 2279495.88	25.00 25.00	0.00
		H		+				H	6274797.26	2279476.69	25.00	0.00
		П		+				П	6274789.41	2279476.81	25.00	0.00
									6274788.69	2279467.88	25.00	0.00
									6274754.05	2279467.88	25.00	0.00
				_					6274754.41	2279475.12	25.00	0.00
				-					6274746.20 6274746.20	2279475.12 2279493.71	25.00	0.00
		$\vdash$		-				Н	6274746.20	2279493.71	25.00 25.00	0.00
BLDG R			0	×	0		25.00	a	6274754.41	2279457.13	25.00	0.00
									6274788.45	2279457.74	25.00	0.00
									6274788.81	2279449.41	25.00	0.00
									6274797.02	2279449.29	25.00	0.00
				_				H	6274797.02	2279430.34	25.00	0.00
				+				H	6274793.03 6274792.91	2279430.22 2279409.82	25.00 25.00	0.00
								Н	6274772.27	2279409.58	25.00	0.00
								Г	6274771.79	2279414.77	25.00	0.00
									6274750.42	2279414.65	25.00	0.00
									6274750.67	2279432.15	25.00	0.00
				-					6274746.44	2279431.91	25.00	0.00
				+				Н	6274746.56 6274754.65	2279450.62 2279450.74	25.00 25.00	0.00
BLDG R			0	x	0		25.00	a	6274807.52		25.00	0.00
_								Ė		2279457.62	25.00	0.00
									6274832.99	2279449.29	25.00	0.00
										2279449.17	25.00	0.00
				_				H		2279427.20	25.00	0.00
		H		+				H	6274832.14 6274832.50	2279427.56 2279410.18	25.00 25.00	0.00
		Н		+				Н	6274807.64	2279410.18	25.00	0.00
		П		$\top$				П	6274807.64		25.00	0.00
									6274803.90	2279427.20	25.00	0.00
				$\perp$				L	6274804.14		25.00	0.00
DIRC -			0	+	-		25.51	H		2279449.05	25.00	0.00
BLDG_R		H	0	Х	0		25.00	а	6275015.18	2279508.97 2279509.19	25.00 25.00	0.00
									6275039.70		25.00	0.00
		Н		+				Н		2279490.74	25.00	0.00
										2279469.26	25.00	0.00
									6275039.92	2279469.47	25.00	0.00
								L	6275039.92	2279461.66	25.00	0.00
				-				Н	6275015.39		25.00	0.00
		$\vdash$		+				Н	6275015.39 6275011.71	2279469.47 2279469.69	25.00 25.00	0.00
		H		+				H		2279491.39	25.00	0.00
		П		$\top$				П	6275014.96		25.00	0.00
BLDG_R			0	х	0		25.00	а		2279508.19	25.00	0.00
		$\Box$						Ĺ	6275096.49		25.00	0.00
								Н		2279506.46	25.00	0.00
				+				H	6275100.40	2279506.02	25.00 25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
		1		- 1			Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6275105.61	2279477.81	25.00	0.00
		_							6275101.48	2279476.94	25.00	0.00
		-							6275101.70	2279466.09	25.00	0.00
								Н	6275088.03 6275088.25	2279466.53 2279460.88	25.00 25.00	0.00
		$\vdash$						Н	6275058.73	2279460.67	25.00	0.00
									6275058.73	2279468.48	25.00	0.00
									6275050.70	2279468.70	25.00	0.00
		_							6275050.27	2279487.58	25.00	0.00
DI DC D		-					25.00	_	6275053.96	2279487.36	25.00	0.00
BLDG_R		$\vdash$	0	X	0		25.00	a	6274965.87 6274989.96	2279508.54 2279508.75	25.00 25.00	0.00
		$\vdash$						Н	6274990.40	2279490.74	25.00	0.00
		T							6274994.52	2279490.31	25.00	0.00
									6274994.30	2279468.82	25.00	0.00
									6274990.61	2279469.04	25.00	0.00
		-							6274990.61	2279461.23	25.00	0.00
		$\vdash$						Н	6274966.09 6274966.09	2279461.23 2279469.04	25.00 25.00	0.00
									6274962.40	2279469.26	25.00	0.00
									6274962.18	2279490.96	25.00	0.00
	$\perp$							L	6274965.66	2279490.52	25.00	0.00
BLDG_R	-	-	0	x	0		25.00	a		2279172.89	25.00	0.00
	$\vdash$	$\vdash$		_				Н	6275129.99 6275129.99	2279173.25 2279167.77	25.00 25.00	0.00
		$\vdash$		+				H	6275143.56	2279167.77	25.00	0.00
								Г	6275143.21	2279156.94	25.00	0.00
									6275147.49	2279156.59	25.00	0.00
									6275147.01	2279140.64	25.00	0.00
									6275141.90	2279140.28	25.00	0.00
									6275141.66 6275137.85	2279127.67 2279127.78	25.00 25.00	0.00
								Н	6275137.61	2279125.40	25.00	0.00
								Г	6275095.48	2279125.64	25.00	0.00
									6275095.48	2279145.99	25.00	0.00
		_							6275091.32	2279146.11	25.00	0.00
		⊢						H	6275092.15	2279165.27	25.00 25.00	0.00
BLDG R		$\vdash$	0	×	0		25.00	a	6275099.77 6275056.05	2279165.15 2279173.26	25.00	0.00
								Ť	6275079.85	2279173.26	25.00	0.00
									6275080.69	2279165.40	25.00	0.00
									6275084.73	2279164.81	25.00	0.00
		-						H	6275084.85	2279143.38	25.00	0.00
		$\vdash$						Н	6275080.57 6275081.04	2279143.03 2279126.01	25.00 25.00	0.00
									6275055.57	2279125.17	25.00	0.00
									6275055.57	2279142.91	25.00	0.00
										2279143.15	25.00	0.00
									6275051.77	2279165.28	25.00	0.00
BLDG R			0	x	0		25.00	a	6275055.69 6275002.85	2279165.52 2279172.95	25.00 25.00	0.00
DEDO_K		$\vdash$		^^			25.00	u	6275036.67		25.00	0.00
	L								6275036.67	2279164.72	25.00	0.00
	<u> </u>	L						L	6275044.91	2279164.64	25.00	0.00
	_	$\vdash$						H	6275044.99	2279146.15	25.00	0.00
		$\vdash$		-				H	6275040.79 6275040.79		25.00 25.00	0.00
	1	$\vdash$						Н	6274998.49		25.00	0.00
	L							ľ	6274998.57	2279145.59	25.00	0.00
									6274993.81		25.00	0.00
	_	1						H	6274994.21	2279165.45	25.00	0.00
BLDG R	-	$\vdash$	0		0		25.00	2	6275002.85 6274958.53	2279165.36 2279172.87	25.00 25.00	0.00
PEDG_K		$\vdash$		X	0		23.00	a	6274983.80	2279172.87	25.00	0.00
								П	6274983.80	2279164.96	25.00	0.00
									6274987.59	2279164.96	25.00	0.00
								Ĺ	6274987.59	2279142.36	25.00	0.00
	-	$\vdash$		_				H	6274983.40	2279142.44	25.00	0.00
	$\vdash$	$\vdash$		_				H	6274983.64 6274958.13	2279125.32 2279125.00	25.00 25.00	0.00
		$\vdash$		+				H	6274958.37	2279123.00	25.00	0.00
									6274954.58	2279142.28	25.00	0.00
									6274954.66	2279164.72	25.00	0.00
DI 5 -	_							L	6274958.45	2279164.64	25.00	0.00
BLDG_R			0	X	0		25.00	а		2279101.15	25.00	0.00
	1	$\vdash$		-				Н	6274772.38 6274773.03	2279101.37 2279105.92	25.00 25.00	0.00
	1	1						ш	32, 7, 7, 3.03	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	25.00	0.00

Name	Sel.	м	ID	RB	Residents	Absorption	Height			Coordinat	es	
				-			Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274793.42	2279106.57	25.00	0.00
									6274793.42	2279086.19	25.00	0.00
									6274798.62	2279085.97	25.00	0.00
		$\vdash$		+				H	6274798.84 6274790.38	2279066.45 2279066.45	25.00 25.00	0.00
								Н	6274789.30	2279059.08	25.00	0.00
									6274756.33	2279058.21	25.00	0.00
									6274755.46	2279065.80	25.00	0.00
									6274747.01	2279065.37	25.00	0.00
									6274747.66	2279084.67	25.00	0.00
DIDC D			0		0		25.00	_	6274751.99	2279084.24	25.00	0.00
BLDG_R		$\vdash$	0	X	0		25.00	a	6274808.60 6274833.10	2279106.36 2279105.92	25.00 25.00	0.00
								Н	6274833.10	2279088.79	25.00	0.00
									6274837.44	2279088.36	25.00	0.00
									6274836.79	2279067.32	25.00	0.00
									6274833.32	2279067.32	25.00	0.00
				_				H	6274833.54	2279058.86	25.00	0.00
				_				H	6274808.60 6274808.38	2279058.64 2279067.32	25.00 25.00	0.00
									6274804.91	2279066.89	25.00	0.00
									6274805.78	2279088.57	25.00	0.00
									6274809.03	2279088.57	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274868.02	2279043.46	25.00	0.00
									6274891.66	2279043.25	25.00	0.00
								H	6274891.66	2279034.79	25.00	0.00
								Н	6274896.43 6274896.21	2279035.01 2279013.10	25.00 25.00	0.00
								Н	6274893.18	2279013.10	25.00	0.00
								Г	6274891.88	2278995.53	25.00	0.00
									6274867.80	2278996.18	25.00	0.00
									6274867.37	2279012.88	25.00	0.00
									6274863.90	2279013.10	25.00	0.00
								H	6274863.90 6274867.15	2279034.57 2279034.57	25.00 25.00	0.00
BLDG R			0	×	0		25.00	a	6274803.83	2279034.37	25.00	0.00
			-					Ť	6274824.65	2279043.68	25.00	0.00
									6274825.08	2279048.02	25.00	0.00
									6274844.16	2279048.45	25.00	0.00
				_				L	6274844.16	2279039.99	25.00	0.00
				_				H	6274852.19 6274851.97	2279039.56 2279006.16	25.00 25.00	0.00
									6274844.60	2279005.10	25.00	0.00
								Н	6274844.38	2278997.05	25.00	0.00
									6274825.08	2278997.27	25.00	0.00
									6274824.65	2279001.82	25.00	0.00
									6274804.69	2279001.17	25.00	0.00
BLDG_R			0	X	0		25.00	a	6274732.04	2279050.84 2279051.27	25.00	0.00
				_				Н		2279031.27	25.00 25.00	0.00
								Н		2279046.50	25.00	0.00
								Г		2279004.43	25.00	0.00
										2279004.21	25.00	0.00
								H		2279000.52	25.00	0.00
		$\vdash$						H		2279000.09 2279008.55	25.00	0.00
				-				H		2279008.55	25.00 25.00	0.00
								Н		2279042.38	25.00	0.00
										2279041.94	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274732.91		25.00	0.00
								L		2278993.37	25.00	0.00
				-				Н		2278989.68	25.00	0.00
		$\vdash$						H		2278989.68 2278964.52	25.00 25.00	0.00
								H		2278964.30	25.00	0.00
										2278960.62	25.00	0.00
								Г	6274732.69	2278960.40	25.00	0.00
								L		2278963.87	25.00	0.00
								H		2278964.09	25.00	0.00
		_		-				Н		2278988.59 2278989.24	25.00 25.00	0.00
BLDG R	$\vdash$		0	×	0		25.00	а	6274732.91		25.00	0.00
				<b>-</b>				Ť		2278954.33	25.00	0.00
									6274751.34		25.00	0.00
								Ĺ		2278949.56	25.00	0.00
								H		2278907.48	25.00	0.00
									6274751.13	2278907.27	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
				_					6274751.78	2278903.58	25.00	0.00
				+					6274732.91	2278903.15	25.00	0.00
				+					6274732.69 6274724.02	2278911.60 2278911.60	25.00 25.00	0.00
				+				Н	6274724.02	2278911.00	25.00	0.00
									6274732.26	2278945.00	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274732.91	2278895.99	25.00	0.00
									6274754.38	2278896.42	25.00	0.00
									6274754.60	2278892.74	25.00	0.00
									6274772.16	2278892.74	25.00	0.00
									6274771.73	2278867.58	25.00	0.00
				_				H	6274754.60	2278867.36	25.00	0.00
				+				H	6274753.95 6274732.69	2278863.68 2278863.46	25.00 25.00	0.00
				-					6274732.69	2278866.93	25.00	0.00
				+				Н	6274732.80	2278867.15	25.00	0.00
				$\top$				Н	6274723.80	2278891.65	25.00	0.00
									6274732.91	2278892.30	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274733.00	2278856.55	25.00	0.00
									6274751.22	2278856.55	25.00	0.00
				1				Ц	6274752.09	2278853.26	25.00	0.00
				+				H	6274772.50	2278852.38	25.00	0.00
		H		+				Н	6274772.94	2278809.60	25.00	0.00
		H		+				Н	6274770.30 6274770.30	2278809.81 2278805.87	25.00 25.00	0.00
		H		+				H	6274770.30	2278805.87	25.00	0.00
		Н		+				H	6274758.02	2278800.08	25.00	0.00
									6274742.00	2278801.26	25.00	0.00
									6274741.34	2278805.21	25.00	0.00
									6274730.15	2278804.33	25.00	0.00
									6274730.15	2278818.15	25.00	0.00
				+				L	6274724.23	2278817.49	25.00	0.00
				+					6274724.67	2278847.55	25.00	0.00
BLDG R			0	x	0		25.00	2	6274732.78 6274872.11	2278847.33 2278856.77	25.00 25.00	0.00
BLDG_K			U	+^	0		23.00	a	6274890.32	2278856.77	25.00	0.00
									6274891.20	2278853.48	25.00	0.00
									6274911.60	2278852.60	25.00	0.00
									6274912.04	2278809.81	25.00	0.00
									6274909.41	2278810.03	25.00	0.00
									6274909.41	2278806.08	25.00	0.00
				-					6274897.12 6274897.12	2278806.30	25.00	0.00
				+				Н	6274897.12	2278801.26 2278801.48	25.00 25.00	0.00
									6274880.45	2278805.43	25.00	0.00
									6274869.26	2278804.55	25.00	0.00
									6274869.26	2278818.37	25.00	0.00
									6274863.33	2278817.71	25.00	0.00
									6274863.77		25.00	0.00
										2278847.55	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274806.51		25.00	0.00
		$\vdash$		+				Н	6274819.01 6274819.45	2278950.02 2278955.28	25.00 25.00	0.00
		Н		+				H	6274835.91		25.00	0.00
		Н		+				Н	6274836.13	2278951.77	25.00	0.00
				$\top$				П	6274846.22	2278950.90	25.00	0.00
								Г	6274846.44	2278938.17	25.00	0.00
									6274852.14	2278937.73	25.00	0.00
								L		2278908.55	25.00	0.00
		$\vdash$		$\perp$				L	6274844.68	2278908.33	25.00	0.00
		H		+				Н	6274844.47		25.00	0.00
		H		+				H	6274825.38 6274825.60	2278900.43 2278903.72	25.00 25.00	0.00
				+				Н	6274825.60	2278904.38	25.00	0.00
BLDG_R			0	x	0		25.00	а			25.00	0.00
				Τ.				Ė	6274822.52	2278888.80	25.00	0.00
				I					6274822.74	2278893.19	25.00	0.00
								Г	6274844.25	2278893.41	25.00	0.00
		Ц		_				Ц	6274844.47	2278889.46	25.00	0.00
				+				H	6274852.80	2278888.58	25.00	0.00
		$\vdash$		+				Н	6274852.80	2278864.01	25.00	0.00
		H		+				H	6274844.25 6274844.47	2278864.23 2278859.62	25.00 25.00	0.00
				+				H	6274844.47		25.00	0.00
				+				Н		2278864.67	25.00	0.00
$\overline{}$				- 1					6274822.09	22/0004.07	25.00	0.00
									6274805.63		25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height			Coordinat	es	
	-						Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274844.68	2278854.36	25.00	0.00
								H	6274844.25 6274853.46	2278847.33 2278846.90	25.00 25.00	0.00
									6274853.40	2278813.11	25.00	0.00
								Г	6274844.90	2278812.67	25.00	0.00
									6274844.90	2278804.55	25.00	0.00
								L	6274830.20	2278804.11	25.00	0.00
								H	6274829.76 6274815.06	2278800.82 2278801.26	25.00 25.00	0.00
								Н	6274813.00	2278801.20	25.00	0.00
								Г	6274805.85	2278808.50	25.00	0.00
									6274806.29	2278850.41	25.00	0.00
							25.00		6274825.38	2278851.06	25.00	0.00
BLDG_R			0	X	0		25.00	а	6274871.89 6274893.39	2278896.70 2278896.26	25.00 25.00	0.00
								Н	6274893.61	2278892.53	25.00	0.00
									6274910.95	2278892.75	25.00	0.00
									6274910.95	2278867.52	25.00	0.00
								H	6274893.17	2278867.30	25.00 25.00	0.00
									6274893.17 6274871.67	2278863.57 2278863.57	25.00	0.00
								Г	6274871.67	2278867.74	25.00	0.00
									6274863.12	2278867.30	25.00	0.00
								L	6274862.46	2278892.53	25.00	0.00
BLDG R		$\vdash$	0	x	0		25.00	-	6274871.23	2278892.09 2278953.09	25.00 25.00	0.00
BLDG_K		$\vdash$	U	x	U		25.00	d	6274871.67 6274885.71	2278953.09	25.00	0.00
									6274886.37	2278955.72	25.00	0.00
									6274900.85	2278955.72	25.00	0.00
									6274901.07	2278948.48	25.00	0.00
									6274910.51 6274910.51	2278948.26 2278907.23	25.00 25.00	0.00
				_				Н	6274910.31	2278907.23	25.00	0.00
								Г	6274890.32	2278901.53	25.00	0.00
									6274871.01	2278902.19	25.00	0.00
									6274871.67	2278909.65	25.00	0.00
								H	6274862.68	2278910.30	25.00	0.00
								Н	6274863.77 6274871.23	2278943.87 2278943.44	25.00 25.00	0.00
BLDG R			0	x	0		25.00	a	6274962.07	2278856.11	25.00	0.00
									6274981.16	2278855.89	25.00	0.00
									6274980.72	2278848.87	25.00	0.00
								H	6274989.93 6274989.50	2278848.43 2278814.64	25.00 25.00	0.00
								Н	6274981.38	2278814.20	25.00	0.00
								Г	6274981.38	2278806.08	25.00	0.00
									6274966.68	2278805.65	25.00	0.00
									6274966.24		25.00	0.00
									6274951.54 6274951.32	2278802.79 2278809.60	25.00 25.00	0.00
								H		2278810.03	25.00	0.00
										2278851.94	25.00	0.00
								Ĺ		2278852.60	25.00	0.00
BLDG_R		$\vdash$	0	x	0		25.00	a	6274941.88		25.00	0.00
		$\vdash$		+				H		2278890.34 2278894.73	25.00 25.00	0.00
								H		2278894.95	25.00	0.00
									6274980.94	2278891.00	25.00	0.00
								L		2278890.12	25.00	0.00
		$\vdash$		-				H	6274989.28 6274980.72	2278865.55 2278865.76	25.00 25.00	0.00
		$\vdash$		+				H	6274980.72	2278861.16	25.00	0.00
									6274959.44	2278861.82	25.00	0.00
									6274958.56	2278866.20	25.00	0.00
								L		2278865.76	25.00	0.00
BLDG_R		$\vdash$	0	X	0		25.00	a	6274940.79	2278948.26	25.00	0.00
		H		+				H	6274951.54	2278949.14 2278955.94	25.00 25.00	0.00
		Н						Н		2278955.94	25.00	0.00
										2278953.31	25.00	0.00
								L	6274980.72		25.00	0.00
				-				H	6274980.94	2278944.53	25.00	0.00
		H						H	6274988.84 6274989.06	2278944.31 2278910.30	25.00 25.00	0.00
								Н	6274980.72	2278910.09	25.00	0.00
										2278901.75	25.00	0.00
									6274961.41	2278901.75	25.00	0.00

	Name	Sel.	М	ID	RR	Residents	Absorption	Height			Coordinat	ec	
BIDG_R	Ivairie	Jei.	IVI.	10	IND	Residents	Absorption			x			Ground
BLIGG R  O X O 0 25.00 0 50790858 25.00 0 0.00  BLIGG R  O 0 X O 0 25.00 0 507912244 278985.74 25.00 0.00  O 27912245 278985.74 25.00 0.00  O 27912246 278985.74 25.00 0.00  O 2791245 278985.74 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 278985.75 278985.75 25.00 0.00  O 2791245 27898									Г				
BIDG_R										6274961.85	2278906.36	25.00	0.00
										6274940.57	2278906.36	25.00	0.00
	BLDG_R			0	х	0		25.00	a	6275104.03	2278858.74		
			<u> </u>		_				L				
									H				
									H				
			$\vdash$						Н				
									Г				
										6275129.04	2278808.28	25.00	0.00
										6275129.04	2278803.23	25.00	0.00
			_										
BLDG_R			_		_								
BLDG_R									H				
BLDG_R									Н				
BIDG_R    0									Г				
										6275103.81	2278849.53	25.00	0.00
	BLDG_R			0	х	0		25.00	a	6275103.59	2278955.06	25.00	0.00
		-			+				H				
			-		+				Н				
					+				H				
BLDG_R									l				
BLDG_R										6275122.24	2278903.50	25.00	0.00
										6275102.93	2278904.16		0.00
BIDG_R									L				
BLDG_R					_				H				
BLDG_R													
	BLDG R			0	×	0		25.00	a				
				-					Ė				
										6275125.53	2278894.51	25.00	0.00
										6275142.86	2278894.73	25.00	0.00
									L				
BLDG_R			$\vdash$		_				Н				
BLDG_R 0 0 x 0 25.00 a 6275190.26 2278953.09 25.00 0.00  BLDG_R 0 0 x 0 0 25.00 a 6275190.26 2278953.09 25.00 0.00  CARREST 0 0 0 x 0 0 25.00 a 6275190.26 2278953.09 25.00 0.00  CARREST 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									Н				
BLDG_R    0									Г				
										6275103.15	2278894.07	25.00	0.00
	BLDG_R			0	х	0		25.00	a				
6275220.97   2278949.80   25.00   0.00     6275229.97   2278949.36   25.00   0.00     6275229.31   2278907.01   25.00   0.00     6275209.35   227896.36   25.00   0.00     6275209.35   227896.36   25.00   0.00     6275209.37   2278901.97   25.00   0.00     6275209.38   2278901.97   25.00   0.00     6275190.26   2278911.84   25.00   0.00     6275190.26   2278911.84   25.00   0.00     6275182.36   2278911.40   25.00   0.00     6275182.36   2278945.19   25.00   0.00     6275191.35   2278944.75   25.00   0.00     6275191.35   2278944.75   25.00   0.00     6275212.00   2278896.26   25.00   0.00     6275212.00   2278896.26   25.00   0.00     6275213.08   2278895.25   25.00   0.00     6275213.08   2278886.31   25.00   0.00     6275213.08   2278866.42   25.00   0.00     6275213.08   2278866.42   25.00   0.00     627513.08   2278866.42   25.00   0.00     627513.08   2278866.42   25.00   0.00     627513.08   2278866.42   25.00   0.00     627513.08   2278866.64   25.00   0.00     627513.08   2278866.85   25.00   0.00     627513.08					_								
									H				
									Ĺ	6275209.57	2278901.97		
BLDG_R			_		+				H				
BLDG_R					+				H				
BLDG_R 0			_		_				H				
BLDG_R         0         x         0         25.00         a         6275190.26         2278896.26         25.00         0.00           0         0         0         0         6275212.20         2278895.82         25.00         0.00           0         0         0         6275213.08         2278895.82         25.00         0.00           0         0         6275213.08         2278891.87         25.00         0.00           0         0         6275213.08         2278866.64         25.00         0.00           0         0         6275213.08         2278866.64         25.00         0.00           0         0         6275213.08         2278866.42         25.00         0.00           0         0         627519.08         2278866.42         25.00         0.00           0         0         627519.08         2278866.42         25.00         0.00           0         0         627519.048         2278866.42         25.00         0.00           0         0         6275182.80         2278866.42         25.00         0.00           0         0         6275182.80         2278891.65         25.00         0.00					+				Н				
6275212.20 2278895.82 25.00 0.00	BLDG_R			0	х	0		25.00	а				
6275230.41 2278891.87 25.00 0.00													
6275229.97   2278866.64   25.00   0.00     6275213.08   2278866.31   25.00   0.00     6275213.08   2278863.13   25.00   0.00     627519.048   2278862.91   25.00   0.00     627519.048   2278866.42   25.00   0.00     627519.048   2278866.44   25.00   0.00     627519.049   2278866.64   25.00   0.00     627518.00   2278866.64   25.00   0.00     627518.00   2278866.64   25.00   0.00     627518.00   2278891.65   25.00   0.00     627519.70   2278891.87   25.00   0.00     627519.70   2278895.83   25.00   0.00     6275209.57   2278855.89   25.00   0.00     6275200.57   2278855.89   25.00   0.00     6275230.61   2278851.94   25.00   0.00     6275230.61   2278851.94   25.00   0.00     6275230.61   2278899.60   25.00   0.00     6275230.61   2278899.60   25.00   0.00										6275213.08	2278892.53	25.00	0.00
6275213.08 2278866.42 25.00 0.00									H				
6275213.08 2278863.13 25.00 0.00					_				Н				
627519.48   2278862.91   25.00   0.00			$\vdash$		_				H				
627519.48   2278866.42   25.00   0.00					+				H				
BLDG_R					-				П				
BLDG_R 0 x 0 25.00 a 6275190.70 2278891.87 25.00 0.00  BLDG_R 0 x 0 25.00 a 6275190.48 2278856.33 25.00 0.00  6275209.57 2278855.89 25.00 0.00  6275210.22 2278852.38 25.00 0.00  6275230.63 2278851.94 25.00 0.00  6275230.41 2278809.60 25.00 0.00  6275220.32 2278809.38 25.00 0.00												25.00	0.00
BLDG_R         0         x         0         25.00         a         6275190.48         2278856.33         25.00         0.00           6275209.57         2278855.89         25.00         0.00           6275210.22         2278852.38         25.00         0.00           6275230.63         2278851.94         25.00         0.00           6275230.41         2278809.60         25.00         0.00           6275220.32         2278809.38         25.00         0.00													
6275209.57 2278855.89 25.00 0.00 6275210.22 2278852.38 25.00 0.00 6275230.63 2278851.94 25.00 0.00 6275230.41 2278809.60 25.00 0.00 6275220.32 2278809.38 25.00 0.00					$\perp$				L				
6275210.22 2278852.38 25.00 0.00 6275230.63 2278851.94 25.00 0.00 6275230.41 2278809.60 25.00 0.00 6275220.32 2278809.38 25.00 0.00	BLDG_R	-		0	x	0		25.00	а				
6275230.63 2278851.94 25.00 0.00 6275230.41 2278809.60 25.00 0.00 6275220.32 2278809.38 25.00 0.00					+				Н				
6275230.41 2278809.60 25.00 0.00 6275220.32 2278809.38 25.00 0.00					+				H				
6275220.32 2278809.38 25.00 0.00					+				Н				
6275220.32 2278802.79 25.00 0.00									П				0.00
										6275220.32	2278802.79	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinates			
							Begin		х	У	z	Ground	
							(ft)		(ft)	(ft)	(ft)	(ft)	
									6275204.96	2278803.01	25.00	0.00	
									6275204.52	2278805.21	25.00	0.00	
				_					6275191.13	2278804.55	25.00	0.00	
								H	6275190.70	2278813.33	25.00 25.00	0.00	
				_				Н	6275182.36 6275182.36	2278813.11 2278846.68	25.00	0.00	
				_					6275190.48	2278846.90	25.00	0.00	
BLDG_R			0	×	0		25.00	a	6275260.91	2278859.84	25.00	0.00	
525 G_III				<del> </del>			25.00	ŭ	6275280.87	2278859.84	25.00	0.00	
								Г	6275281.09	2278864.01	25.00	0.00	
								Г	6275300.40	2278864.01	25.00	0.00	
									6275300.18	2278856.11	25.00	0.00	
									6275308.74	2278855.67	25.00	0.00	
									6275309.18	2278825.83	25.00	0.00	
									6275303.91	2278825.39	25.00	0.00	
									6275303.25	2278812.01	25.00	0.00	
				_					6275291.84	2278812.23	25.00	0.00	
				_				H	6275292.28	2278808.72	25.00	0.00	
				_				H	6275275.61	2278808.94	25.00	0.00	
				+				Н	6275276.05	2278813.11	25.00	0.00	
	$\vdash$	$\vdash$		+				Н	6275263.54 6275263.32	2278812.89 2278817.06	25.00 25.00	0.00	
				+				Н	6275263.32	2278817.06	25.00	0.00	
BLDG_R			0	×	0		25.00	а	6275260.91	2278899.55	25.00	0.00	
323 3_K			-	T^			23.00	Ť	6275278.02	2278899.77	25.00	0.00	
				+				H	6275278.02		25.00	0.00	
								Г	6275300.62	2278903.94	25.00	0.00	
								Г	6275300.62	2278899.99	25.00	0.00	
									6275309.62	2278899.33	25.00	0.00	
									6275308.74	2278874.76	25.00	0.00	
									6275300.62	2278874.98	25.00	0.00	
									6275300.40	2278870.81	25.00	0.00	
									6275278.46	2278870.59	25.00	0.00	
				_					6275278.46	2278874.54	25.00	0.00	
									6275260.91	2278874.10	25.00	0.00	
BLDG_R			0	X	0		25.00	a		2278957.04	25.00	0.00	
				+				H	6275281.09	2278957.26	25.00	0.00	
				+				H	6275281.09 6275299.96	2278961.21 2278961.43	25.00 25.00	0.00	
									6275300.40	2278952.65	25.00	0.00	
				_				Н	6275308.74	2278952.87	25.00	0.00	
				_				Н	6275308.52	2278919.08	25.00	0.00	
									6275299.52	2278918.86	25.00	0.00	
								Г	6275299.30	2278910.74	25.00	0.00	
									6275280.43	2278910.52	25.00	0.00	
									6275280.87	2278914.03	25.00	0.00	
									6275260.69	2278914.25	25.00	0.00	
BLDG_R			0	х	0		25.00	a	6275260.25	2278996.97	25.00	0.00	
										2278996.75	25.00	0.00	
				+				H		2279000.92	25.00	0.00	
				+				Н		2279000.48	25.00	0.00	
				+				Н		2278996.75	25.00	0.00	
				+				H		2278996.75 2278972.62	25.00	0.00	
				+				Н	6275308.30 6275300.40	2278972.18	25.00 25.00	0.00	
				_				Н	6275300.40		25.00	0.00	
				+				Н	6275278.02		25.00	0.00	
				$\top$				Н	6275277.58		25.00	0.00	
				$\top$				П		2278971.96	25.00	0.00	
BLDG_R			0	x	0		25.00	а	6275141.99		25.00	0.00	
										2279081.66	25.00	0.00	
								Г	6275150.76	2279085.39	25.00	0.00	
									6275172.27	2279085.39	25.00	0.00	
									6275172.70	2279081.45	25.00	0.00	
				$\perp$				Ц		2279081.23	25.00	0.00	
				+				Ц	6275189.60		25.00	0.00	
				_				H	6275172.48		25.00	0.00	
	_	_		_				H	6275172.92	2279052.70	25.00	0.00	
		_		+				H	6275150.54	2279052.48	25.00	0.00	
				+				H	6275150.54		25.00	0.00	
BLDG R			0	x	0		25.00	2	6275141.99	2279056.21 2279042.61	25.00 25.00	0.00	
מרחמ"ע			•	+ ×	0		25.00	d	6275201.01		25.00	0.00	
				+				H		2279034.49	25.00	0.00	
				+				Н		2279034.49	25.00	0.00	
				$\top$				П		2279019.35	25.00	0.00	
								П		2279019.35	25.00	0.00	

	Name	Sel.	M.	ID	RB	Residents	Absorption	Height			Coordinat	es	
													Ground
					-			(ft)		- ' '			
					-								
BLOG R					+								
BLDG_R													0.00
BLDG R										6275163.49	2279014.96	25.00	0.00
BLDG_R										6275159.10	2279014.74	25.00	0.00
BLDG_R       0					_								0.00
	DI D.C. D.				_			25.00					
	BLDG_K			U	×	U		25.00	а				
					+								0.00
											2279064.55		0.00
Company   Comp										6275283.73	2279061.04	25.00	0.00
													0.00
					+								0.00
BLDG_R			$\vdash$		+								
BLDG_R													0.00
SIDG_R					$\top$								0.00
										6275253.23	2279023.96	25.00	0.00
	BLDG_R			0	х	0		25.00	а				0.00
			Щ		$\perp$				Ц				0.00
			$\vdash$		+				H				0.00
			$\vdash$		+				H				0.00
			Н		+				H				0.00
													0.00
										6275273.63	2279109.97	25.00	0.00
		<u> </u>	$\Box$		1				Ц				0.00
					+								0.00
					+								
					+				Н				0.00
BLDG_R					$\top$								0.00
BLDG_R										6275226.02	2279100.97	25.00	0.00
										6275228.87	2279101.85	25.00	0.00
	BLDG_R			0	x	0		25.00	а				0.00
6275232.16   2279201.90   25.00   0.00     6275235.68   2279193.56   25.00   0.00     6275235.68   2279196.42   25.00   0.00     6275235.32   2279166.36   25.00   0.00     6275247.52   2279166.36   25.00   0.00     6275247.52   2279166.36   25.00   0.00     6275241.38   2279150.78   25.00   0.00     6275241.38   2279150.78   25.00   0.00     6275247.52   2279146.38   25.00   0.00     6275247.52   2279146.31   279140.91   25.00   0.00     6275247.52   2279146.17   25.00   0.00     6275214.17   2279142.22   25.00   0.00     6275214.17   2279142.22   25.00   0.00     6275214.86   2279145.73   25.00   0.00     6275218.86   2279145.73   25.00   0.00     6275218.86   2279145.07   25.00   0.00     6275218.86   2279145.07   25.00   0.00     6275218.34   227922.09   25.00   0.00     6275218.34   227922.09   25.00   0.00     6275218.34   227922.09   25.00   0.00     6275218.34   227922.09   25.00   0.00     6275218.34   227922.09   25.00   0.00     6275218.34   227923.01   25.00   0.00     6275218.34   227923.01   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275227.34   2279235.91   25.00   0.00     6275238.47   2280586.27   25.00   0.00     6275373.89   2280586.27   25.00   0.00     6275373.89   2280586.27   25.00   0.00     627534.57   2280586.27   25.00   0.00     627534.50   2280586.37   2280586.40   25.00   0.00     627534.50   2280586.37   2280586.37   25.00   0.00     627534.50   2280586.37   2280586.37   25.00   0.00     627534.50   22805861.60   25.00   0.00     627534.50   22805861.60   25.00   0.00     627534.50   22805861.60					+								0.00
6275242.48   2279196.42   25.00   0.00     6275242.48   2279196.42   25.00   0.00     6275242.48   2279196.85   25.00   0.00     6275247.52   2279166.35   25.00   0.00     6275247.52   227916.36   25.00   0.00     6275241.38   2279150.78   25.00   0.00     6275241.38   2279150.78   25.00   0.00     6275242.92   2279146.83   25.00   0.00     6275227.78   2279140.91   25.00   0.00     6275227.78   2279140.91   25.00   0.00     627521.86   2279145.73   25.00   0.00     627521.86   2279145.73   25.00   0.00     627521.88   2279145.73   25.00   0.00     627521.88   2279145.73   25.00   0.00     627521.88   2279145.73   25.00   0.00     627521.89   227922.09   25.00   0.00     627521.89   227922.09   25.00   0.00     627521.89   227922.09   25.00   0.00     627521.89   227922.09   25.00   0.00     627521.89   227923.59   227923.59   25.00   0.00     627521.89   227923.59   227923.59   25.00   0.00     627522.34   227923.59   227923.59   25.00   0.00     627522.34   227923.59   25.00   0.00     627522.34   227923.59   25.00   0.00     627522.34   227923.59   25.00   0.00     627522.35   227923.59   25.00   0.00     627522.37   2279203.70   25.00   0.00     627522.37   2279203.70   25.00   0.00     627522.39   227923.59   25.00   0.00     627523.56   227923.59   25.00   0.00     627523.57   2279203.70   25.00   0.00     627523.58   227921.24   25.00   0.00     627523.59   227921.24   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627537.20   228058.67   25.00   0.00     627530.00   228058.67   25.00   0.00     627530.00   228058.67   25.00   0.00     627530.00   228058.67   25.00   0.00     627530.00   2					+								
6275242.48   2279196.42   25.00   0.00     6275247.52   2279168.55   25.00   0.00     6275247.52   2279168.55   25.00   0.00     6275247.52   227916.82   227916.82   25.00   0.00     6275241.38   2279150.78   25.00   0.00     6275241.38   2279150.78   25.00   0.00     6275247.78   2279140.31   25.00   0.00     6275227.78   2279140.31   25.00   0.00     627521.417   2279142.22   25.00   0.00     6275212.86   2279145.73   25.00   0.00     6275212.86   2279145.73   25.00   0.00     6275212.86   2279145.77   25.00   0.00     6275212.86   2279120.20   25.00   0.00     6275212.86   2279120.20   25.00   0.00     6275212.86   227922.00   25.00   0.00     6275218.34   227922.01   25.00   0.00     6275218.34   227923.92   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275228.43   2279237.45   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275220.37   2279201.21   25.00   0.00     6275208.47   2279201.22   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275208.47   2279201.20   25.00   0.00     6275371.89   2280566.27   25.00   0.00     6275371.89   2280566.27   25.00   0.00     6275372.58   2280615.16   25.00   0.00     6275372.58   2280615.26   25.00   0.00     6275372.58   2280615.50   25.00   0.00     6275372.58   2280618.56   25.00   0.00     6275372.58   2280618.56   25.00   0.00     6275372.58   2280618.59   25.00   0.00     6275372.58   2280618.59   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.58   2280618.50   25.00   0.00     6275372.50   2280618.76   25.00   0.00     6275403.01   2280618.95   25.00   0.00     6275394.02   2280618.76   25.00   0.00					+				Н				0.00
										6275242.48	2279196.42	25.00	0.00
										6275253.23	2279168.55	25.00	0.00
					_								0.00
					+								0.00
					+				_				
					+								0.00
													0.00
BLDG_R										6275214.17	2279142.22	25.00	0.00
BLDG_R 0 x 0 25.00 a 6275182.36 2279222.09 25.00 0.00													0.00
6275198.59   2279228.01   25.00   0.00     6275197.50   2279231.52   25.00   0.00     6275218.34   2279239.20   25.00   0.00     6275220.32   2279235.91   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275228.43   2279215.29   25.00   0.00     6275228.43   2279215.29   25.00   0.00     6275229.97   2279208.70   25.00   0.00     627520.37   2279208.70   25.00   0.00     627520.37   2279204.10   25.00   0.00     627520.37   2279204.10   25.00   0.00     6275372.08   2280586.27   25.00   0.00     6275372.08   2280586.27   25.00   0.00     6275372.08   2280586.27   25.00   0.00     6275372.58   2280580.39   25.00   0.00     6275372.58   2280580.30   25.00   0.00     6275372.58   2280618.16   25.00   0.00     6275372.58   2280618.76   25.00   0.00     6275372.58   2280618.76   25.00   0.00     6275394.09   2280614.60   25.00   0.00     6275394.09   2280614.60   25.00   0.00     6275394.09   2280614.60   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.27   2280590.24   25.00   0.00	DIDC 5			0	+	_		25.25	L				0.00
6275197.50   2279231.52   25.00   0.00     6275218.34   2279239.20   25.00   0.00     6275220.32   2279235.91   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275229.37   2279212.21   25.00   0.00     627529.97   2279208.70   25.00   0.00     627529.97   2279208.70   25.00   0.00     627520.37   2279201.24   25.00   0.00     627520.37   2279201.24   25.00   0.00     627520.37   2279204.10   25.00   0.00     6275192.01   2279198.83   25.00   0.00     6275372.08   2280586.27   225.00   0.00     6275372.08   2280586.27   25.00   0.00     6275372.08   2280586.27   25.00   0.00     6275372.55   2280615.16   25.00   0.00     6275372.55   2280615.22   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.27   2280590.24   25.00   0.00	выро_к		H	U	X	0		25.00	a				
6275218.34   2279239.20   25.00   0.00     6275220.32   2279235.91   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275227.34   2279212.29   25.00   0.00     627528.43   2279212.29   25.00   0.00     627528.43   2279212.29   25.00   0.00     6275208.47   2279208.70   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275207.37   2279204.10   25.00   0.00     6275207.37   2279204.10   25.00   0.00     6275390.10   2279198.83   25.00   0.00     6275372.08   2280585.64   25.00   0.00     6275372.08   2280586.27   25.00   0.00     6275374.85   2280589.93   25.00   0.00     6275374.85   2280589.93   25.00   0.00     6275372.55   2280615.16   25.00   0.00     6275372.55   2280618.95   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280614.60			$\vdash$		+				Н				0.00
6275220.32   2279235.91   25.00   0.00     6275227.34   2279237.45   25.00   0.00     6275227.34   2279215.29   25.00   0.00     6275228.43   2279215.29   25.00   0.00     6275228.43   2279212.21   25.00   0.00     6275229.97   2279208.70   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275192.01   2279198.83   25.00   0.00     6275192.01   2279198.83   25.00   0.00     6275372.08   2280585.64   25.00   0.00     6275372.08   2280586.27   25.00   0.00     6275374.89   2280586.27   25.00   0.00     6275374.89   2280586.27   25.00   0.00     6275372.55   2280615.16   25.00   0.00     6275372.55   2280615.22   25.00   0.00     6275372.58   2280618.95   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280614.60   25.00   0.00     6275394.09   2280614.60   25.00   0.00     6275394.09   2280614.60   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.27   2280589.72   25.00   0.00			Т		+				Н				0.00
6275235.68   2279215.29   25.00   0.00     6275228.43   2279212.21   25.00   0.00     6275228.47   2279208.70   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275207.37   2279204.10   25.00   0.00     6275192.01   2279198.83   25.00   0.00     627537.89   2280585.64   25.00   0.00     6275371.89   2280585.67   25.00   0.00     6275371.89   2280589.93   25.00   0.00     6275372.85   2280618.76   25.00   0.00     6275372.55   2280618.75   25.00   0.00     6275372.55   2280618.75   25.00   0.00     6275372.56   2280618.76   25.00   0.00     6275394.05   2280618.76   25.00   0.00     6275394.05   2280618.76   25.00   0.00     6275394.05   2280618.76   25.00   0.00     6275394.05   2280618.76   25.00   0.00     6275394.07   2280589.72   25.00   0.00     6275394.07   2280589.72   25.00   0.00     6275394.07   2280589.72   25.00   0.00     6275394.27   2280589.72   25.00   0.00					$\perp$							25.00	0.00
6275228.43   2279212.21   25.00   0.00     6275229.97   2279208.70   25.00   0.00     6275208.47   2279201.24   25.00   0.00     6275207.37   2279204.10   25.00   0.00     627519.01   227919.83   25.00   0.00     627537.08   2280585.64   25.00   0.00     6275371.89   2280585.67   25.00   0.00     6275371.89   2280586.77   25.00   0.00     6275371.89   2280586.77   25.00   0.00     6275374.89   2280589.93   25.00   0.00     6275375.55   2280615.16   25.00   0.00     6275372.55   2280618.95   25.00   0.00     6275372.58   2280618.95   25.00   0.00     6275394.09   2280618.76   25.00   0.00     6275394.09   2280614.60   25.00   0.00     6275394.09   2280614.96   25.00   0.00     6275394.01   2280589.72   25.00   0.00     6275394.02   2280614.96   25.00   0.00     6275394.04   2280589.72   25.00   0.00     6275394.07   2280589.72   25.00   0.00     6275394.27   2280589.72   25.00   0.00													0.00
			L		+								0.00
6275208.47   2279201.24   25.00   0.00			$\vdash$		+				H				0.00
6275207.37   2279204.10   25.00   0.00					+				Н				0.00
BLDG_R			Н		+				Н				0.00
6275372.08 2280586.27 25.00 0.00 6275371.89 2280590.00 25.00 0.00 6275374.89 2280590.00 25.00 0.00 6275354.55 2280589.93 25.00 0.00 6275372.55 2280615.26 25.00 0.00 6275372.55 2280615.22 25.00 0.00 6275372.58 2280615.22 25.00 0.00 6275372.58 2280618.95 25.00 0.00 6275394.09 2280618.76 25.00 0.00 6275394.05 2280614.60 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275403.04 2280589.72 25.00 0.00 6275394.27 2280590.24 25.00 0.00					1								0.00
6275371.89 2280590.00 25.00 0.00 6275354.55 2280589.93 25.00 0.00 6275354.78 2280615.16 25.00 0.00 6275372.55 2280615.22 25.00 0.00 6275372.55 2280618.95 25.00 0.00 6275394.09 2280618.76 25.00 0.00 6275394.09 2280614.76 25.00 0.00 6275394.05 2280614.60 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275403.04 2280589.72 25.00 0.00 6275394.27 2280590.24 25.00 0.00	BLDG_R			0	х	0		25.00	а	6275393.57	2280585.64	25.00	0.00
6275354.55 2280589.93 25.00 0.00 6275354.78 2280615.16 25.00 0.00 6275372.55 2280615.22 25.00 0.00 6275372.58 2280618.95 25.00 0.00 6275394.09 2280618.76 25.00 0.00 6275394.09 2280614.60 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275402.61 2280589.72 25.00 0.00 6275394.27 2280590.24 25.00 0.00					$\perp$								0.00
6275354.78 2280615.16 25.00 0.00 6275372.55 2280615.22 25.00 0.00 6275372.58 2280618.95 25.00 0.00 6275394.09 2280618.76 25.00 0.00 6275394.09 2280618.76 25.00 0.00 6275394.05 2280614.60 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275394.27 2280589.72 25.00 0.00			H		+				H				0.00
6275372.55 2280615.22 25.00 0.00 6275372.58 2280618.95 25.00 0.00 6275394.09 2280618.76 25.00 0.00 6275394.05 2280614.60 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275403.04 2280589.72 25.00 0.00 6275394.27 2280590.24 25.00 0.00			$\vdash$		+				Н				
6275372.58 2280618.95 25.00 0.00 6275394.09 2280618.76 25.00 0.00 6275394.05 2280614.60 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275403.04 2280589.72 25.00 0.00 6275394.27 2280590.24 25.00 0.00			H		+				H				0.00
6275394.09 2280618.76 25.00 0.00 6275394.05 2280614.60 25.00 0.00 6275402.61 2280614.96 25.00 0.00 6275403.04 2280589.72 25.00 0.00 6275394.27 2280590.24 25.00 0.00			П		$\top$				П				0.00
6275402.61 2280614.96 25.00 0.00 6275403.04 2280589.72 25.00 0.00 6275394.27 2280590.24 25.00 0.00 6275394.20 0.00 627540.20 0.00 627540													0.00
6275403.04 2280589.72 25.00 0.00 6275394.27 2280590.24 25.00 0.00			$\Box$						Ц				0.00
6275394.27 2280590.24 25.00 0.00			L		+				Ц				0.00
			$\vdash$		+				H				0.00
BLDG R       0     x   0     25.00   a   6275556.06   2280589.04   25.00   0.00	BLDG_R		$\vdash$	0	x	0		25 00	a			25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height			Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6275534.56	2280589.66	25.00	0.00
									6275534.37 6275517.04	2280593.40 2280593.33	25.00 25.00	0.00
									6275517.26	2280618.56	25.00	0.00
								Г	6275535.03	2280618.62	25.00	0.00
									6275535.07	2280622.35	25.00	0.00
									6275556.57	2280622.16	25.00	0.00
									6275556.53 6275565.09	2280617.99 2280618.36	25.00 25.00	0.00
									6275565.53	2280593.12	25.00	0.00
								Г	6275556.75	2280593.64	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275792.80	2280536.31	25.00	0.00
									6275757.85	2280535.53	25.00	0.00
									6275757.71	2280543.35	25.00	0.00
								Н	6275749.68 6275749.37	2280543.85 2280557.96	25.00 25.00	0.00
								Г	6275746.77	2280558.42	25.00	0.00
									6275747.78	2280574.68	25.00	0.00
									6275754.08	2280574.63	25.00	0.00
									6275753.95	2280584.61	25.00	0.00
								Н	6275796.90 6275796.30	2280582.71 2280563.62	25.00 25.00	0.00
									6275801.07	2280563.58	25.00	0.00
									6275799.59	2280543.63	25.00	0.00
									6275792.00	2280543.91	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275790.92	2280397.43	25.00	0.00
									6275756.63 6275757.14	2280397.08 2280405.76	25.00 25.00	0.00
									6275748.68	2280406.27	25.00	0.00
								Г	6275748.08	2280435.79	25.00	0.00
									6275752.63	2280435.96	25.00	0.00
	_							L	6275753.38	2280446.59	25.00	0.00
									6275795.04 6275795.07	2280446.01 2280424.74	25.00 25.00	0.00
									6275799.63	2280425.35	25.00	0.00
								Г	6275798.81	2280406.04	25.00	0.00
									6275791.21	2280405.67	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275399.16	2280387.42	25.00	0.00
								H	6275377.23 6275376.38	2280388.06 2280391.36	25.00 25.00	0.00
								Н	6275359.05	2280391.30	25.00	0.00
									6275359.71	2280417.39	25.00	0.00
									6275376.61	2280417.47	25.00	0.00
									6275376.64	2280420.76	25.00	0.00
									6275399.24 6275399.21	2280420.78 2280417.27	25.00 25.00	0.00
								Н	6275406.67	2280416.98	25.00	0.00
								Г	6275406.66	2280391.97	25.00	0.00
									6275398.76	2280391.82	25.00	0.00
BLDG_R			0	х	0		25.00	a		2280596.02	25.00	0.00
	-							Н	6275469.01 6275468.75	2280596.17 2280591.78	25.00 25.00	0.00
								Н	6275447.25		25.00	0.00
										2280595.70	25.00	0.00
								L	6275438.73		25.00	0.00
				_				H		2280621.23	25.00	0.00
	+							Н		2280620.93 2280625.54	25.00 25.00	0.00
								Н	6275468.82		25.00	0.00
									6275469.66		25.00	0.00
									6275486.12	2280620.59	25.00	0.00
BLDG_R	_		0	×	0		25.00	a		2280588.52	25.00	0.00
	$\vdash$							H	6275673.57 6275673.38	2280588.28 2280591.96	25.00 25.00	0.00
									6275655.82		25.00	0.00
									6275656.47	2280617.27	25.00	0.00
								Ĺ	6275673.61		25.00	0.00
	-	_						H	6275674.29	2280621.02	25.00	0.00
	-	-						Н	6275695.54	2280621.05 2280617.58	25.00 25.00	0.00
	<del>                                     </del>							H	6275704.40		25.00	0.00
									6275704.19	2280592.78	25.00	0.00
									6275695.07	2280592.21	25.00	0.00
BLDG_R	_		0	x	0		25.00	a		2280620.66	25.00	0.00
								H	6275872.59	2280620.73	25.00	0.00
								H	6275872.18 6275851.60	2280615.50 2280615.80	25.00 25.00	0.00
	1	_						ш	32,3031.00		25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinates			
							Begin		х	У	Z	Ground	
							(ft)		(ft)	(ft)	(ft)	(ft)	
								L	6275851.30	2280636.15	25.00	0.00	
									6275846.78	2280636.43	25.00	0.00	
									6275847.31	2280655.71	25.00	0.00	
				-				Н	6275855.64 6275856.19	2280655.75	25.00 25.00	0.00	
				+				Н	6275889.86	2280663.84 2280663.54	25.00	0.00	
								H	6275890.28	2280656.76	25.00	0.00	
								Н	6275898.14	2280656.80	25.00	0.00	
								Н	6275897.85	2280637.41	25.00	0.00	
								П	6275893.92	2280637.56	25.00	0.00	
BLDG_R			0	х	0		25.00	a	6275393.71	2280625.57	25.00	0.00	
									6275375.50	2280625.73	25.00	0.00	
									6275374.65	2280629.03	25.00	0.00	
									6275354.25	2280630.09	25.00	0.00	
									6275354.19	2280672.87	25.00	0.00	
									6275356.82	2280672.63	25.00	0.00	
									6275356.86	2280676.58	25.00	0.00	
								Н	6275369.14	2280676.25	25.00	0.00	
								L	6275369.19	2280681.30	25.00	0.00	
				-				H	6275385.20	2280680.94	25.00	0.00	
		H		+				Н	6275385.82	2280676.98 2280677.76	25.00 25.00	0.00	
		H		+				Н	6275397.02 6275396.90	2280677.76	25.00	0.00	
		Н		+				Н	6275402.83	2280664.55	25.00	0.00	
		Н		+				Н	6275402.83	2280634.49	25.00	0.00	
				+				Н	6275394.01		25.00	0.00	
BLDG_R		П	0	x	0		25.00	а		2280616.05	25.00	0.00	
_								П	6275811.37	2280616.03	25.00	0.00	
									6275811.52	2280633.41	25.00	0.00	
									6275807.48	2280633.80	25.00	0.00	
									6275807.55	2280655.46	25.00	0.00	
									6275811.48	2280655.90	25.00	0.00	
									6275811.68	2280664.23	25.00	0.00	
									6275836.55	2280664.01	25.00	0.00	
				_					6275836.59	2280655.68	25.00	0.00	
				_					6275840.64	2280655.65	25.00	0.00	
				-				H	6275840.45	2280633.51	25.00	0.00	
BLDG R			0	x	0		25.00	_	6275836.64 6275620.97	2280633.66 2280535.14	25.00 25.00	0.00	
BLDG_K			U	^	U		23.00	a	6275608.46	2280535.14	25.00	0.00	
				+				Н	6275607.97	2280533.23	25.00	0.00	
								Н	6275591.52	2280530.36	25.00	0.00	
									6275591.33	2280533.65	25.00	0.00	
								Г	6275581.25	2280534.62	25.00	0.00	
									6275581.14	2280547.34	25.00	0.00	
									6275575.44	2280547.83	25.00	0.00	
									6275575.48	2280577.02	25.00	0.00	
									6275583.16	2280577.17	25.00	0.00	
									6275583.45	2280585.06	25.00	0.00	
				$\perp$				L		2280584.90	25.00	0.00	
		H		+				H		2280581.61	25.00	0.00	
n		H		+				H		2280580.77	25.00	0.00	
BLDG_R		H	0	×	0		∠5.00	a	6275466.24		25.00	0.00	
		H		+				Н	6275447.15	2280630.81 2280637.83	25.00 25.00	0.00	
		H		+				Н	6275438.44		25.00	0.00	
		H		+				H		2280638.33	25.00	0.00	
		Н		+				Н		2280672.13	25.00	0.00	
		Н		+				Н		2280680.62	25.00	0.00	
		Н		+				H		2280680.92	25.00	0.00	
								П		2280684.21	25.00	0.00	
								П		2280683.64	25.00	0.00	
									6275477.40	2280676.84	25.00	0.00	
								Ĺ	6275486.39	2280676.32	25.00	0.00	
		$\Box$						Ĺ	6275485.58	2280634.42	25.00	0.00	
BLDG_R									6275466.49		25.00	0.00	
		Щ	0	x	0		25.00	a		2280338.26	25.00	0.00	
	_	$\vdash$		+				H	6275861.81		25.00	0.00	
		H		+				H	6275862.21		25.00	0.00	
		H		+				H		2280360.60	25.00	0.00	
		H		+				Н		2280378.39	25.00	0.00	
		H		+				Н		2280378.75	25.00	0.00	
		H		+				H		2280387.00	25.00	0.00	
		$\vdash$		+				Н		2280386.27 2280378.02	25.00 25.00	0.00	
		Н		+				Н		2280378.02	25.00	0.00	
		$\vdash$		_	-			Н	6275908.81		25.00	0.00	

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	У	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
DI D.C. D.				_			25.00	H	6275904.53	2280359.97	25.00	0.00
BLDG_R			0	X	0		25.00	a	6275796.62 6275754.48	2280616.64 2280616.42	25.00 25.00	0.00
				_					6275753.98	2280626.42	25.00	0.00
				$\top$				Н	6275746.84	2280627.32	25.00	0.00
								Г	6275747.09	2280641.48	25.00	0.00
									6275750.30	2280641.57	25.00	0.00
									6275750.43	2280656.09	25.00	0.00
									6275758.53	2280656.37	25.00	0.00
									6275758.84	2280664.58	25.00	0.00
				_					6275792.39	2280664.05	25.00	0.00
								H	6275792.32	2280655.95	25.00	0.00
				_				H	6275801.01	2280655.64	25.00 25.00	0.00
									6275800.60 6275796.68	2280636.84 2280636.75	25.00	0.00
BLDG R			0	x	0		25.00	a		2280477.03	25.00	0.00
525 G_II				<u> </u>			25.00	_	6275753.44	2280477.63	25.00	0.00
									6275753.09	2280487.39	25.00	0.00
								Г	6275747.02	2280488.75	25.00	0.00
									6275746.50	2280502.86	25.00	0.00
					_				6275749.54	2280503.05	25.00	0.00
		Ц		$\perp$				Ц	6275749.66	2280517.37	25.00	0.00
				$\perp$				H	6275758.34	2280517.08	25.00	0.00
		$\vdash$		+				H	6275758.20	2280525.76	25.00	0.00
		H		+				H	6275791.63	2280526.34	25.00	0.00
		Н		+				Н	6275791.77 6275799.80	2280517.44 2280517.37	25.00 25.00	0.00
				_				Н	6275799.41	2280317.37	25.00	0.00
									6275796.16	2280498.30	25.00	0.00
BLDG R			0	x	0		25.00	a		2280538.08	25.00	0.00
_								Г	6275475.95	2280537.30	25.00	0.00
									6275476.77	2280530.49	25.00	0.00
									6275460.97	2280530.63	25.00	0.00
									6275460.99	2280533.26	25.00	0.00
				$\perp$					6275446.74	2280534.05	25.00	0.00
									6275446.59	2280542.17	25.00	0.00
				_				L	6275438.69	2280542.46	25.00	0.00
				_				H	6275438.77	2280576.47	25.00	0.00
									6275447.11 6275446.75	2280576.61 2280584.95	25.00 25.00	0.00
				+				Н	6275466.49	2280584.78	25.00	0.00
								Н	6275466.01	2280580.18	25.00	0.00
								Г	6275487.30	2280579.99	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275888.36	2280396.57	25.00	0.00
									6275854.94	2280397.30	25.00	0.00
									6275854.79	2280404.90	25.00	0.00
									6275845.25	2280405.41	25.00	0.00
										2280424.72	25.00	0.00
										2280424.90	25.00	0.00
										2280445.52	25.00	0.00
		H		+				Н		2280445.34	25.00 25.00	0.00
		$\vdash$		+				Н		2280439.91 2280439.94	25.00	0.00
		Н		+				H	6275892.50		25.00	0.00
		П		+				Н	6275896.41	2280423.19	25.00	0.00
				$\top$				П	6275896.02	2280403.45	25.00	0.00
									6275888.64	2280403.73	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275555.78	2280532.65	25.00	0.00
				$\perp$				Ц		2280532.33	25.00	0.00
		Щ		+				L	6275541.05		25.00	0.00
		H		+				H	6275526.57		25.00	0.00
		H		+				Н	6275526.42	2280537.51 2280537.82	25.00 25.00	0.00
		Н		+				Н	6275516.98		25.00	0.00
				+				H	6275537.11		25.00	0.00
				$\top$				Н	6275537.58		25.00	0.00
				$\top$				П	6275556.88	2280583.54	25.00	0.00
									6275556.16	2280576.09	25.00	0.00
									6275565.15	2280575.35	25.00	0.00
								Ĺ	6275563.76	2280541.79	25.00	0.00
				$\perp$					6275556.30	2280542.30	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275834.98		25.00	0.00
		H		+				H	6275809.81	2280397.48	25.00	0.00
		H		+				Н	6275810.75	2280405.94	25.00	0.00
		H		+				H	6275806.63 6275806.60		25.00	0.00
										2280427.89	25.00	

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	t		Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
		_		_				H	6275810.88	2280445.00	25.00	0.00
		$\vdash$		+				H	6275835.83 6275836.55	2280445.00 2280427.84	25.00 25.00	0.00
									6275839.80	2280427.60	25.00	0.00
				+				Н	6275839.18	2280405.90	25.00	0.00
				$\top$				П	6275834.62	2280405.94	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275695.29	2280627.96	25.00	0.00
									6275677.08	2280628.12	25.00	0.00
									6275676.23	2280631.42	25.00	0.00
		_							6275655.84	2280632.48	25.00	0.00
				_					6275655.77	2280675.26	25.00	0.00
		_							6275658.41	2280675.02	25.00	0.00
				_				H	6275658.44	2280678.97	25.00 25.00	0.00
									6275670.73 6275670.77	2280678.64 2280683.69	25.00	0.00
								Н	6275686.78	2280683.33	25.00	0.00
				+				Н	6275687.41	2280679.37	25.00	0.00
									6275698.60	2280680.15	25.00	0.00
									6275698.48	2280666.33	25.00	0.00
									6275704.41	2280666.94	25.00	0.00
								Ц	6275703.71	2280636.88	25.00	0.00
				$\perp$				Ц	6275695.59	2280637.17	25.00	0.00
BLDG_R			0	х	0		25.00	а		2280596.35	25.00	0.00
		$\vdash$		+				Н	6275605.49	2280596.50	25.00	0.00
		$\vdash$		+				Н	6275605.23 6275583.73	2280592.11 2280592.08	25.00 25.00	0.00
				+					6275583.54	2280596.03	25.00	0.00
				+				Н	6275575.21	2280596.99	25.00	0.00
									6275575.43	2280621.56	25.00	0.00
									6275583.99	2280621.26	25.00	0.00
									6275583.81	2280625.87	25.00	0.00
									6275605.30	2280625.02	25.00	0.00
				_					6275606.14	2280620.63	25.00	0.00
DI D.C. D.							25.00		6275622.60	2280620.92	25.00	0.00
BLDG_R			0	X	0		25.00	a		2280404.53	25.00	0.00
		_		+				H	6275903.40 6275903.20	2280404.47 2280430.08	25.00 25.00	0.00
				+					6275899.94	2280430.08	25.00	0.00
		$\vdash$						Н	6275899.62	2280491.96	25.00	0.00
								П	6275903.31	2280491.71	25.00	0.00
									6275904.19	2280517.53	25.00	0.00
									6275920.68	2280517.38	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275393.30	2280529.25	25.00	0.00
									6275379.25	2280528.93	25.00	0.00
				_					6275378.57	2280526.75	25.00	0.00
		_		+				H	6275364.09	2280526.87	25.00	0.00
		$\vdash$		+				Н	6275363.94	2280534.12 2280534.42	25.00 25.00	0.00
								H		2280575.45	25.00	0.00
		$\vdash$						Н		2280576.59	25.00	0.00
								Н		2280580.97	25.00	0.00
				$\top$				П		2280580.14	25.00	0.00
									6275393.68	2280572.69	25.00	0.00
									6275402.67	2280571.95	25.00	0.00
								Ц	6275401.27	2280538.39	25.00	0.00
21.5.5				_				H	6275393.82	2280538.90	25.00	0.00
BLDG_R			0	X	0		25.00	а		2280339.35	25.00	0.00
				_				Н	6275764.80 6275765.04	2280339.50	25.00	0.00
				+				H	6275760.92		25.00 25.00	0.00
				+				Н	6275761.25	2280354.50	25.00	0.00
				+				Н	6275755.83		25.00	0.00
								П		2280370.18	25.00	0.00
									6275760.09	2280371.01	25.00	0.00
									6275759.97	2280381.86	25.00	0.00
									6275773.64	2280381.31	25.00	0.00
				$\perp$				H	6275773.47	2280386.95	25.00	0.00
				+				Н	6275802.98	2280386.91	25.00	0.00
				+				H	6275802.92	2280379.09	25.00	0.00
				+				H	6275810.94 6275811.21	2280378.81 2280359.92	25.00 25.00	0.00
				+				Н		2280359.92	25.00	0.00
BLDG R			0	x	0		25.00	а	6275919.61		25.00	0.00
				<b>-</b>  ^	J			Ť	6275904.42		25.00	0.00
								П	6275903.56		25.00	0.00
				$\perp$				Г	6275899.65	2280569.22	25.00	0.00
		1	I		1			Π	6275899.98	2280631.29	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
				$\perp$			Begin		х	У	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
				+				L	6275904.10		25.00	0.00
				_				H	6275904.54	2280656.42	25.00	0.00
DI DC D			0	-			25.00	_	6275920.83	2280657.14	25.00	0.00
BLDG_R			0	X	0		25.00	a	6275602.72 6275583.63	2280630.75 2280631.14	25.00 25.00	0.00
				+				Н	6275584.14	2280631.14	25.00	0.00
								H	6275574.92	2280638.68	25.00	0.00
				+				Н	6275575.66	2280672.46	25.00	0.00
								Г	6275583.78	2280672.83	25.00	0.00
								Г	6275583.86	2280680.95	25.00	0.00
									6275598.56	2280681.26	25.00	0.00
									6275599.03	2280684.54	25.00	0.00
									6275613.72	2280683.97	25.00	0.00
									6275613.88	2280677.17	25.00	0.00
									6275622.87	2280676.65	25.00	0.00
									6275622.07	2280634.75	25.00	0.00
				+					6275602.97	2280634.26	25.00	0.00
BLDG_R			0	X	0		25.00	a		2280535.02	25.00	0.00
				-					6275855.30	2280535.32	25.00	0.00
		H		+				H	6275854.94 6275846.48	2280544.01 2280544.30	25.00 25.00	0.00
		Н		+				Н	6275846.86		25.00	0.00
		Н		+				Н	6275851.42	2280562.98	25.00	0.00
		Н		+				H	6275850.95	2280583.76	25.00	0.00
		П		+				Н	6275871.78	2280583.14	25.00	0.00
				$\top$				П	6275872.38		25.00	0.00
				$\top$				П	6275892.56	2280577.75	25.00	0.00
				L					6275893.50	2280561.24	25.00	0.00
									6275898.06	2280561.64	25.00	0.00
									6275897.46	2280542.33	25.00	0.00
									6275889.43	2280542.18	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275920.55	2280404.53	25.00	0.00
				$\perp$					6275903.40	2280404.47	25.00	0.00
				_					6275903.20	2280430.08	25.00	0.00
				+					6275899.94	2280430.11	25.00	0.00
				+					6275899.62	2280491.96	25.00	0.00
				+				H	6275903.31	2280491.71	25.00	0.00
				+				H	6275904.19 6275920.68	2280517.53 2280517.38	25.00 25.00	0.00
BLDG R			0	х	0		25.00	2		2280317.36	25.00	0.00
DLDO_K			0	+^	0		23.00	a	6275380.21	2280427.97	25.00	0.00
				+				Н	6275379.59	2280431.48	25.00	0.00
									6275359.19	2280432.10	25.00	0.00
								Г	6275359.78	2280474.44	25.00	0.00
									6275369.87	2280474.57	25.00	0.00
									6275369.93	2280481.16	25.00	0.00
									6275385.29	2280480.80	25.00	0.00
									6275385.71	2280478.60	25.00	0.00
	_			$\perp$				Ц		2280479.14	25.00	0.00
		Щ		$\perp$				H		2280470.36	25.00	0.00
				+				H		2280470.51	25.00	0.00
		H		+				H		2280436.94	25.00	0.00
DIDC 2		H	0	1,.	_		25.00	_		2280436.79	25.00	0.00
BLDG_R		$\vdash$	0	X	0		25.00	d	6275835.91 6275811.61		25.00 25.00	0.00
		$\vdash$		+				Н	6275811.81		25.00	0.00
		H		+				H	6275807.41		25.00	0.00
		Н		+				Н	6275806.74		25.00	0.00
				+				П		2280517.05	25.00	0.00
				$\top$				П	6275810.94		25.00	0.00
										2280525.51	25.00	0.00
				I				Г	6275836.04	2280517.26	25.00	0.00
				$\perp$					6275839.94	2280516.79	25.00	0.00
									6275839.31	2280495.10	25.00	0.00
				$\perp$				Ц		2280495.34	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275836.20		25.00	0.00
		Щ		1				H	6275810.38		25.00	0.00
	-	H		+				H	6275811.10		25.00	0.00
		H		+				H	6275807.20		25.00	0.00
		H		+				Н		2280566.56	25.00	0.00
	$\vdash$	$\vdash$		+				Н	6275811.52		25.00	0.00
		H		+				Н		2280583.88	25.00	0.00
		H		+				H		2280583.24 2280565.87	25.00 25.00	0.00
	$\vdash$	$\vdash$		+				Н	6275839.94		25.00	0.00
		Н		+				Н		2280544.58	25.00	0.00
	1	-		+	+			$\vdash$	6275836.28		_5.00	5.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	У	Z	Ground
				_			(ft)		(ft)	(ft)	(ft)	(ft)
BLDG_R			0	X	0		25.00	а	6275893.24	2280482.03	25.00	0.00
				-					6275871.32 6275871.71	2280482.66 2280477.02	25.00 25.00	0.00
				+				H	6275851.10	2280477.63	25.00	0.00
				+				Н	6275850.63	2280498.04	25.00	0.00
								Г	6275846.72	2280498.07	25.00	0.00
									6275846.45	2280516.95	25.00	0.00
									6275855.13	2280516.88	25.00	0.00
									6275855.21	2280525.56	25.00	0.00
				$\perp$					6275889.71	2280524.82	25.00	0.00
				+					6275889.87	2280518.09	25.00	0.00
				_				H	6275897.68	2280518.45	25.00	0.00
				-					6275897.29		25.00 25.00	0.00
BLDG_R			0	х	0		25.00	2	6275893.39 6275556.19	2280499.39 2280628.97	25.00	0.00
DEDG_I			•	Ť			25.00	u	6275537.98	2280629.13	25.00	0.00
								Н	6275537.13	2280632.43	25.00	0.00
									6275516.73	2280633.49	25.00	0.00
									6275516.67	2280676.27	25.00	0.00
									6275519.30	2280676.03	25.00	0.00
									6275519.34	2280679.98	25.00	0.00
				+				H	6275531.62	2280679.65	25.00	0.00
				+				Н	6275531.67	2280684.70	25.00	0.00
				+				Н	6275547.68 6275548.30	2280684.34 2280680.38	25.00 25.00	0.00
				+				H	6275559.50		25.00	0.00
				+				H	6275559.38	2280667.34	25.00	0.00
				+				Н	6275565.31	2280667.95	25.00	0.00
								Г	6275564.61	2280637.89	25.00	0.00
									6275556.49	2280638.18	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275695.39	2280530.61	25.00	0.00
									6275676.31	2280530.34	25.00	0.00
				+					6275676.13	2280534.47	25.00	0.00
				+				H	6275655.96	2280535.30	25.00	0.00
		_		+				Н	6275656.34 6275676.72	2280577.37 2280577.40	25.00 25.00	0.00
				+				H	6275676.10		25.00	0.00
				+				Н	6275694.98	2280581.36	25.00	0.00
								Н	6275695.12		25.00	0.00
									6275703.79	2280572.83	25.00	0.00
									6275703.49	2280539.00	25.00	0.00
									6275695.26	2280539.50	25.00	0.00
BLDG_R			0	х	0		25.00	a		2280330.60	25.00	0.00
				_					6275384.40	2280330.51	25.00	0.00
				-				H	6275384.15 6275368.36	2280327.22	25.00 25.00	0.00
				+				Н	6275368.36	2280327.58 2280334.16	25.00	0.00
				+						2280334.68	25.00	0.00
								Г		2280377.02	25.00	0.00
										2280377.50	25.00	0.00
				I					6275379.81	2280381.89	25.00	0.00
										2280381.50	25.00	0.00
				_				H	6275399.03		25.00	0.00
				+				Н	6275406.93		25.00	0.00
				+				H	6275406.63 6275397.64	2280338.43 2280338.95	25.00 25.00	0.00
BLDG R			0	x	0		25.00	a			25.00	0.00
			-	+^			25.00	Ť	6275822.53		25.00	0.00
				$\top$				П	6275822.25		25.00	0.00
									6275818.14		25.00	0.00
									6275818.54	2280379.17	25.00	0.00
				$\perp$				Ц	6275822.23		25.00	0.00
				+				H		2280386.74	25.00	0.00
				+				H	6275846.82		25.00	0.00
				+				Н	6275846.75 6275850.44	2280378.71 2280378.46	25.00 25.00	0.00
				+				Н	6275850.44		25.00	0.00
				+				H	6275846.99		25.00	0.00
BLDG_R			0	х	0		25.00	а			25.00	0.00
_								П	6275093.82		25.00	0.00
				I					6275094.08	2280101.34	25.00	0.00
				1				$\Box$	6275069.60	2280101.34	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275016.21		25.00	0.00
				+				H	6275050.07		25.00	0.00
				+				Н	6275054.49 6275012.57		25.00 25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
				_			Begin		х	У	z	Ground
				-			(ft)		(ft)	(ft)	(ft)	(ft)
				+				H	6275008.40	2280121.14	25.00 25.00	0.00
				+				Н	6275007.88 6275016.21	2280139.89 2280139.89	25.00	0.00
BLDG R			0	x	0		25.00	a		2280148.48	25.00	0.00
								Г	6274996.94	2280148.48	25.00	0.00
									6274997.72	2280101.34	25.00	0.00
				$\perp$					6274972.72	2280100.30	25.00	0.00
BLDG_R			0	Х	0		25.00	a	6275113.35	2280149.00	25.00	0.00
				+				H	6275143.03 6275143.30	2280148.48 2280143.53	25.00 25.00	0.00
								Н	6275156.84	2280143.35	25.00	0.00
									6275156.84	2280133.12	25.00	0.00
									6275160.48	2280133.12	25.00	0.00
									6275160.48	2280115.93	25.00	0.00
				_					6275154.75	2280115.67	25.00	0.00
				+				H	6275155.80	2280103.17	25.00	0.00
				+					6275151.37 6275111.00	2280101.08 2280100.30	25.00 25.00	0.00
				+				Н	6275111.00	2280121.40	25.00	0.00
				$\top$				Г	6275105.53	2280121.14	25.00	0.00
									6275106.58	2280140.67	25.00	0.00
									6275112.83	2280140.67	25.00	0.00
BLDG_R		H	0	х	0		25.00	a		2280148.48	25.00	0.00
		H		+				Н	6274953.19 6274953.19	2280148.48 2280139.89	25.00 25.00	0.00
		Н		+				H	6274953.19	2280139.89	25.00	0.00
								Н	6274962.31	2280140.15	25.00	0.00
									6274957.10	2280120.88	25.00	0.00
									6274956.84	2280100.56	25.00	0.00
									6274915.95	2280100.04	25.00	0.00
									6274915.95	2280121.14	25.00	0.00
				+				Н	6274907.62 6274907.10	2280120.36 2280125.56	25.00 25.00	0.00
				+				Н	6274911.00	2280125.04	25.00	0.00
								П	6274909.70	2280139.63	25.00	0.00
									6274919.08	2280139.11	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274772.57	2280788.11	25.00	0.00
				+					6274793.40	2280788.11	25.00	0.00
								H	6274793.62 6274814.45	2280792.67 2280792.89	25.00 25.00	0.00
				+				Н	6274814.45	2280792.89	25.00	0.00
				$\top$				Н	6274819.22	2280771.40	25.00	0.00
									6274818.14	2280753.61	25.00	0.00
									6274810.54	2280754.04	25.00	0.00
									6274811.41	2280743.84	25.00	0.00
				-				H	6274776.47 6274776.47	2280744.71 2280751.44	25.00 25.00	0.00
				+						2280751.44	25.00	0.00
								Н		2280770.54	25.00	0.00
										2280770.54	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274828.99	2280871.01	25.00	0.00
				_				L	6274854.81		25.00	0.00
		H		+				H	6274854.60	2280863.42 2280863.20	25.00	0.00
		Н		+				H	6274858.29 6274858.29	2280863.20	25.00 25.00	0.00
				$\top$				Н	6274854.81	2280841.06	25.00	0.00
									6274854.60	2280823.70	25.00	0.00
									6274829.42	2280823.70	25.00	0.00
				-				H	6274829.64		25.00	0.00
		$\vdash$		+				H	6274826.39 6274826.17	2280841.28	25.00	0.00
		H		+				H	6274829.21	2280863.42 2280863.63	25.00 25.00	0.00
BLDG_R		Н	0	x	0		25.00	а	6274772.57		25.00	0.00
									6274793.40		25.00	0.00
									6274793.62	2280382.08	25.00	0.00
				_					6274814.45	2280382.30	25.00	0.00
				-				H	6274814.45	2280361.68	25.00	0.00
		H		+				Н	6274819.22	2280360.81	25.00	0.00
		$\vdash$		+				Н	6274818.14 6274810.54	2280343.02 2280343.45	25.00 25.00	0.00
								Н	6274811.41	2280333.25	25.00	0.00
									6274776.47	2280334.12	25.00	0.00
									6274776.47	2280340.85	25.00	0.00
1									6274768.23	2280340.85	25.00	0.00
											-	-
									6274768.66 6274772.35		25.00 25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
						·	Begin		х	у	Z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274855.25	2280323.92	25.00	0.00
								L	6274855.03	2280315.89	25.00	0.00
								H	6274858.72	2280315.67	25.00	0.00
								Н	6274858.72 6274855.25	2280293.76 2280293.54	25.00 25.00	0.00
								Н	6274855.03		25.00	0.00
								Г	6274829.86	2280276.18	25.00	0.00
								Г	6274830.07	2280293.97	25.00	0.00
									6274826.82	2280293.76	25.00	0.00
									6274826.60	2280315.89	25.00	0.00
									6274829.64	2280316.11	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274774.78	2280241.78	25.00	0.00
									6274794.95	2280241.99	25.00	0.00
									6274795.60	2280246.55	25.00	0.00
								H	6274815.99	2280247.20	25.00	0.00
								Н	6274815.99 6274821.19	2280226.81 2280226.60	25.00 25.00	0.00
								H	6274821.41	2280227.08	25.00	0.00
								Н	6274812.95	2280207.08	25.00	0.00
								Н	6274811.87	2280199.70	25.00	0.00
									6274778.90	2280198.84	25.00	0.00
									6274778.03	2280206.43	25.00	0.00
								Ĺ	6274769.57	2280205.99	25.00	0.00
								L	6274770.23	2280225.29	25.00	0.00
									6274774.56	2280224.86	25.00	0.00
BLDG_R	-		0	х	0		25.00	а	6274770.83	2280516.41	25.00	0.00
								H	6274791.66	2280516.41	25.00	0.00
									6274791.88 6274812.71	2280520.97 2280521.19	25.00 25.00	0.00
								Н	6274812.71	2280500.57	25.00	0.00
								Н	6274817.49	2280499.70	25.00	0.00
								Г	6274816.40		25.00	0.00
								Г	6274808.81	2280482.34	25.00	0.00
								Г	6274809.68	2280472.14	25.00	0.00
									6274774.74	2280473.01	25.00	0.00
									6274774.74	2280479.74	25.00	0.00
									6274766.49	2280479.74	25.00	0.00
									6274766.92	2280498.83	25.00	0.00
DI D.C. D.							25.00		6274770.61	2280498.83	25.00	0.00
BLDG_R			0	Х	0		25.00	a	6274746.74	2280457.82	25.00	0.00
								Н	6274761.93 6274763.02	2280457.60 2280432.21	25.00 25.00	0.00
								H	6274766.92	2280432.21	25.00	0.00
								Н	6274767.14	2280370.14	25.00	0.00
								Г	6274763.02	2280370.58	25.00	0.00
									6274762.80	2280344.97	25.00	0.00
									6274746.52	2280344.10	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274829.42	2281066.02	25.00	0.00
									6274853.37		25.00	0.00
										2281049.23	25.00	0.00
								H		2281048.60	25.00	0.00
	$\vdash$							Н		2281026.83 2281026.83	25.00 25.00	0.00
								H		2281026.83	25.00	0.00
	$\vdash$							Н		2281017.30	25.00	0.00
								П		2281026.52	25.00	0.00
								П		2281027.14	25.00	0.00
										2281048.60	25.00	0.00
								Г	6274829.11	2281048.60	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274775.24	2281143.97	25.00	0.00
	_							Ц		2281144.23	25.00	0.00
	_							Н	6274809.88		25.00	0.00
	$\vdash$	$\vdash$						Н	6274818.21		25.00	0.00
	-			_				Н		2281117.40 2281117.14	25.00 25.00	0.00
	$\vdash$							Н		2281117.14	25.00	0.00
	$\vdash$							Н		2281096.31	25.00	0.00
								П		2281101.26	25.00	0.00
										2281101.52	25.00	0.00
									6274771.85	2281118.19	25.00	0.00
									6274768.21	2281118.45	25.00	0.00
	$\perp$							Ц		2281137.46	25.00	0.00
								L		2281137.20	25.00	0.00
BLDG_R	_		0	х	0		25.00	а	6274776.69		25.00	0.00
								Н	6274810.54		25.00	0.00
	$\vdash$	_						Н		2280726.26	25.00	0.00
		_	L					Ш	6274819.22	2280726.26	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274819.66	2280707.38	25.00	0.00
	_							L	6274815.10	2280706.73	25.00	0.00
								H	6274815.10	2280687.20 2280686.55	25.00	0.00
								Н	6274794.05 6274794.05	2280686.55	25.00 25.00	0.00
								Н	6274772.78		25.00	0.00
								Г	6274773.00	2280708.69	25.00	0.00
								Г	6274769.09	2280708.04	25.00	0.00
								Г	6274768.44	2280727.57	25.00	0.00
									6274776.69	2280727.78	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274772.13	2280925.05	25.00	0.00
									6274792.97	2280925.05	25.00	0.00
									6274793.18	2280929.61	25.00	0.00
									6274814.02	2280929.82	25.00	0.00
								H	6274814.02	2280909.21	25.00	0.00
								Н	6274818.79 6274817.70	2280908.34 2280890.54	25.00 25.00	0.00
								H	6274810.11	2280890.98	25.00	0.00
								Н	6274810.98	2280880.78	25.00	0.00
								Г	6274776.04	2280881.65	25.00	0.00
									6274776.04	2280888.37	25.00	0.00
									6274767.79	2280888.37	25.00	0.00
								Ĺ	6274768.23	2280907.47	25.00	0.00
								Ц	6274771.91	2280907.47	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274829.42	2280734.08	25.00	0.00
	1							H	6274855.25	2280734.51	25.00	0.00
								H	6274855.03	2280726.48 2280726.26	25.00	0.00
									6274858.72 6274858.72	2280726.26	25.00 25.00	0.00
								Н	6274855.25	2280704.33	25.00	0.00
								Н	6274855.03	2280686.77	25.00	0.00
								Г	6274829.86	2280686.77	25.00	0.00
								Г	6274830.07	2280704.56	25.00	0.00
								Г	6274826.82	2280704.35	25.00	0.00
									6274826.60	2280726.48	25.00	0.00
									6274829.64	2280726.70	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274772.51	2280651.47	25.00	0.00
									6274794.60	2280651.35	25.00	0.00
									6274794.36	2280656.54	25.00	0.00
								H	6274814.88	2280656.42	25.00	0.00
								Н	6274815.60 6274819.83	2280636.62 2280636.50	25.00 25.00	0.00
								Н	6274819.46	2280617.31	25.00	0.00
								Н	6274811.98	2280617.43	25.00	0.00
								Г	6274811.26	2280608.50	25.00	0.00
									6274776.61	2280608.50	25.00	0.00
									6274776.98	2280615.74	25.00	0.00
									6274768.77	2280615.74	25.00	0.00
									6274768.77	2280634.33	25.00	0.00
n	1							H	6274772.75		25.00	0.00
BLDG_R	-		0	X	0		25.00	а			25.00	0.00
	$\vdash$	$\vdash$						Н	6274808.89 6274809.51		25.00 25.00	0.00
								H	6274818.53		25.00	0.00
		$\vdash$						Н	6274818.53	2280980.80	25.00	0.00
								П		2280980.18	25.00	0.00
									6274814.49		25.00	0.00
									6274794.27	2280960.27	25.00	0.00
									6274793.65	2280964.94	25.00	0.00
								Ц	6274774.06		25.00	0.00
								H	6274772.19	2280982.35	25.00	0.00
	-							H	6274768.46		25.00	0.00
	-							Н	6274767.83 6274775.30	2280999.77	25.00	0.00
BLDG R			0	x	0		25.00	2		2281000.70 2280728.65	25.00 25.00	0.00
2500_K					0		25.00	a	6274745.87		25.00	0.00
								Н	6274762.15	2280703.04	25.00	0.00
								П	6274766.06	2280703.04	25.00	0.00
									6274766.27		25.00	0.00
	L								6274762.15	2280641.41	25.00	0.00
									6274761.93	2280615.80	25.00	0.00
								Ц	6274745.66		25.00	0.00
BLDG_R			0	х	0		25.00	а	6274745.87	2280590.63	25.00	0.00
	1	_						L	6274761.06	2280590.41	25.00	0.00
	-							H	6274762.15	2280565.02	25.00	0.00
	-	-						Н	6274766.06	2280565.02	25.00	0.00
									6274766.27	2280502.96	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	У	Z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
								H	6274762.15	2280503.39 2280477.78	25.00 25.00	0.00
				+				Н	6274761.93 6274745.66	2280477.78	25.00	0.00
BLDG R			0	×	0		25.00	a		2280520.32	25.00	0.00
								Г	6274852.43	2280520.97	25.00	0.00
									6274852.21	2280503.83	25.00	0.00
									6274856.33	2280503.61	25.00	0.00
									6274856.77	2280482.34	25.00	0.00
								H	6274852.43 6274853.08	2280481.91 2280473.44	25.00 25.00	0.00
				+				Н	6274827.69	2280473.44	25.00	0.00
								П	6274827.47	2280481.47	25.00	0.00
									6274824.22	2280481.69	25.00	0.00
									6274824.22	2280503.39	25.00	0.00
0.00.0							25.00	H	6274827.90	2280502.96	25.00	0.00
BLDG_R			0	Х	0		25.00	а	6274828.99 6274854.16	2280381.43 2280382.08	25.00 25.00	0.00
								H	6274853.95	2280364.94	25.00	0.00
				$\top$				Г	6274858.07	2280364.72	25.00	0.00
									6274858.50	2280343.45	25.00	0.00
								Ĺ	6274854.16	2280343.02	25.00	0.00
				+				Н	6274854.81	2280334.55	25.00	0.00
		H		+				H	6274829.42	2280333.90	25.00	0.00
		$\vdash$		+				Н	6274829.21 6274825.95	2280342.58 2280342.80	25.00 25.00	0.00
								Н	6274825.95	2280364.50	25.00	0.00
								Г	6274829.64	2280364.07	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274830.09	2280598.36	25.00	0.00
									6274855.07	2280598.24	25.00	0.00
									6274855.56	2280589.91	25.00	0.00
				-					6274859.30 6274859.06	2280589.79 2280567.82	25.00 25.00	0.00
								Н	6274854.71	2280568.19	25.00	0.00
									6274855.07	2280550.80	25.00	0.00
									6274830.21	2280550.80	25.00	0.00
									6274830.21	2280567.94	25.00	0.00
									6274826.47	2280567.82	25.00	0.00
				_				H	6274826.71 6274830.57	2280590.15 2280589.67	25.00 25.00	0.00
BLDG R			0	×	0		25.00	a		2281137.51	25.00	0.00
				T					6274759.76	2281137.29	25.00	0.00
									6274760.85	2281111.90	25.00	0.00
									6274764.75	2281111.90	25.00	0.00
									6274764.97	2281049.83	25.00	0.00
				+				H	6274760.85 6274760.63	2281050.27 2281024.66	25.00 25.00	0.00
								Н	6274744.35	2281024.00	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274827.69		25.00	0.00
_									6274853.51	2280462.81	25.00	0.00
									6274853.29	2280454.78	25.00	0.00
								L		2280454.56	25.00	0.00
		H		+				H		2280432.64 2280432.43	25.00 25.00	0.00
		H		+				H	6274853.31		25.00	0.00
									6274828.12	2280415.07	25.00	0.00
									6274828.34	2280432.86	25.00	0.00
				$\perp$				Ц		2280432.64	25.00	0.00
		H		-				H	6274824.87		25.00	0.00
BLDG R			0	x	0		25 00	2	6274827.90 6274828.99	2280455.00	25.00 25.00	0.00
DEDG_K				+^	0		23.00	a		2280792.02	25.00	0.00
				$\top$				П	6274853.95	2280775.53	25.00	0.00
									6274858.07	2280775.31	25.00	0.00
										2280754.04	25.00	0.00
		$\vdash$		+				H		2280753.61	25.00	0.00
		$\vdash$		+				H		2280745.14	25.00	0.00
		H		+				H	6274829.42 6274829.21		25.00 25.00	0.00
				+				Н	6274825.95	2280753.17	25.00	0.00
				$\top$				П		2280775.09	25.00	0.00
									6274829.64	2280774.66	25.00	0.00
BLDG_R			0	х	0		25.00	a		2280319.80	25.00	0.00
				+				H	6274761.93		25.00	0.00
	l	$\vdash$						Ш	6274763.02		25.00	0.00
						'			627/1766 02	2280204 10	25 00	0.00
									6274766.92 6274767.14	2280294.19 2280232.12	25.00 25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	У	Z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274762.80	2280206.95	25.00	0.00
									6274746.52	2280206.08	25.00	0.00
BLDG_R			0	х	0		25.00	a		2280597.76	25.00	0.00
				_				Н	6274811.02	2280598.36	25.00	0.00
				_				Н	6274811.38 6274819.59	2280590.03 2280589.91	25.00 25.00	0.00
								Н	6274819.59	2280570.96	25.00	0.00
								Н	6274815.60	2280570.84	25.00	0.00
								Н	6274815.48	2280550.44	25.00	0.00
								Г	6274794.84	2280550.20	25.00	0.00
								Г	6274794.36	2280555.39	25.00	0.00
									6274772.99	2280555.27	25.00	0.00
									6274773.23	2280572.77	25.00	0.00
									6274769.01	2280572.53	25.00	0.00
									6274769.13	2280591.24	25.00	0.00
									6274777.22	2280591.36	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274745.44	2280864.50	25.00	0.00
				_				H	6274760.63	2280864.29	25.00	0.00
				_				H	6274761.72	2280838.89	25.00	0.00
								H	6274765.62	2280838.89	25.00	0.00
	$\vdash$	$\vdash$		+				Н	6274765.84 6274761.72	2280776.83 2280777.26	25.00 25.00	0.00
				+				Н	6274761.72	2280777.26	25.00	0.00
				+				H	6274761.30	2280750.79	25.00	0.00
BLDG R			0	x	0		25.00	а		2281001.22	25.00	0.00
,				<u> </u>				ŕ	6274760.20		25.00	0.00
								П	6274761.28	2280975.61	25.00	0.00
									6274765.19	2280975.61	25.00	0.00
									6274765.40	2280913.55	25.00	0.00
									6274761.28	2280913.98	25.00	0.00
									6274761.06	2280888.37	25.00	0.00
									6274744.79	2280887.51	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274827.58	2281144.49	25.00	0.00
									6274853.63	2281145.01	25.00	0.00
				_					6274853.63	2281136.41	25.00	0.00
				_					6274857.79	2281135.89	25.00	0.00
								H	6274857.53	2281114.54	25.00	0.00
				_				H	6274853.63 6274853.36	2281114.28 2281097.09	25.00 25.00	0.00
									6274828.36	2281097.09	25.00	0.00
								Н	6274828.36	2281033.73	25.00	0.00
								Н	6274824.72	2281114.28	25.00	0.00
									6274824.98	2281135.89	25.00	0.00
								Г	6274827.84	2281136.15	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274828.80	2281007.55	25.00	0.00
									6274854.30	2281007.55	25.00	0.00
									6274853.68	2281000.08	25.00	0.00
									6274857.41	2280999.46	25.00	0.00
				$\perp$				Ц		2280977.07	25.00	0.00
				$\perp$				H		2280977.07	25.00	0.00
				$\perp$				H		2280960.58	25.00	0.00
				+				H		2280960.58	25.00	0.00
				+				H		2280978.00	25.00	0.00
				+				Н	6274825.38 6274825.38	2280978.00 2280999.77	25.00 25.00	0.00
	$\vdash$	$\vdash$		+				Н	6274829.11		25.00	0.00
BLDG R			0	×	0		25 00	а	6274828.56		25.00	0.00
	$\vdash$		-	<b>-</b>			_5.00	Ť	6274853.73		25.00	0.00
				$\top$				П		2280912.46	25.00	0.00
				$\top$				П	6274857.64		25.00	0.00
										2280890.98	25.00	0.00
								Г		2280890.54	25.00	0.00
									6274854.38	2280882.08	25.00	0.00
									6274828.99	2280881.43	25.00	0.00
				$\perp$				Ц	6274828.77		25.00	0.00
				$\perp$				Ц	6274825.52		25.00	0.00
				_				H	6274825.52		25.00	0.00
n. n.c		_		+	-		25.5	H	6274829.21		25.00	0.00
BLDG_R		_	0	×	0		25.00	а			25.00	0.00
				+				H		2280324.14	25.00	0.00
				+				Н		2280315.67 2280315.67	25.00 25.00	0.00
				+				Н		2280315.67	25.00	0.00
				+				H		2280296.14	25.00	0.00
				+				Н		2280276.61	25.00	0.00
				+				П		2280275.96	25.00	0.00
								П	6274794.05		25.00	0.00

Name	Sel.	м	ID	RB	Residents	Absorption	Height			Coordinat	es	
			-				Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274772.78	2280280.73	25.00	0.00
									6274773.00	2280298.10	25.00	0.00
									6274769.09	2280297.44	25.00	0.00
								H	6274768.44 6274776.69	2280316.98 2280317.19	25.00 25.00	0.00
BLDG R			0	x	0		25.00	а		2280871.01	25.00	0.00
									6274810.11	2280871.66	25.00	0.00
									6274810.33	2280863.20	25.00	0.00
									6274818.79	2280863.20	25.00	0.00
								H	6274819.22 6274814.67	2280844.32 2280843.67	25.00 25.00	0.00
									6274814.67	2280843.07	25.00	0.00
									6274793.62	2280823.49	25.00	0.00
									6274793.62	2280828.48	25.00	0.00
									6274772.35	2280828.26	25.00	0.00
									6274772.57	2280845.62	25.00	0.00
									6274768.66 6274768.01	2280844.97 2280864.50	25.00 25.00	0.00
								Н	6274776.26	2280864.72	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274831.17	2280246.98	25.00	0.00
								Ĺ	6274855.67	2280246.55	25.00	0.00
									6274855.67	2280229.41	25.00	0.00
				-				$\vdash$	6274860.01 6274859.36	2280228.98 2280207.94	25.00 25.00	0.00
								H	6274855.89	2280207.94	25.00	0.00
									6274856.11	2280199.49	25.00	0.00
									6274831.17	2280199.27	25.00	0.00
									6274830.95	2280207.94	25.00	0.00
								H	6274827.48 6274828.35	2280207.51 2280229.20	25.00 25.00	0.00
									6274831.60	2280229.20	25.00	0.00
BLDG_R			0	х	0		25.00	а		2281061.67	25.00	0.00
									6274792.72	2281061.67	25.00	0.00
									6274792.72	2281066.64	25.00	0.00
								H	6274813.87 6274813.25	2281066.64 2281045.18	25.00 25.00	0.00
									6274818.84	2281045.18	25.00	0.00
									6274818.84	2281025.90	25.00	0.00
									6274810.76	2281026.21	25.00	0.00
									6274810.14	2281018.12	25.00	0.00
								$\vdash$	6274776.23 6274775.30	2281017.50 2281025.59	25.00 25.00	0.00
									6274767.52	2281025.59	25.00	0.00
									6274767.21	2281043.63	25.00	0.00
									6274771.26	2281043.63	25.00	0.00
BLDG_R			0	X	0		25.00	а	6274774.95 6274808.81	2280462.38 2280463.03	25.00 25.00	0.00
								$\vdash$		2280454.56	25.00	0.00
									6274817.49	2280454.56	25.00	0.00
									6274817.92	2280435.68	25.00	0.00
										2280435.03	25.00	0.00
								$\vdash$		2280415.50 2280414.85	25.00	0.00
				-				$\vdash$		2280414.85	25.00 25.00	0.00
										2280419.62	25.00	0.00
									6274771.26	2280436.98	25.00	0.00
								L		2280436.33	25.00	0.00
				_				$\vdash$		2280455.86	25.00	0.00
BLDG R			0	x	0		25.00	а	6274774.95	2280456.08 2280146.22	25.00 25.00	0.00
								ŕ		2280145.96	25.00	0.00
									6274787.13	2280099.87	25.00	0.00
								L	6274745.21		25.00	0.00
									6274744.42		25.00	0.00
				-					6274741.04	2280119.40 2280138.15	25.00 25.00	0.00
								T		2280138.15	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274845.99		25.00	0.00
								L	6274875.67		25.00	0.00
				_				L		2280141.80	25.00	0.00
				_				$\vdash$	6274889.48 6274889.48	2280141.02 2280131.38	25.00 25.00	0.00
								H	6274893.12		25.00	0.00
									6274893.12		25.00	0.00
								Ĺ	6274887.39	2280113.93	25.00	0.00
				_				_		2280101.43	25.00	0.00
								L	6274884.01	2280099.35	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	У	Z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
				_					6274843.64	2280098.57	25.00	0.00
				_					6274842.60	2280119.66	25.00	0.00
				_					6274838.17	2280119.40	25.00	0.00
				+				Н	6274839.22 6274845.47	2280138.93 2280138.93	25.00 25.00	0.00
BLDG R			0	x	0		25.00	2	6274843.47	2280138.93	25.00	0.00
DEDO_K			•	<b>-</b>			25.00	u	6274826.46	2280145.96	25.00	0.00
				+				Н	6274826.72	2280099.61	25.00	0.00
								П	6274802.24	2280099.61	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275253.63	2281151.87	25.00	0.00
									6275292.17	2281152.13	25.00	0.00
									6275293.21	2281149.00	25.00	0.00
									6275300.24	2281148.74	25.00	0.00
									6275299.72	2281115.67	25.00	0.00
								L	6275291.91	2281114.89	25.00	0.00
				_					6275291.65	2281110.20	25.00	0.00
D. D.C. D.							25.00	H	6275252.84	2281111.24	25.00	0.00
BLDG_R			0	X	0		25.00	a		2281192.23	25.00	0.00
								Н	6275299.98	2281193.01	25.00	0.00
								Н	6275299.20 6275252.06	2281168.01 2281167.75	25.00 25.00	0.00
BLDG R			0	х	0		25.00	a	6275253.10	2281107.73	25.00	0.00
2:20_N		Н	-	+^			_5.00	<u></u>	6275300.50	2281095.88	25.00	0.00
		Н		+				Н	6275300.30	2281033.88	25.00	0.00
				+				П	6275252.58	2281071.14	25.00	0.00
BLDG_R			0	х	0		25.00	а		2280999.26	25.00	0.00
									6275299.98	2280998.48	25.00	0.00
									6275300.24	2280973.74	25.00	0.00
									6275252.84	2280973.48	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275252.06	2280958.12	25.00	0.00
									6275291.91	2280958.38	25.00	0.00
				+					6275292.17	2280954.73	25.00	0.00
				_					6275300.76	2280954.73	25.00	0.00
								H	6275299.98	2280920.36	25.00	0.00
				+				Н	6275292.43 6275292.17	2280920.36 2280916.45	25.00 25.00	0.00
									6275253.89	2280916.43	25.00	0.00
BLDG R			0	x	0		25.00	а		2281308.38	25.00	0.00
525 G_II				+^			25.00	Ť	6275282.01	2281308.64	25.00	0.00
									6275282.53	2281304.21	25.00	0.00
									6275293.47	2281304.21	25.00	0.00
									6275293.99	2281291.45	25.00	0.00
									6275298.68	2281290.93	25.00	0.00
									6275299.20	2281260.98	25.00	0.00
									6275291.39	2281260.98	25.00	0.00
				+					6275291.39	2281252.65	25.00	0.00
				_					6275272.38	2281253.69	25.00	0.00
								H	6275272.11		25.00	0.00
		H		+				Н		2281257.07 2281299.52	25.00 25.00	0.00
		H						Н		2281299.52	25.00	0.00
		Н		+				Н		2281299.52	25.00	0.00
		Н		+				Н		2281302.03	25.00	0.00
BLDG_R			0	x	0		25.00	а	6275253.89		25.00	0.00
								П	6275301.02		25.00	0.00
								Π	6275301.80		25.00	0.00
				$\perp$				Г	6275253.10	2280756.03	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275251.54	2281240.93	25.00	0.00
								L	6275299.20	2281241.19	25.00	0.00
				$\perp$				Ц	6275298.94		25.00	0.00
		Щ		$\perp$				Ц		2281217.23	25.00	0.00
BLDG_R		H	0	х	0		25.00	а	6275255.71		25.00	0.00
		H		+				H		2280842.75	25.00	0.00
		H		-				Н	6275294.77		25.00	0.00
		Н		+				Н	6275301.02 6275300.24		25.00 25.00	0.00
		Н		+				Н	6275293.21		25.00	0.00
		Н		+				H	6275293.21	2280793.79	25.00	0.00
		Н		+				Н	6275273.68		25.00	0.00
				+				Н	6275273.68		25.00	0.00
								П	6275253.36		25.00	0.00
BLDG_R			0	х	0		25.00	а		2281056.29	25.00	0.00
								П	6275291.65		25.00	0.00
									6275292.43	2281051.34	25.00	0.00
								Ĺ	6275299.98	2281052.39	25.00	0.00
				$\perp$					6275300.24	2281017.75	25.00	0.00
								Ш	6275292.17	2281017.49	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	у	z	Ground
				_			(ft)		(ft)	(ft)	(ft)	(ft)
								H	6275292.69	2281013.58	25.00	0.00
BLDG R			0	x	0		25.00	2	6275252.58 6275028.64	2281013.84 2280744.28	25.00 25.00	0.00
DLDG_K			0	+^	0		23.00	a	6275050.56	2280744.28	25.00	0.00
								Н	6275050.13	2280749.48	25.00	0.00
								Г	6275070.74	2280749.05	25.00	0.00
									6275071.39	2280728.65	25.00	0.00
									6275075.30	2280728.65	25.00	0.00
									6275075.73	2280709.77	25.00	0.00
									6275067.05	2280709.77	25.00	0.00
				_					6275067.05	2280701.09	25.00	0.00
								H	6275032.55	2280701.52	25.00	0.00
				-				H	6275032.33	2280708.25	25.00	0.00
									6275024.52 6275024.74	2280707.82 2280727.35	25.00 25.00	0.00
				+				Н	6275028.64	2280727.33	25.00	0.00
BLDG R			0	×	0		25.00	a	6274943.79	2281101.48	25.00	0.00
_									6274963.32	2281101.26	25.00	0.00
								Г	6274963.54	2281106.04	25.00	0.00
									6274982.85	2281106.47	25.00	0.00
									6274982.85	2281097.79	25.00	0.00
								Ц	6274990.66	2281097.36	25.00	0.00
				_				L	6274991.53	2281063.50	25.00	0.00
				_				H	6274982.64	2281063.07	25.00	0.00
				-				H	6274982.64	2281055.47	25.00	0.00
				+				Н	6274963.76 6274963.76	2281055.91 2281059.38	25.00 25.00	0.00
				+				Н	6274963.76	2281059.38	25.00	0.00
BLDG_R			0	×	0		25.00	а		2281302.00	25.00	0.00
010 0_II				Ť			25.00	Ť	6274999.13	2281302.22	25.00	0.00
								Г	6274999.78	2281282.69	25.00	0.00
									6275003.25	2281280.95	25.00	0.00
									6275003.69	2281262.07	25.00	0.00
									6274995.01	2281262.07	25.00	0.00
									6274995.22	2281254.26	25.00	0.00
									6274962.24	2281254.48	25.00	0.00
								H	6274961.58	2281262.29	25.00	0.00
				-				H	6274953.34	2281262.94	25.00	0.00
									6274952.90 6274950.08	2281277.26 2281277.26	25.00 25.00	0.00
				+				Н	6274949.87	2281277.20	25.00	0.00
									6274957.46	2281281.60	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275007.14	2280551.34	25.00	0.00
									6275032.41	2280551.67	25.00	0.00
									6275032.41	2280543.43	25.00	0.00
									6275036.20	2280543.43	25.00	0.00
									6275036.20	2280520.83	25.00	0.00
				-				L		2280520.91	25.00	0.00
				+				Н		2280503.80	25.00	0.00
				+				Н		2280503.47 2280520.99	25.00 25.00	0.00
				+				Н		2280520.99	25.00	0.00
				+				Н	6275003.13	2280543.19	25.00	0.00
								П		2280543.11	25.00	0.00
BLDG_R			0	х	0		25.00	а		2280967.14	25.00	0.00
								Г	6275098.84	2280967.14	25.00	0.00
									6275099.67	2280959.29	25.00	0.00
								$\Box$	6275103.72	2280958.69	25.00	0.00
				_				L		2280937.27	25.00	0.00
				+				Н		2280936.91	25.00	0.00
				+				H		2280919.89	25.00	0.00
				+				Н		2280919.06 2280936.79	25.00 25.00	0.00
		$\vdash$		+				Н		2280936.79	25.00	0.00
				+				H	6275070.75		25.00	0.00
								Н	6275074.68		25.00	0.00
BLDG_R			0	x	0		25.00	а		2280610.77	25.00	0.00
									6275111.69	2280611.00	25.00	0.00
									6275111.69	2280593.63	25.00	0.00
								Ĺ		2280593.27	25.00	0.00
				_				L	6275115.86	2280571.61	25.00	0.00
				+				H		2280571.13	25.00	0.00
				+				H	6275111.81		25.00	0.00
				+				Н		2280562.80	25.00	0.00
l				-				H	6275086.82 6275082.77		25.00 25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
DI D.C. D.		_					25.00	H	6275086.58	2280593.15	25.00	0.00
BLDG_R		$\vdash$	0	X	0		25.00	a	6275104.66 6275128.46	2280551.73 2280551.73	25.00 25.00	0.00
								Н	6275129.30		25.00	0.00
								Г	6275133.34	2280543.28	25.00	0.00
									6275133.46	2280521.86	25.00	0.00
									6275129.18	2280521.50	25.00	0.00
		-							6275129.65	2280504.48	25.00	0.00
									6275104.18	2280503.65	25.00	0.00
		$\vdash$						Н	6275104.18 6275100.97	2280521.38 2280521.62	25.00 25.00	0.00
		$\vdash$							6275100.38	2280543.75	25.00	0.00
								Г	6275104.30	2280543.99	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275029.57	2280605.65	25.00	0.00
		_							6275050.52	2280605.77	25.00	0.00
		-							6275050.88	2280611.00	25.00	0.00
									6275071.46 6275071.94	2280610.88 2280590.53	25.00 25.00	0.00
		$\vdash$						Н	6275076.46		25.00	0.00
								Н	6275076.11	2280571.02	25.00	0.00
									6275067.77	2280570.90	25.00	0.00
									6275067.30	2280562.80	25.00	0.00
				$\perp$				L	6275033.62	2280562.80	25.00	0.00
	-	_		-+				H	6275033.14	2280569.59	25.00	0.00
	-	-		-				H	6275025.29 6275025.41	2280569.47 2280588.87	25.00 25.00	0.00
		$\vdash$						Н	6275029.33	2280588.75	25.00	0.00
BLDG_R		$\vdash$	0	×	0		25.00	a	6275086.15		25.00	0.00
									6275111.98	2281106.04	25.00	0.00
									6275111.32	2281098.01	25.00	0.00
									6275115.23		25.00	0.00
		-						H	6275115.23		25.00	0.00
		$\vdash$						H	6275111.11 6275110.89	2281075.44 2281058.08	25.00 25.00	0.00
								H	6275086.80	2281058.51	25.00	0.00
		$\vdash$						Г	6275086.15	2281075.87	25.00	0.00
									6275082.68	2281075.66	25.00	0.00
									6275082.90	2281097.14	25.00	0.00
			_		_				6275086.15	2281097.14	25.00	0.00
BLDG_R		├	0	×	0		25.00	a	6275148.50	2280551.36	25.00 25.00	0.00
		$\vdash$						Н	6275178.61 6275178.61	2280551.72 2280546.24	25.00	0.00
									6275192.17	2280546.24	25.00	0.00
									6275191.82	2280535.41	25.00	0.00
									6275196.10	2280535.06	25.00	0.00
		_							6275195.62	2280519.11	25.00	0.00
		$\vdash$						H	6275190.51	2280518.75	25.00	0.00
		$\vdash$						H	6275190.27	2280506.14 2280506.26	25.00 25.00	0.00
		$\vdash$						Н	6275186.22		25.00	0.00
										2280504.11	25.00	0.00
									6275144.09	2280524.47	25.00	0.00
								L		2280524.58	25.00	0.00
		$\vdash$		_				H		2280543.75	25.00	0.00
BLDG R	-		0	x	0		25 00	2	6275148.38 6275086.15		25.00 25.00	0.00
הנהמ_ע				-   *	U		23.00	a		2280691.33	25.00	0.00
		T		-				Н		2280683.08	25.00	0.00
									6275115.23	2280682.64	25.00	0.00
									6275115.23		25.00	0.00
	-			$\perp$				Ц	6275111.11		25.00	0.00
	-	-		-				H	6275110.89		25.00	0.00
	$\vdash$	$\vdash$		-				Н	6275086.80 6275086.15		25.00 25.00	0.00
		$\vdash$						H		2280660.73	25.00	0.00
									6275082.90		25.00	0.00
										2280682.21	25.00	0.00
BLDG_R	_	$\perp$	0	х	0		25.00	a	6275002.82		25.00	0.00
	-			$\perp$				H	6275018.01		25.00	0.00
		-		-+				Н		2280657.04	25.00	0.00
	$\vdash$	$\vdash$		+				Н	6275023.00 6275023.22		25.00 25.00	0.00
	$\vdash$	$\vdash$		-				H	6275019.09		25.00	0.00
								П	6275018.88		25.00	0.00
	L								6275002.60		25.00	0.00
BLDG_R			0	х	0		25.00	a			25.00	0.00
									6274963.32	2280783.99	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
						·	Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274963.54	2280788.76	25.00	0.00
									6274982.85	2280789.20	25.00	0.00
									6274982.85	2280780.52	25.00	0.00
								Н	6274990.66 6274991.53	2280780.08 2280746.23	25.00 25.00	0.00
								Н	6274982.64		25.00	0.00
								Г	6274982.64	2280738.20	25.00	0.00
								Г	6274963.76	2280738.63	25.00	0.00
									6274963.76	2280742.11	25.00	0.00
									6274943.36	2280741.89	25.00	0.00
BLDG_R			0	x	0		25.00	a	6275000.65	2280821.53	25.00	0.00
								L	6275017.79	2280821.75	25.00	0.00
								H	6275018.23 6275021.48	2280796.14 2280796.14	25.00 25.00	0.00
									6275022.35	2280734.29	25.00	0.00
								Н	6275018.66	2280734.51	25.00	0.00
								Г	6275018.01	2280708.69	25.00	0.00
									6275001.52	2280708.69	25.00	0.00
BLDG_R			0	x	0		25.00	a	6274942.70	2281141.85	25.00	0.00
									6274960.28	2281141.41	25.00	0.00
	-	_		-				Н	6274960.93	2281145.54	25.00	0.00
	-			+				Н	6274982.42	2281145.54	25.00	0.00
	-			_				Н	6274982.20 6274991.32	2281141.41 2281141.85	25.00 25.00	0.00
	$\vdash$			-				Н	6274991.32	2281141.85	25.00	0.00
				-				Н	6274982.64	2281117.32	25.00	0.00
									6274982.64	2281112.98	25.00	0.00
									6274960.28	2281112.55	25.00	0.00
									6274960.07	2281117.11	25.00	0.00
									6274942.92	2281117.11	25.00	0.00
BLDG_R			0	X	0		25.00	а		2281244.71	25.00	0.00
								H	6275066.19		25.00 25.00	0.00
								Н	6275066.40 6275075.95	2281236.68 2281236.25	25.00	0.00
								H	6275075.30	2281236.23	25.00	0.00
								Г	6275071.18	2281216.72	25.00	0.00
									6275071.39	2281196.10	25.00	0.00
									6275050.78	2281196.10	25.00	0.00
									6275050.34	2281201.52	25.00	0.00
	_							L	6275029.08	2281201.31	25.00	0.00
								H	6275028.86 6275024.95	2281218.02 2281218.02	25.00 25.00	0.00
								H	6275025.17	2281218.02	25.00	0.00
								Н	6275032.55	2281237.55	25.00	0.00
BLDG_R			0	×	0		25.00	a	6275086.70	2281025.70	25.00	0.00
									6275111.69	2281025.93	25.00	0.00
									6275111.69	2281008.56	25.00	0.00
										2281008.20	25.00	0.00
	_								6275115.86		25.00	0.00
				_					6275111.93		25.00	0.00
	$\vdash$			+				Н	6275111.81 6275086.94		25.00 25.00	0.00
	$\vdash$			$\dashv$				H	6275086.94		25.00	0.00
				-				Н		2280986.07	25.00	0.00
									6275082.77		25.00	0.00
									6275086.58	2281008.08	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274943.79		25.00	0.00
	-			-				Н	6274963.32		25.00	0.00
	-			_				H		2281203.69	25.00	0.00
	$\vdash$			+				Н	6274982.85 6274982.85		25.00 25.00	0.00
	$\vdash$			+				H	6274982.85		25.00	0.00
	$\vdash$			-				H	6274991.53		25.00	0.00
				$\neg$				П	6274982.64		25.00	0.00
										2281153.13	25.00	0.00
				$\perp \Gamma$						2281153.56	25.00	0.00
	_							Ц		2281157.04	25.00	0.00
B1 5 -	_			-				Н	6274943.36		25.00	0.00
BLDG_R	-	-	0	X	0		25.00	а	6275126.08		25.00	0.00
	-			+				H	6275168.40	2280749.92 2280740.15	25.00 25.00	0.00
	$\vdash$			-				Н		2280740.15	25.00	0.00
				+				Н		2280738.85	25.00	0.00
									6275172.52		25.00	0.00
									6275172.52	2280710.21	25.00	0.00
								Г	6275163.84	2280710.42	25.00	0.00
									6275164.06	2280701.74	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height			Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
	<u> </u>							L	6275130.64	2280700.87	25.00	0.00
								H	6275130.42 6275122.39	2280709.77 2280709.77	25.00 25.00	0.00
									6275122.61	2280703.77	25.00	0.00
									6275125.86	2280728.87	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274942.70	2281239.50	25.00	0.00
									6274960.28	2281239.07	25.00	0.00
								H	6274960.93 6274982.42	2281243.19 2281243.19	25.00 25.00	0.00
								Н	6274982.20	2281239.07	25.00	0.00
									6274991.32	2281239.50	25.00	0.00
									6274990.66	2281214.11	25.00	0.00
								H	6274982.64 6274982.64	2281214.98	25.00	0.00
								H	6274960.28	2281210.64 2281210.21	25.00 25.00	0.00
								Г	6274960.07	2281214.76	25.00	0.00
									6274942.92	2281214.76	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275016.06	2281302.87	25.00	0.00
								H	6275058.81 6275058.59	2281302.22 2281281.60	25.00 25.00	0.00
								Н	6275062.93	2281281.00	25.00	0.00
									6275062.93	2281263.16	25.00	0.00
									6275054.25	2281262.72	25.00	0.00
	-							H	6275055.12	2281254.48	25.00	0.00
	-	-		_				H	6275021.26 6275021.48	2281254.91 2281263.16	25.00 25.00	0.00
								Н	6275012.15	2281263.10	25.00	0.00
									6275012.58	2281281.82	25.00	0.00
									6275016.27	2281281.17	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275126.45	2280610.53	25.00	0.00
									6275168.58 6275169.17	2280611.12 2280601.13	25.00 25.00	0.00
								Н	6275176.31	2280600.29	25.00	0.00
									6275176.20	2280586.13	25.00	0.00
									6275172.98	2280586.01	25.00	0.00
								H	6275172.98	2280571.49	25.00	0.00
								H	6275164.89 6275164.65	2280571.13 2280562.92	25.00 25.00	0.00
								Н	6275131.09	2280563.16	25.00	0.00
									6275131.09	2280571.25	25.00	0.00
									6275122.40	2280571.49	25.00	0.00
									6275122.64 6275126.57	2280590.30 2280590.41	25.00 25.00	0.00
BLDG R	$\vdash$		0	x	0		25.00	a	6275000.65	2281236.46	25.00	0.00
									6275017.79	2281236.68	25.00	0.00
									6275018.23	2281211.07	25.00	0.00
									6275021.48	2281211.07	25.00	0.00
									6275022.35 6275018.66	2281149.22 2281149.44	25.00 25.00	0.00
								Н	6275018.00		25.00	0.00
								Г		2281123.62	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275129.55		25.00	0.00
	-							H		2280691.98	25.00	0.00
				_				Н		2280684.16 2280683.73	25.00 25.00	0.00
				-				Н		2280669.62	25.00	0.00
									6275175.78	2280669.19	25.00	0.00
	_							Ц		2280652.91	25.00	0.00
	-			_				H		2280652.91 2280642.93	25.00	0.00
	$\vdash$			+				H		2280642.93	25.00 25.00	0.00
									6275126.30	2280663.55	25.00	0.00
										2280663.55	25.00	0.00
	_			_				H	6275122.83		25.00	0.00
BLDG_R	-		0	x	0		25 00	a	6275130.42 6275033.42	2280683.30 2281106.26	25.00 25.00	0.00
3230_II				+^	3		23.00	-		2281106.26	25.00	0.00
									6275067.49		25.00	0.00
										2281097.36	25.00	0.00
	_			_				H		2281078.69	25.00	0.00
	$\vdash$			+				H	6275071.18	2281078.69 2281057.86	25.00 25.00	0.00
	1			-				H		2281057.86	25.00	0.00
									6275050.34	2281063.72	25.00	0.00
									6275030.16	2281063.50	25.00	0.00
	_			-				L		2281080.00	25.00	0.00
	$\Box$							L	6275024.52	2281079.56	25.00	0.00

Name         Sel.         M.         ID         RB Residents         Absorption         Height           Begin         (ft)	а	x (ft) 6275024.95 6275032.98 6275002.82	Coordinate y (ft) 2281098.88 2281099.09	z (ft) 25.00	Ground (ft)
	a	6275024.95 6275032.98 6275002.82	2281098.88		
BLDG_R 0 x 0 25.00	а	6275032.98 6275002.82		25.00	
BLDG_R 0 x 0 25.00	a	6275002.82	2281099.09		0.00
BLUG_N 0 25:00	a		2281097.58	25.00 25.00	0.00
		6275018.01	2281097.36	25.00	0.00
		6275019.09	2281071.97	25.00	0.00
		6275023.00	2281071.97	25.00	0.00
	4	6275023.22	2281009.90	25.00	0.00
		6275019.09 6275018.88	2281010.34 2280984.73	25.00 25.00	0.00
	1	6275002.60	2280983.86	25.00	0.00
BLDG_R 0 x 0 25.00	а	6274943.79	2280686.55	25.00	0.00
		6274963.32	2280686.33	25.00	0.00
	+	6274963.54	2280691.11	25.00	0.00
	+	6274982.85 6274982.85	2280691.54 2280682.86	25.00 25.00	0.00
	1	6274990.66	2280682.43	25.00	0.00
		6274991.53	2280648.57	25.00	0.00
	4	6274982.64	2280648.14	25.00	0.00
	$\dashv$	6274982.64 6274963.76	2280640.54 2280640.98	25.00 25.00	0.00
	1	6274963.76	2280644.45	25.00	0.00
		6274943.36	2280644.23	25.00	0.00
BLDG_R 0 x 0 25.00	а	6275051.46	2280551.42	25.00	0.00
	4	6275085.29	2280551.91	25.00	0.00
	$\dashv$	6275085.29 6275093.52	2280543.19 2280543.11	25.00 25.00	0.00
	+	6275093.60	2280524.62	25.00	0.00
		6275089.40	2280524.14	25.00	0.00
	4	6275089.40	2280503.64	25.00	0.00
	$\dashv$	6275047.10 6275047.18	2280503.31 2280524.06	25.00 25.00	0.00
	+	6275047.18	2280524.06	25.00	0.00
	1	6275042.82	2280543.92	25.00	0.00
		6275051.46	2280543.84	25.00	0.00
BLDG_R 0 x 0 25.00	а	6275129.55	2281105.82	25.00	0.00
	$\dashv$	6275164.49 6275164.71	2281106.91 2281099.09	25.00 25.00	0.00
	+	6275172.74	2281099.66	25.00	0.00
		6275173.17	2281084.55	25.00	0.00
		6275175.78	2281084.12	25.00	0.00
	4	6275174.91	2281067.84	25.00	0.00
	+	6275168.62 6275168.83	2281067.84 2281057.86	25.00 25.00	0.00
	1	6275125.86	2281059.38	25.00	0.00
		6275126.30	2281078.48	25.00	0.00
	4	6275121.52	2281078.48	25.00	0.00
	$\dashv$	6275122.83	2281098.44 2281098.23	25.00 25.00	0.00
BLDG_R 0 x 0 25.00	a	6274943.36	2280629.69	25.00	0.00
		6274960.93	2280629.26	25.00	0.00
			2280633.38	25.00	0.00
	4		2280633.38	25.00	0.00
	$\dashv$		2280629.26 2280629.69	25.00 25.00	0.00
	_	6274991.32		25.00	0.00
			2280605.17	25.00	0.00
	4		2280600.83	25.00	0.00
	$\dashv$		2280600.40 2280604.95	25.00 25.00	0.00
	+	6274960.72		25.00	0.00
BLDG_R 0 x 0 25.00	а	6275000.65	2281236.46	25.00	0.00
	_	6275017.79	2281236.68	25.00	0.00
	4	6275018.23		25.00	0.00
	+	6275021.48 6275022.35	2281211.07 2281149.22	25.00 25.00	0.00
	_		2281149.44	25.00	0.00
			2281123.62	25.00	0.00
	4	6275001.52		25.00	0.00
BLDG_R 0 x 0 25.00	a	6275086.15	2280829.56 2280829.56	25.00 25.00	0.00
	+		2280829.36	25.00	0.00
	7		2280820.88	25.00	0.00
			2280799.18	25.00	0.00
	4	6275110.67	2280798.75	25.00	0.00
	+	6275110.67 6275085.72	2280782.04 2280781.82	25.00 25.00	0.00
	+	6275083.72	2280781.82	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
				$\perp$			Begin		х	У	Z	Ground
				_			(ft)		(ft)	(ft)	(ft)	(ft)
				_					6275081.59	2280799.18	25.00	0.00
				_				H	6275082.03	2280820.88	25.00	0.00
DI D.C. D.				+			25.00		6275086.58	2280820.88	25.00	0.00
BLDG_R			0	X	0		25.00	a	6275000.65 6275017.79	2280821.53 2280821.75	25.00 25.00	0.00
								Н	6275017.79	2280796.14	25.00	0.00
				+					6275021.48	2280796.14	25.00	0.00
				_				Н	6275022.35	2280734.29	25.00	0.00
				+				Н	6275018.66		25.00	0.00
								П	6275018.01	2280708.69	25.00	0.00
								П	6275001.52	2280708.69	25.00	0.00
BLDG_R			0	х	0		25.00	a	6274942.70	2280824.57	25.00	0.00
									6274960.28	2280824.14	25.00	0.00
									6274960.93	2280828.26	25.00	0.00
									6274982.42	2280828.26	25.00	0.00
									6274982.20	2280824.14	25.00	0.00
									6274991.32	2280824.57	25.00	0.00
									6274990.66	2280799.18	25.00	0.00
				_					6274982.64	2280800.05	25.00	0.00
				_					6274982.64	2280795.71	25.00	0.00
	_	H		+				Н	6274960.28	2280795.27	25.00	0.00
		H		+				Н	6274960.07	2280799.83	25.00	0.00
RIDG P		H	0	-	0		25.00	_	6274942.92	2280799.83	25.00	0.00
BLDG_R	-	$\vdash$	U	X	0		25.00	d	6275014.48 6275038.57	2280887.01 2280887.22	25.00 25.00	0.00
		H		+				H	6275038.57	2280887.22	25.00	0.00
				+				Н	6275043.13	2280868.78	25.00	0.00
				+				Н	6275042.91	2280847.29	25.00	0.00
				+				Н	6275039.22	2280847.51	25.00	0.00
				_				Н	6275039.22	2280839.70	25.00	0.00
				$\top$				П	6275014.70	2280839.70	25.00	0.00
								Г	6275014.70	2280847.51	25.00	0.00
								Г	6275011.01	2280847.73	25.00	0.00
									6275010.79	2280869.43	25.00	0.00
									6275014.27	2280869.00	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275085.93	2281163.33	25.00	0.00
									6275110.24	2281163.55	25.00	0.00
									6275110.67	2281147.27	25.00	0.00
									6275114.58	2281146.84	25.00	0.00
									6275115.45	2281125.14	25.00	0.00
									6275111.54	2281124.92	25.00	0.00
				-					6275111.32	2281116.46	25.00	0.00
				_				H	6275086.37	2281116.24	25.00	0.00
				+				H	6275086.15	2281124.48	25.00	0.00
				+				H	6275082.24	2281124.92	25.00	0.00
				+				Н	6275082.68	2281146.62 2281146.40	25.00 25.00	0.00
BLDG R			0	l x	0		25.00	_	6275085.72 6275130.20		25.00	0.00
BLDG_K			U	+	U		23.00	а		2280829.78	25.00	0.00
				+				Н		2280821.75	25.00	0.00
		Н		+				Н		2280821.73	25.00	0.00
		Н		+				Н		2280791.80	25.00	0.00
				+				П		2280791.59	25.00	0.00
		П		1				П	6275168.18		25.00	0.00
				1				П	6275126.52		25.00	0.00
									6275126.30		25.00	0.00
				I					6275121.74	2280801.79	25.00	0.00
				$\perp$					6275122.39	2280821.10	25.00	0.00
								$\Box$	6275129.99	2280821.53	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275114.15		25.00	0.00
		Ш						L		2281302.87	25.00	0.00
				1				Ц		2281300.92	25.00	0.00
				$\perp$				Ц		2281300.48	25.00	0.00
				+				H		2281287.90	25.00	0.00
	_	H		+				H		2281287.03	25.00	0.00
		H		+				H	6275164.93		25.00	0.00
		H		+				H	6275160.80		25.00	0.00
		H		+				Н	6275161.02		25.00	0.00
				+				Н	6275147.35		25.00	0.00
		H		+				Н	6275147.57		25.00	0.00
	-	$\vdash$		+				Н	6275118.05		25.00	0.00
		H		+				Н		2281262.94	25.00	0.00
		Н		+				H	6275110.02	2281263.16 2281282.04	25.00 25.00	0.00
		Н		+				Н		2281282.04	25.00	0.00
		Н	0	х	0		25.00	H		2281281.82	25.00	0.00
BLDG R							25.00					

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6275169.17	2281016.06	25.00	0.00
									6275176.31 6275176.20	2281015.22 2281001.06	25.00 25.00	0.00
									6275170.20	2281001.00	25.00	0.00
									6275172.98	2280986.42	25.00	0.00
									6275164.89	2280986.07	25.00	0.00
				_				H	6275164.65	2280977.85	25.00	0.00
								H	6275131.09 6275131.09	2280978.09 2280986.18	25.00 25.00	0.00
								Г	6275122.40	2280986.42	25.00	0.00
									6275122.64	2281005.23	25.00	0.00
			_		_				6275126.57	2281005.35	25.00	0.00
BLDG_R			0	X	0		25.00	a	6275126.08 6275168.40	2281165.07 2281164.85	25.00 25.00	0.00
									6275168.83	2281155.08	25.00	0.00
									6275174.91	2281153.78	25.00	0.00
									6275175.56	2281139.68	25.00	0.00
				_				H	6275172.52	2281139.46	25.00	0.00
								Н	6275172.52 6275163.84	2281125.14 2281125.35	25.00 25.00	0.00
								Г	6275164.06	2281116.67	25.00	0.00
									6275130.64	2281115.80	25.00	0.00
									6275130.42	2281124.70	25.00	0.00
				-				H	6275122.39 6275122.61	2281124.70 2281143.80	25.00 25.00	0.00
				+				H	6275125.86	2281143.80	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275025.64	2280967.26	25.00	0.00
									6275055.52	2280967.50	25.00	0.00
								H	6275055.40	2280959.17	25.00	0.00
								Н	6275064.32 6275063.73	2280958.69 2280940.25	25.00 25.00	0.00
									6275060.04	2280939.89	25.00	0.00
									6275059.44	2280919.66	25.00	0.00
									6275017.67	2280919.54	25.00	0.00
								H	6275017.43 6275013.98	2280921.08 2280921.32	25.00 25.00	0.00
									6275013.86	2280921.32	25.00	0.00
									6275008.74	2280933.94	25.00	0.00
									6275008.86	2280950.48	25.00	0.00
								H	6275011.96	2280950.36 2280961.43	25.00	0.00
									6275012.91 6275026.36	2280961.43	25.00 25.00	0.00
BLDG_R			0	х	0		25.00	а	6275103.44	2280886.66	25.00	0.00
									6275145.10	2280886.88	25.00	0.00
									6275144.89	2280884.93	25.00	0.00
				_				Н	6275149.01 6275148.79	2280884.49 2280871.91	25.00 25.00	0.00
								Г		2280871.04	25.00	0.00
									6275154.22		25.00	0.00
	_			-				H		2280855.41	25.00	0.00
				+				Н		2280844.56 2280845.00	25.00 25.00	0.00
								Н		2280843.00	25.00	0.00
										2280839.14	25.00	0.00
				_				L	6275107.34		25.00	0.00
	-	-		-				H		2280847.17 2280866.05	25.00 25.00	0.00
		$\vdash$		+				Н	6275102.57		25.00	0.00
BLDG_R			0	х	0		25.00	а	6275085.93		25.00	0.00
								L	6275110.24		25.00	0.00
				_					6275110.67	2280732.34	25.00	0.00
	$\vdash$			_				H	6275114.58 6275115.45		25.00 25.00	0.00
									6275111.54		25.00	0.00
				$\perp$						2280701.52	25.00	0.00
				_				H		2280701.31	25.00	0.00
				+				H		2280709.55 2280709.99	25.00 25.00	0.00
								Н		2280709.99	25.00	0.00
										2280731.47	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274957.24		25.00	0.00
		-		+				H		2280887.29	25.00	0.00
				+				H	6274999.78 6275003.25	2280867.76 2280866.02	25.00 25.00	0.00
				$\top$				Н	6275003.69	2280847.14	25.00	0.00
									6274995.01	2280847.14	25.00	0.00
									6274995.22	2280839.33	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height			Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274962.24	2280839.55	25.00	0.00
				-				H	6274961.58 6274953.34	2280847.36 2280848.01	25.00 25.00	0.00
									6274952.90	2280862.33	25.00	0.00
									6274950.08	2280862.33	25.00	0.00
									6274949.87	2280866.46	25.00	0.00
				_			25.00	L	6274957.46	2280866.67	25.00	0.00
BLDG_R			0	X	0		25.00	а	6275028.64 6275050.56	2281159.21 2281158.77	25.00 25.00	0.00
								Н	6275050.30	2281164.42	25.00	0.00
									6275070.74	2281163.98	25.00	0.00
				$\perp$					6275071.39	2281143.58	25.00	0.00
				_				H	6275075.30	2281143.58	25.00	0.00
								H	6275075.73 6275067.05	2281124.70 2281124.70	25.00 25.00	0.00
								Г	6275067.05	2281116.02	25.00	0.00
									6275032.55	2281116.46	25.00	0.00
									6275032.33	2281123.18	25.00	0.00
				-				H	6275024.52 6275024.74	2281122.75 2281142.28	25.00 25.00	0.00
								Н	6275028.64	2281142.28	25.00	0.00
BLDG_R			0	х	0		25.00	а		2281020.58	25.00	0.00
				$\perp$					6275050.52	2281020.70	25.00	0.00
				+				H	6275050.88	2281025.93	25.00	0.00
		-		+				H	6275071.46 6275071.94	2281025.82 2281005.46	25.00 25.00	0.00
				-				Н	6275076.46	2281005.40	25.00	0.00
									6275076.11	2280985.95	25.00	0.00
									6275067.77	2280985.83	25.00	0.00
									6275067.30	2280977.73	25.00	0.00
				+					6275033.62 6275033.14	2280977.73 2280984.52	25.00 25.00	0.00
								Н	6275025.29	2280984.40	25.00	0.00
									6275025.41	2281003.80	25.00	0.00
									6275029.33	2281003.68	25.00	0.00
BLDG_R			0	x	0		25.00	а		2281244.49	25.00	0.00
								H	6275111.32 6275110.46	2281244.49 2281236.03	25.00 25.00	0.00
								Н	6275114.58	2281235.81	25.00	0.00
									6275114.80	2281214.11	25.00	0.00
									6275110.67	2281213.68	25.00	0.00
									6275110.67 6275085.72	2281196.97 2281196.75	25.00 25.00	0.00
								Н	6275083.72	2281130.73	25.00	0.00
									6275081.59	2281214.11	25.00	0.00
									6275082.03	2281235.81	25.00	0.00
DI DC D							25.00	_	6275086.58	2281235.81	25.00	0.00
BLDG_R			0	X	0		25.00	а		2280967.26 2280967.62	25.00 25.00	0.00
								Н		2280962.14	25.00	0.00
									6275162.63	2280962.14	25.00	0.00
								Ĺ		2280951.31	25.00	0.00
				+				H		2280950.96	25.00	0.00
				+				H		2280935.01 2280934.65	25.00 25.00	0.00
										2280922.04	25.00	0.00
										2280922.16	25.00	0.00
				+				H		2280919.78	25.00	0.00
				+				H		2280920.01 2280940.36	25.00 25.00	0.00
				+				Н		2280940.48	25.00	0.00
									6275111.21		25.00	0.00
								L		2280959.53	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274943.36		25.00	0.00
				+				H		2281044.19 2281048.31	25.00 25.00	0.00
				$\vdash$						2281048.31	25.00	0.00
										2281044.19	25.00	0.00
				_				H		2281044.62	25.00	0.00
		-		+				H		2281019.23 2281020.10	25.00 25.00	0.00
				+				Н		2281020.10	25.00	0.00
								Г		2281015.33	25.00	0.00
				$\perp$						2281019.88	25.00	0.00
DIDC D			0		•		25.00		6274943.57		25.00	0.00
BLDG_R			0	X	0		25.00	a	6275063.79 6275087.88		25.00 25.00	0.00
	1	_						ш	32,3007.00		25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height			Coordinat		
				+			Begin		(f+)	У (f+)	z (ft)	Ground (ft)
							(ft)		(ft) 6275088.31	(ft) 2280869.65	25.00	0.00
								H	6275092.43		25.00	0.00
								Н	6275092.22	2280847.73	25.00	0.00
									6275088.53	2280847.95	25.00	0.00
									6275088.53	2280840.13	25.00	0.00
									6275064.01	2280840.13	25.00	0.00
				_				H	6275064.01		25.00	0.00
									6275060.32 6275060.10		25.00 25.00	0.00
									6275063.57	2280869.43	25.00	0.00
BLDG_R			0	х	0		25.00	а			25.00	0.00
									6274963.88	2280589.46	25.00	0.00
									6274964.23		25.00	0.00
									6274983.04		25.00	0.00
								H	6274983.04 6274991.61		25.00 25.00	0.00
				+				H	6274991.37		25.00	0.00
									6274986.13		25.00	0.00
								Г	6274986.13	2280542.69	25.00	0.00
									6274975.30	2280542.57	25.00	0.00
				+				L	6274975.42		25.00	0.00
				+				L		2280538.64	25.00	0.00
				+				$\vdash$		2280544.12 2280543.52	25.00 25.00	0.00
								H	6274946.26		25.00	0.00
								Г	6274943.76		25.00	0.00
BLDG_R			0	х	0		25.00	а	6275033.42	2280691.33	25.00	0.00
									6275067.05		25.00	0.00
								L	6275067.49		25.00	0.00
								H	6275075.95 6275075.73		25.00 25.00	0.00
									6275073.73		25.00	0.00
				+				H	6275071.83		25.00	0.00
								Г	6275050.99	2280643.36	25.00	0.00
									6275050.34	2280648.79	25.00	0.00
									6275030.16		25.00	0.00
								L		2280665.07	25.00	0.00
				+				H	6275024.52 6275024.95		25.00 25.00	0.00
									6275032.98		25.00	0.00
BLDG_R			0	х	0		25.00	а	6275074.00		25.00	0.00
									6275098.09	2281302.65	25.00	0.00
								L	6275098.52	2281284.64	25.00	0.00
				+					6275102.64		25.00	0.00
									6275102.43 6275098.74		25.00 25.00	0.00
				+				H	6275098.74		25.00	0.00
								Г		2281255.13	25.00	0.00
									6275074.22	2281262.94	25.00	0.00
									6275070.53	2281263.16	25.00	0.00
										2281284.86	25.00	0.00
BLDG R			0	-	_		25.00	-		2281284.42	25.00	0.00
טנטט_К			0	×	0		25.00	d		2280829.78 2280829.35	25.00 25.00	0.00
				+				H		2280823.33	25.00	0.00
									6275075.95		25.00	0.00
									6275075.30	2280802.00	25.00	0.00
				1				Ĺ		2280801.79	25.00	0.00
				+				L		2280781.17	25.00	0.00
		_		+				$\vdash$		2280781.17 2280786.59	25.00 25.00	0.00
				+				$\vdash$		2280786.38	25.00	0.00
				$\top$				T		2280803.09	25.00	0.00
										2280803.09	25.00	0.00
				1				Ĺ		2280822.84	25.00	0.00
D. F				+				L		2280822.62	25.00	0.00
BLDG_R			0	X	0		25.00	а			25.00	0.00
				+				$\vdash$		2280726.48 2280730.60	25.00 25.00	0.00
				+						2280730.60	25.00	0.00
								r		2280726.48	25.00	0.00
										2280726.92	25.00	0.00
								Ĺ		2280701.52	25.00	0.00
								L		2280702.39	25.00	0.00
									6274982.64	2280698.05 2280697.62	25.00 25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
						1000	Begin		x	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6274942.92	2280702.18	25.00	0.00
BLDG_R			0	х	0		25.00	a		2281004.63	25.00	0.00
									6274963.88	2281004.39	25.00 25.00	0.00
		$\vdash$						Н	6274964.23 6274983.04	2281009.51 2281009.03	25.00	0.00
								Н	6274983.04	2281001.66	25.00	0.00
									6274991.61	2281000.82	25.00	0.00
									6274991.37	2280970.71	25.00	0.00
									6274986.13	2280970.47	25.00	0.00
								L	6274986.13	2280957.62	25.00	0.00
									6274975.30 6274975.42	2280957.50 2280953.69	25.00 25.00	0.00
								Н	6274958.16	2280953.58	25.00	0.00
								Г	6274958.16	2280959.05	25.00	0.00
									6274946.26	2280958.45	25.00	0.00
									6274946.14	2280962.86	25.00	0.00
									6274943.76	2280962.98	25.00	0.00
BLDG_R			0	X	0		25.00	a	6275130.20 6275164.49	2281244.71 2281245.36	25.00 25.00	0.00
									6275164.06	2281245.50	25.00	0.00
								Н	6275172.52	2281236.25	25.00	0.00
									6275173.39	2281206.73	25.00	0.00
								Ĺ	6275168.83	2281206.52	25.00	0.00
				_				H	6275168.18	2281195.88	25.00	0.00
				_				H	6275126.52	2281196.10	25.00	0.00
		$\vdash$						Н	6275126.30 6275121.74	2281217.37 2281216.72	25.00 25.00	0.00
								Н	6275122.39	2281216.72	25.00	0.00
								Г	6275129.99	2281236.46	25.00	0.00
BLDG_R			0	х	0		25.00	a	6275028.21	2280319.80	25.00	0.00
									6275061.85	2280319.80	25.00	0.00
								L	6275062.28	2280311.12	25.00	0.00
								H	6275070.74 6275070.53	2280310.90 2280292.24	25.00 25.00	0.00
								H	6275065.97	2280292.24	25.00	0.00
								Г	6275066.62	2280271.40	25.00	0.00
									6275045.79	2280271.84	25.00	0.00
									6275045.14	2280277.26	25.00	0.00
									6275024.95	2280277.05	25.00	0.00
								H	6275023.87	2280293.54 2280293.10	25.00 25.00	0.00
								Н	6275019.31 6275019.74	2280293.10	25.00	0.00
									6275027.77	2280312.64	25.00	0.00
BLDG_R			0	х	0		25.00	а	6274995.44	2280450.01	25.00	0.00
									6275012.58	2280450.22	25.00	0.00
									6275013.02	2280424.61	25.00	0.00
								H	6275016.27	2280424.61 2280362.77	25.00	0.00
								H	6275017.14	2280362.77	25.00 25.00	0.00
								Н		2280337.16	25.00	0.00
									6274996.31		25.00	0.00
BLDG_R			0	х	0		25.00	a	6274938.58		25.00	0.00
										2280314.81	25.00	0.00
		$\vdash$		-				H		2280319.58	25.00	0.00
				+				H		2280320.01 2280311.33	25.00 25.00	0.00
								H		2280311.33	25.00	0.00
										2280277.05	25.00	0.00
										2280276.61	25.00	0.00
								H		2280269.02	25.00	0.00
								H	6274958.55	2280269.45	25.00	0.00
		$\vdash$		_				H	6274958.55 6274938.15	2280272.92 2280272.71	25.00 25.00	0.00
BLDG_R			0	x	0		25.00	а	6275027.56		25.00	0.00
	L									2280457.82	25.00	0.00
									6275061.19	2280450.22	25.00	0.00
								L		2280449.79	25.00	0.00
				_				Н	6275070.09		25.00	0.00
				_				H	6275065.97	2280430.26 2280409.64	25.00 25.00	0.00
		$\vdash$		_				H	6275066.19		25.00	0.00
								Н		2280405.07	25.00	0.00
									6275023.87		25.00	0.00
									6275023.65	2280431.56	25.00	0.00
								H	6275019.74		25.00	0.00
				_				Н		2280451.31	25.00	0.00
		_						Ш	6275027.34	2280451.09	25.00	0.00

BIDG_R	Name	Sel.	M.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
BIDG_R								Begin		х	У	z	Ground
	-			-						- ' '			(ft)
	BLDG_R		_	0	X	0		25.00	a				0.00
									Н				0.00
													0.00
										6275168.18	2280420.27	25.00	0.00
													0.00
									H				0.00
BLOG   R									H				0.00
BIDG_R									Н				0.00
BLDG_R       0										6275117.18	2280449.57	25.00	0.00
										6275124.78	2280450.01	25.00	0.00
	BLDG_R			0	x	0		25.00	а				0.00
									H				0.00
									Н				0.00
									Г				0.00
										6274985.46	2280408.56	25.00	0.00
BLDG_R													0.00
BLDG_R													0.00
BLDG_R		$\vdash$	_						H				0.00
BLDG_R		$\Box$							H				0.00
Company													0.00
	BLDG_R			0	х	0		25.00	a	6275080.94	2280319.80	25.00	0.00
													0.00
BLDG_R									H				0.00
													0.00
		$\vdash$							Н				0.00
									Г				0.00
										6275081.59	2280272.05	25.00	0.00
BLDG_R													0.00
BLDG_R    0													0.00
BLDG_R			_						Н				0.00
	BLDG R			0	x	0		25.00	a				0.00
6274977.66   2280258.77   25.00     6274976.61   2280258.77   25.00     6274986.71   2280258.77   25.00     6274986.11   2280232.77   25.00     6274986.11   2280232.77   25.00     6274978.08   2280223.64   25.00     6274978.08   2280229.30   25.00     6274975.05   2280228.73   2280228.73   2280228.73     6274955.51   2280233.43   25.00     6274955.51   2280233.43   25.00     6275045.51   2280233.43   25.00     6275045.51   2280233.43   25.00     6275045.51   2280233.43   25.00     6275045.67   2280233.43   25.00     6275045.67   2280233.43   25.00     6275045.67   2280233.44   25.00     6275045.67   2280239.36   25.00     6275056.67   2280239.36   25.00     627506.66   2280239.36   25.00     6275070.90   2280191.0   25.00     6275070.90   2280191.0   25.00     6275070.90   2280191.28   25.00     627508.67   2280191.28   25.00     627508.67   2280191.28   25.00     627508.67   2280191.28   25.00     627508.67   2280191.28   25.00     627508.67   2280191.28   25.00     627508.67   2280191.28   25.00     627508.79   2280191.28   25.00     627508.79   2280191.28   25.00     627508.79   2280191.28   25.00     627508.79   2280191.28   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     627508.79   2280191.34   25.00     6274975.79   2280355.39   25.00     6274975.79   2280355.39   25.00     6274975.79   2280355.39   25.00     6274976.74   2280356.55   25.00     6274976.74   2280356.55   25.00     6274976.74   2280356.55   25.00     6274976.74   2280336.65   25.00     6274976.74   2280336.65   25.00     6274976.75   2280376.87   25.00     6274976.75   2280376.87   25.00     6274976.75   2280376.87   25.00     6274976.75   2280376.87   25.00     6274976.75   2280376.87   25.00     6274976.75   2280376.87   25.00										6274955.73	2280257.73	25.00	0.00
										6274956.38	2280261.85	25.00	0.00
Second									L				0.00
Second									H				0.00
Section   Sect									Н				0.00
Second Second									Г				0.00
BLDG_R										6274978.08	2280229.30	25.00	0.00
BLDG_R													0.00
BLDG_R         0         x         0         25.00         a 6275024.36         2280234.12         25.00           BLDG_R         0         0         0         0         0         0         0         0         2280234.24         25.00         0           BLDG_R         0		$\vdash$							H				0.00
Section   Sect	BLDG R			0	×	0		25.00	a				0.00
Section   Sect	DED 0_11					Ů		25.00	Ť				0.00
Section   Sect										6275045.67	2280239.48	25.00	0.00
Section   Sect													0.00
Section   Sect		$\vdash$							H				0.00
Section   Sect		$\vdash$	$\dashv$		_				H				0.00
BLDG_R		$\vdash$							H				0.00
BLDG_R													0.00
Section   Sect													0.00
BLDG_R		Ш							L				0.00
BLDG_R		$\vdash$	_						H				0.00
BLDG_R		H							H				0.00
Company	BLDG R	$\Box$		0	х	0		25.00	a				0.00
													0.00
		П											0.00
		$\square$							H				0.00
		$\vdash$							H				0.00
		$\forall$	_						H				0.00
6274977.43 2280326.52 25.00   6274975.07 2280326.09 25.00   6274955.07 2280326.09 25.00   6274954.86 2280330.65 25.00   6274937.71 2280330.65 25.00   6274937.71 2280330.65 25.00   6275080.73 2280376.87 25.00   6275105.03 2280377.09 25.00		H							П				0.00
													0.00
BLDG_R 0 x 0 25.00 a 6274937.71 2280330.65 25.00 BLDG_R 0 x 0 25.00 a 6275080.73 2280376.87 25.00 C 6275105.03 2280377.09 25.00													0.00
BLDG_R 0 0 x 0 25.00 a 6275080.73 2280376.87 25.00 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0									L				0.00
6275105.03 2280377.09 25.00	PLDC P	$\vdash$	_	0				35.00	_				0.00
	יירחמ_K	$\vdash$		J	x	U		∠5.00	d				0.00
		$\Box$							Н	6275105.47		25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height	:		Coordinat	es	
							Begin		х	у	z	Ground
							(ft)	П	(ft)	(ft)	(ft)	(ft)
								П	6275109.37	2280360.38	25.00	0.00
									6275110.24	2280338.68	25.00	0.00
									6275106.33	2280338.46	25.00	0.00
									6275106.12	2280330.00	25.00	0.00
									6275081.16	2280329.78	25.00	0.00
									6275080.94	2280338.03	25.00	0.00
								Ш	6275077.04	2280338.46	25.00	0.00
								Н	6275077.47	2280360.16	25.00	0.00
_									6275080.51	2280359.94	25.00	0.00
BLDG_R			0	×	0		25.00	а		2280450.01	25.00	0.00
									6275012.58	2280450.22	25.00	0.00
								Н	6275013.02	2280424.61	25.00	0.00
								Н	6275016.27 6275017.14	2280424.61 2280362.77	25.00 25.00	0.00
									6275017.14	2280362.77	25.00	0.00
									6275013.43	2280337.16	25.00	0.00
									6274996.31	2280337.16	25.00	0.00
BLDG R			0	x	0		25.00	а	6275120.87	2280378.61	25.00	0.00
									6275163.19	2280378.39	25.00	0.00
								П	6275163.62	2280368.63	25.00	0.00
									6275169.70	2280367.32	25.00	0.00
									6275170.35	2280353.22	25.00	0.00
								Ĺ	6275167.31	2280353.00	25.00	0.00
								Ц	6275167.31	2280338.68	25.00	0.00
								Ц	6275158.63	2280338.89	25.00	0.00
								Ц	6275158.85	2280330.21	25.00	0.00
	1							Н	6275125.43	2280329.35	25.00	0.00
	-	_						H	6275125.21	2280338.24	25.00	0.00
								H	6275117.18	2280338.24	25.00	0.00
								Н	6275117.40	2280357.34	25.00	0.00
DIDG D			0		0		25.00	_	6275120.66	2280357.34	25.00	
BLDG_R			U	X	0		25.00	d	6275121.24 6275163.37	2280239.00 2280239.60	25.00 25.00	0.00
								Н	6275163.96		25.00	0.00
								Н	6275171.11	2280229.00	25.00	0.00
								Н	6275171.11	2280214.60	25.00	0.00
									6275167.77	2280214.48	25.00	0.00
								П	6275167.77	2280199.96	25.00	0.00
								П	6275159.68	2280199.61	25.00	0.00
									6275159.44	2280191.40	25.00	0.00
									6275125.88	2280191.63	25.00	0.00
									6275125.88	2280199.73	25.00	0.00
									6275117.19	2280199.96	25.00	0.00
									6275117.43	2280218.77	25.00	0.00
									6275121.36	2280218.89	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275023.43	2280372.75	25.00	0.00
									6275045.35	2280372.31	25.00	0.00
									6275044.92	2280377.96	25.00	0.00
								Ш	6275065.53		25.00	0.00
		_						Ц	6275066.19		25.00	0.00
	-							Н		2280357.12	25.00	0.00
	-							Н		2280338.24	25.00	0.00
	-							Н		2280338.24	25.00	0.00
	$\vdash$							Н		2280329.56	25.00	0.00
	1			_				Н		2280330.00 2280336.72	25.00 25.00	0.00
								H		2280336.72	25.00	0.00
								Н		2280355.82	25.00	0.00
								Н		2280355.39	25.00	0.00
BLDG_R			0	x	0		25.00	а	6275124.35		25.00	0.00
				- 1				Ĺ		2280320.45	25.00	0.00
								П	6275159.50		25.00	0.00
								П	6275167.53		25.00	0.00
									6275167.97	2280298.10	25.00	0.00
		$\Box$						Ĺ	6275170.57	2280297.66	25.00	0.00
									6275169.70	2280281.39	25.00	0.00
								Ц	6275163.41	2280281.39	25.00	0.00
								Ц		2280271.40	25.00	0.00
	_							Ц		2280272.92	25.00	0.00
								Ц		2280292.02	25.00	0.00
	1							Ц		2280292.02	25.00	0.00
		_						Н		2280311.98	25.00	0.00
0.55	-	-						H	6275125.21		25.00	0.00
BLDG_R		-	0	×	0		25.00	а	6275080.94		25.00	0.00
-		-						Н	6275106.12		25.00	0.00
								Н	6275105.25		25.00	0.00
	1	_			l			Ш	6275109.37	2280449.35	25.00	0.00

Name	Sel.	М.	ID	RB	Residents	Absorption	Height			Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6275109.59	2280427.65	25.00	0.00
									6275105.47	2280427.22 2280410.51	25.00 25.00	0.00
									6275105.47 6275080.51	2280410.31	25.00	0.00
								Г	6275079.64	2280427.44	25.00	0.00
									6275076.39	2280427.65	25.00	0.00
								L	6275076.82	2280449.35	25.00	0.00
DIDC D			0	-	0		25.00	_	6275081.38	2280449.35	25.00 25.00	0.00
BLDG_R			U	X	U		25.00	d	6275081.49 6275106.48	2280239.24 2280239.48	25.00	0.00
								T	6275106.48	2280222.10	25.00	0.00
									6275110.53	2280221.74	25.00	0.00
									6275110.65	2280200.08	25.00	0.00
									6275106.72	2280199.61	25.00	0.00
								H	6275106.60 6275081.73	2280191.28 2280191.28	25.00 25.00	0.00
								Н	6275081.61	2280199.61	25.00	0.00
									6275077.56	2280199.61	25.00	0.00
									6275077.56	2280221.74	25.00	0.00
			-						6275081.37	2280221.62	25.00	0.00
BLDG_R			0	X	0		25.00	а	6274937.50 6274955.07	2280453.04 2280452.61	25.00 25.00	0.00
				-+					6274955.07	2280452.61	25.00	0.00
								T	6274977.21	2280456.73	25.00	0.00
								L	6274976.99	2280452.61	25.00	0.00
								Ĺ	6274986.11	2280453.04	25.00	0.00
								L	6274985.46	2280427.65	25.00	0.00
				-				$\vdash$	6274977.43 6274977.43	2280428.52 2280424.18	25.00 25.00	0.00
								Н	6274955.07	2280423.75	25.00	0.00
								Г	6274954.86	2280428.30	25.00	0.00
									6274937.71	2280428.30	25.00	0.00
BLDG_R			0	x	0		25.00	а		2280311.12	25.00	0.00
									6275012.80	2280310.90	25.00 25.00	0.00
								H	6275013.89 6275017.79	2280285.51 2280285.51	25.00	0.00
									6275018.01	2280223.44	25.00	0.00
									6275013.89	2280223.88	25.00	0.00
									6275013.67	2280198.27	25.00	0.00
0.00.0							25.00		6274997.39	2280197.40	25.00	0.00
BLDG_R			0	X	0		25.00	а	6275486.71 6275475.95	2280338.43 2280337.65	25.00 25.00	0.00
									6275476.77	2280330.84	25.00	0.00
								Г	6275460.97	2280330.98	25.00	0.00
									6275460.99	2280333.61	25.00	0.00
									6275446.74	2280334.40	25.00	0.00
								H	6275446.59	2280342.52 2280342.81	25.00	0.00
									6275438.77	2280342.81	25.00 25.00	0.00
								Г	6275447.11		25.00	0.00
									6275446.75	2280385.30	25.00	0.00
								L		2280385.13	25.00	0.00
									6275466.01		25.00	0.00
BLDG_R		$\vdash$	0	x	0		25.00	а	6275695.29	2280380.34 2280428.31	25.00 25.00	0.00
			-	^^			_5.00	Ť		2280428.47	25.00	0.00
										2280431.77	25.00	0.00
								Ĺ	6275655.84		25.00	0.00
				_					6275655.77		25.00	0.00
								$\vdash$	6275658.41 6275658.44		25.00 25.00	0.00
								H	6275670.73		25.00	0.00
								I	6275670.77		25.00	0.00
								Ĺ	6275686.78	2280483.68	25.00	0.00
				_				L	6275687.41		25.00	0.00
				_				$\vdash$	6275698.60 6275698.48	2280480.50 2280466.68	25.00 25.00	0.00
									6275704.41		25.00	0.00
										2280437.23	25.00	0.00
									6275695.59	2280437.52	25.00	0.00
BLDG_R			0	х	0		25.00	а	6275556.06		25.00	0.00
				_						2280390.01	25.00	0.00
				-				$\vdash$	6275534.37 6275517.04	2280393.74 2280393.68	25.00 25.00	0.00
								T	6275517.26		25.00	0.00
									6275535.03		25.00	0.00
									6275535.07	2280422.70	25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height			Coordinat		
				+			Begin		X	У	Z	Ground
				_			(ft)		(ft)	(ft)	(ft)	(ft)
				_				H	6275556.57	2280422.51	25.00	0.00
								Н	6275556.53	2280418.34	25.00	0.00
				_				Н	6275565.09 6275565.53	2280418.71 2280393.47	25.00 25.00	0.00
				+				Н	6275556.75	2280393.47	25.00	0.00
BLDG R			0	×	0		25.00	a	6275555.78	2280333.99	25.00	0.00
				+					6275541.73	2280332.68	25.00	0.00
				$\top$				Н	6275541.05	2280330.49	25.00	0.00
								П	6275526.57	2280330.62	25.00	0.00
								П	6275526.42	2280337.86	25.00	0.00
									6275516.98	2280338.16	25.00	0.00
									6275517.35	2280379.19	25.00	0.00
									6275537.11	2280380.33	25.00	0.00
									6275537.58	2280384.72	25.00	0.00
								Ш	6275556.88	2280383.89	25.00	0.00
									6275556.16	2280376.44	25.00	0.00
									6275565.15	2280375.70	25.00	0.00
								Ш	6275563.76	2280342.14	25.00	0.00
									6275556.30	2280342.64	25.00	0.00
BLDG_R			0	Х	0		25.00	а	6275695.39	2280330.96	25.00	0.00
		$\vdash$		+				Н	6275676.31	2280330.69	25.00	0.00
		$\vdash$		+				Н	6275676.13	2280334.81	25.00	0.00
		$\vdash$		_				Н	6275655.96	2280335.64	25.00	0.00
		$\vdash$		+				Н	6275656.34 6275676.72	2280377.71 2280377.75	25.00 25.00	0.00
		$\vdash$		+				Н	6275676.10		25.00	0.00
				+				Н	6275694.98	2280381.44	25.00	0.00
		$\vdash$		+				Н	6275695.12	2280381.71	25.00	0.00
								Н	6275703.79	2280373.17	25.00	0.00
				+				Н	6275703.49	2280339.34	25.00	0.00
									6275695.26	2280339.85	25.00	0.00
BLDG R			0	x	0		25.00	а	6275556.19	2280429.32	25.00	0.00
									6275537.98	2280429.48	25.00	0.00
				$\top$					6275537.13	2280432.78	25.00	0.00
								П	6275516.73	2280433.83	25.00	0.00
									6275516.67	2280476.62	25.00	0.00
									6275519.30	2280476.38	25.00	0.00
									6275519.34	2280480.33	25.00	0.00
									6275531.62	2280480.00	25.00	0.00
									6275531.67	2280485.05	25.00	0.00
									6275547.68	2280484.68	25.00	0.00
									6275548.30	2280480.73	25.00	0.00
				_				Ш	6275559.50	2280481.51	25.00	0.00
				+					6275559.38	2280467.69	25.00	0.00
									6275565.31	2280468.29	25.00	0.00
				_				H	6275564.61	2280438.24	25.00	0.00
DI D.C. D.			•	_			25.00	Н	6275556.49	2280438.53	25.00	0.00
BLDG_R			0	X	0		25.00	а	6275695.04		25.00	0.00
		$\vdash$		+				Н		2280388.62	25.00	0.00
		$\vdash$		+				Н		2280392.31	25.00	
		$\vdash$		+				Н		2280392.47 2280417.62	25.00 25.00	0.00
				+				Н		2280417.69	25.00	0.00
				+				H	6275674.29		25.00	0.00
		Н		+				Н	6275695.54	2280421.40	25.00	0.00
		П		$\top$				Н	6275695.51		25.00	0.00
		Г		$\top$				П	6275704.40		25.00	0.00
		Г						П	6275704.19		25.00	0.00
		Г						П		2280392.55	25.00	0.00
BLDG_R		Г	0	х	0		25.00	а	6275466.24		25.00	0.00
									6275447.15	2280431.16	25.00	0.00
								Г	6275447.65	2280438.17	25.00	0.00
									6275438.44	2280438.69	25.00	0.00
								Ĺ	6275439.18	2280472.48	25.00	0.00
		匚						Ĺ	6275447.30	2280472.85	25.00	0.00
								Ц	6275447.37	2280480.96	25.00	0.00
									6275462.08	2280481.27	25.00	0.00
		$\perp$		$\perp$				Ц	6275462.55	2280484.56	25.00	0.00
				$\perp$				Ц	6275477.24		25.00	0.00
		$\vdash$		$\perp$				Ц		2280477.19	25.00	0.00
		Н		+				Н	6275486.39		25.00	0.00
		$\vdash$						Ц		2280434.77	25.00	0.00
		$\vdash$		_				Н	6275466.49		25.00	0.00
			0	l v	0		25 00	l a	6275486 12	2280396.36	25.00	0.00
BLDG_R			•	Х	0		23.00	۳				
BLDG_R				<u> </u>	0		23.00		6275469.01		25.00 25.00	0.00

Name	Sel.	M.	ID	RB	Residents	Absorption	Height			Coordinat	es	
							Begin		х	у	z	Ground
							(ft)		(ft)	(ft)	(ft)	(ft)
									6275447.06	2280396.05	25.00	0.00
									6275438.73	2280397.00	25.00	0.00
									6275438.95	2280421.57	25.00	0.00
									6275447.50	2280421.28	25.00	0.00
				$\top$					6275447.33	2280425.89	25.00	0.00
									6275468.82	2280425.04	25.00	0.00
									6275469.66	2280420.65	25.00	0.00
				$\top$					6275486.12	2280420.94	25.00	0.00
BLDG R			0	×	0		25.00	а	6275620.97	2280335.49	25.00	0.00
									6275608.46	2280335.60	25.00	0.00
				$\top$					6275607.97	2280330.34	25.00	0.00
									6275591.52	2280330.70	25.00	0.00
				$\top$					6275591.33	2280334.00	25.00	0.00
								Н	6275581.25	2280334.96	25.00	0.00
								Н	6275581.14	2280347.69	25.00	0.00
				+					6275575.44	2280348.18	25.00	0.00
				+					6275575.48	2280377.36	25.00	0.00
									6275583.16	2280377.51	25.00	0.00
				+					6275583.45	2280385.41	25.00	0.00
				+					6275602.54	2280385.24	25.00	0.00
									6275602.29	2280381.95	25.00	0.00
				+					6275622.69	2280381.11	25.00	0.00
BLDG R			0	×	0		25.00	а	6275602.72	2280431.10	25.00	0.00
525 G_11			•	+^			25.00	_	6275583.63	2280431.49	25.00	0.00
				_					6275584.14	2280438.50	25.00	0.00
				+					6275574.92	2280439.02	25.00	0.00
				$\top$					6275575.66	2280472.81	25.00	0.00
				+					6275583.78	2280473.18	25.00	0.00
									6275583.86	2280481.29	25.00	0.00
				+					6275598.56	2280481.60	25.00	0.00
				+					6275599.03	2280484.89	25.00	0.00
									6275613.72	2280484.32	25.00	0.00
-				+				Н	6275613.88	2280477.52	25.00	0.00
				+				Н	6275622.87	2280477.00	25.00	0.00
								Н	6275622.07	2280435.10	25.00	0.00
				+				Н	6275602.97	2280434.61	25.00	0.00
BLDG R			0	x	0		25.00	а	6275622.60	2280396.69	25.00	0.00
			-	+	Ů		22.30	Ť	6275605.49	2280396.85	25.00	0.00
				+				Н	6275605.23	2280392.46	25.00	0.00
				_				Н	6275583.73	2280392.43	25.00	0.00
				+				Н	6275583.54	2280396.38	25.00	0.00
		$\neg$						Н	6275575.21	2280397.33	25.00	0.00
		-		+				Н	6275575.43	2280421.91	25.00	0.00
		$\dashv$		+				Н	6275583.99	2280421.61	25.00	0.00
								Н	6275583.81	2280426.22	25.00	0.00
		-		+				H	6275605.30	2280425.37	25.00	0.00
		-		+				Н	6275606.14	2280423.37	25.00	0.00
				- 1		1			02/3000.14	2200420.30	25.00	0.00

# **APPENDIX 11.1:**

**CADNAA CONSTRUCTION NOISE MODEL INPUTS** 



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## 14556 - Town Center at Moreno Valley

CadnaA Noise Prediction Model: 14556-08\_Construction.cna

Date: 05.03.24 Analyst: B. Lawson

**Calculation Configuration** 

Configurat	ion
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

#### **Receiver Noise Levels**

Name	M.	ID		Level Lr		Lir	nit. Valı	ue		Land	Use	Height	:	Co	oordinates	
			Day	Night	CNEL	Day	Night	CNEL	Туре	Auto	Noise Type			Х	Υ	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	57.2	57.2	63.8	65.0	60.0	0.0				5.00	a	6275307.89	2281421.37	5.00
RECEIVERS		R2	57.4	57.4	64.1	65.0	60.0	0.0				5.00	a	6276110.91	2279887.19	5.00
RECEIVERS		R3	56.0	56.0	62.6	65.0	60.0	0.0				5.00	а	6276138.70	2278988.68	5.00
RECEIVERS		R4	52.7	52.7	59.4	65.0	60.0	0.0				5.00	a	6275289.33	2278331.00	5.00
RECEIVERS		R5	56.4	56.4	63.1	65.0	60.0	0.0				5.00	а	6274814.12	2278626.53	5.00
RECEIVERS		R6	45.7	45.7	52.3	65.0	60.0	0.0				5.00	а	6274039.91	2279362.36	5.00
RECEIVERS		R7	60.6	60.6	67.3	65.0	60.0	0.0				5.00	a	6274699.80	2280117.31	5.00
RECEIVERS		R8	50.6	50.6	57.3	65.0	60.0	0.0				5.00	а	6274608.07	2281514.86	5.00
RECEIVERS		R9	55.4	55.4	62.0	65.0	60.0	0.0				5.00	a	6276170.53	2280523.90	5.00
RECEIVERS		@200	56.3	56.3	63.0	65.0	60.0	0.0				5.00	a	6276122.00	2278962.85	5.00

#### Area Source(s)

Name	M.	ID	R	esult. PW	/L	Re	esult. PW	L"		Lw/L	i	Op	erating Ti	me	Heigh	t
			Day	Evening	Night	Day	Evening	Night	Туре	Value	norm.	Day	Special	Night	(ft)	П
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		П
20221013_PROJECTFOOTPRINT		CONSTRUCTION	115.6	115.6	115.6	61.0	61.0	61.0	Lw	115.6					8	a

Name	ID	ŀ	lei	ight		Coordinat	es	
		Begin		End	х	У	Z	Ground
		(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
20221013_PROJECTFOOTPRINT	CONSTRUCTION	8.00	а		6275404.86	2281350.58	8.00	0.00
					6275404.86	2281350.31	8.00	0.00
					6275415.49	2281349.85	8.00	0.00
					6275447.32	2281348.98	8.00	0.00
					6275486.63	2281347.04	8.00	0.00

Name	ID	H	leig	tht			Coordinat	es	
		Begin	Ť	End		х	у	Z	Ground
		(ft)	T	(ft)		(ft)	(ft)	(ft)	(ft)
						6275506.23	2281345.88	8.00	0.00
						6275527.56	2281344.84	8.00	0.00
			П			6275562.20	2281342.96	8.00	0.00
						6275634.83	2281340.20	8.00	0.00
						6275714.39	2281339.61	8.00	0.00
			Т		Г	6275714.39	2281338.10	8.00	0.00
			T		Г	6275404.79	2281331.25	8.00	0.00
			T		Г	6275404.71	2281331.25	8.00	0.00
			T		Г	6275404.67	2281331.25	8.00	0.00
			T			6275404.67	2281331.20	8.00	0.00
			T		Г		2281330.75	8.00	0.00
			T		П		2281324.75	8.00	0.00
			T			6275401.79		8.00	0.00
			T		Г	6275399.12	2281324.44	8.00	0.00
			Ħ			6275394.85	2281323.44	8.00	0.00
			Ħ		Н	6275390.79	2281321.80	8.00	0.00
			$^{\dagger}$		Н	6275387.02	2281319.56	8.00	0.00
			+		H	6275383.64	2281316.76	8.00	0.00
			+		H	6275383.04	2281310.70	8.00	0.00
			+		Н		2281311.81	8.00	0.00
			H		H	6275379.55	2281311.80	8.00	0.00
			+		Н	6275374.98	2280703.32	8.00	0.00
			$\forall$		H	6275953.14	2280698.86	8.00	0.00
			+		H		2280698.86	8.00	0.00
			+		Н	6276035.59	2280698.46	8.00	0.00
			+		H	6276035.59	2280698.23	8.00	0.00
			+		H	6276030.80	2279998.32	8.00	0.00
			+		Н			8.00	0.00
			+			6276020.27	2278718.36		
			+		H	6275924.52	2278719.08	8.00	0.00
			+		H	6275926.99	2278687.56	8.00	0.00
			+		H	6275674.70	2278689.47	8.00	0.00
			+		H	6275587.57	2278694.96	8.00	0.00
			+		H	6275371.88	2278695.39	8.00	0.00
			$\perp$		H	6275366.99	2278692.71	8.00	0.00
			$\dashv$		H	6275362.48	2278689.42	8.00	0.00
			4			6275358.45	2278685.57	8.00	0.00
			4		L		2278685.69	8.00	0.00
			4			6275316.15	2278689.61	8.00	0.00
			4			6275312.45	2278693.12	8.00	0.00
			Н		L	6275308.36	2278696.17	8.00	0.00
			4			6275025.51	2278699.64	8.00	0.00
			Ц			6274766.88	2278705.84	8.00	0.00
			$\perp$			6274702.64	2278707.38	8.00	0.00
			Ц			6274522.80	2278709.74	8.00	0.00
			Ц			6274499.67	2278709.79	8.00	0.00
			Ц			6274499.63	2278709.98	8.00	0.00
			$\perp$		L		2278709.99	8.00	0.00
			Ц		L	6274499.60	2278716.78	8.00	0.00
			Ц		L	6274499.67	2278728.01	8.00	0.00
			Ц			6274499.68	2278730.07	8.00	0.00
			Ц		L	6274499.69	2278731.72	8.00	0.00
			$\square$		Ĺ	6274499.78	2278743.47	8.00	0.00
						6274500.70	2278743.47	8.00	0.00
			Ц		L	6274510.34	2278745.39	8.00	0.00
			$\Box$		Ĺ	6274700.14	2278783.30	8.00	0.00
					Ĺ	6274700.17	2278788.36	8.00	0.00
						6274709.53	2280008.45	8.00	0.00
						6274710.13	2280088.45	8.00	0.00
					Γ	6274713.15	2280487.81	8.00	0.00
						6274713.26	2280502.51	8.00	0.00
						6274718.15	2281151.36	8.00	0.00
			$\top$		Г	6274822.97	2281150.57	8.00	0.00
							2281300.57	8.00	0.00
			$\sqcap$		Г	6274799.28	2281323.74	8.00	0.00
			$\top$		Г		2281324.36	8.00	0.00
			$\top$		Г	6274719.49	2281328.36	8.00	0.00
			$\top$		Г	6274719.49		8.00	0.00
			H		Г	6274719.79		8.00	0.00
			$\forall$		Г		2281368.55	8.00	0.00
			$\forall$		Г		2281380.55	8.00	0.00
			$\forall$		Г		2281378.23	8.00	0.00
			$\forall$		Г		2281375.25	8.00	0.00
			+		H	6275404.96		8.00	0.00
	L		ш		_	3273404.30	2201303.23	0.00	0.00

# Barrier(s)

Name	Sel.	M.	ID	Abso	rption	Z-Ext.	Canti	ilever	+	lei	ght		Coordinat	es	
				left	right		horz.	vert.	Begin		End	х	у	Z	Ground
						(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING			0						6.00	a		6275948.77	2281443.08	6.00	0.00
												6275929.39	2281422.15	6.00	0.00
												6275664.26	2281425.25	6.00	0.00
												6275654.95	2281440.76	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274886.69	2281446.96	6.00	0.00
												6274912.27	2281428.35	6.00	0.00
												6275580.53	2281425.28	6.00	0.00
												6275593.71	2281437.66	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274721.74	2281319.79	6.00	0.00
												6274710.65	2280367.58	6.00	0.00
												6274678.96	2280367.58	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274710.91	2280270.88	6.00	0.00
												6274709.65	2280128.43	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274002.53	2279985.13	6.00	0.00
												6273998.82	2279915.63	6.00	0.00
												6274005.31	2279906.37	6.00	0.00
												6274005.31	2279847.06	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274047.01	2279732.16	6.00	0.00
												6274045.16	2279568.15	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274045.15	2279446.84	6.00	0.00
												6274042.02	2279286.30	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274043.06	2279172.67	6.00	0.00
												6274039.94	2278823.45	6.00	0.00

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# **APPENDIX 11.2:**

**CADNAA CUMULATIVE CONSTRUCTION NOISE MODEL INPUTS** 



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## 14556 - Town Center at Moreno Valley

CadnaA Noise Prediction Model: 14556-08\_Cumulative.cna

Date: 05.03.24 Analyst: B. Lawson

**Calculation Configuration** 

Configurat	ion
Parameter	Value
General	
Max. Error (dB)	0.00
Max. Search Radius (#(Unit,LEN))	2000.01
Min. Dist Src to Rcvr	0.00
Partition	
Raster Factor	0.50
Max. Length of Section (#(Unit,LEN))	999.99
Min. Length of Section (#(Unit,LEN))	1.01
Min. Length of Section (%)	0.00
Proj. Line Sources	On
Proj. Area Sources	On
Ref. Time	
Daytime Penalty (dB)	0.00
Recr. Time Penalty (dB)	5.00
Night-time Penalty (dB)	10.00
DTM	
Standard Height (m)	0.00
Model of Terrain	Triangulation
Reflection	
max. Order of Reflection	2
Search Radius Src	100.00
Search Radius Rcvr	100.00
Max. Distance Source - Rcvr	1000.00 1000.00
Min. Distance Rvcr - Reflector	1.00 1.00
Min. Distance Source - Reflector	0.10
Industrial (ISO 9613)	
Lateral Diffraction	some Obj
Obst. within Area Src do not shield	On
Screening	Incl. Ground Att. over Barrier
	Dz with limit (20/25)
Barrier Coefficients C1,2,3	3.0 20.0 0.0
Temperature (#(Unit,TEMP))	10
rel. Humidity (%)	70
Ground Absorption G	0.50
Wind Speed for Dir. (#(Unit,SPEED))	3.0
Roads (TNM)	
Railways (FTA/FRA)	
Aircraft (???)	
Strictly acc. to AzB	

#### **Receiver Noise Levels**

Name	М.	ID		Level Lr		Limit. Value				Land	Use	Height	:	C	oordinates	
			Day	Night	CNEL	Day	Night	CNEL	Туре	Auto	Noise Type			Х	Υ	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
RECEIVERS		R1	60.1	60.1	66.8	65.0	60.0	0.0				5.00	а	6275307.89	2281421.37	5.00
RECEIVERS		R2	53.3	53.3	59.9	65.0	60.0	0.0				5.00	a	6276110.91	2279887.19	5.00
RECEIVERS		R3	50.3	50.3	57.0	65.0	60.0	0.0				5.00	а	6276138.70	2278988.68	5.00
RECEIVERS		R4	51.5	51.5	58.2	65.0	60.0	0.0				5.00	a	6275289.33	2278331.00	5.00
RECEIVERS		R5	56.4	56.4	63.0	65.0	60.0	0.0				5.00	а	6274814.12	2278626.53	5.00
RECEIVERS		R6	61.2	61.2	67.8	65.0	60.0	0.0				5.00	a	6274039.91	2279362.36	5.00
RECEIVERS		R7	59.1	59.1	65.8	65.0	60.0	0.0				5.00	a	6274699.80	2280117.31	5.00
RECEIVERS		R8	52.7	52.7	59.3	65.0	60.0	0.0				5.00	а	6274608.07	2281514.86	5.00
RECEIVERS		R9	57.2	57.2	63.9	65.0	60.0	0.0				5.00	a	6276170.53	2280523.90	5.00
RECEIVERS		@200	50.3	50.3	57.0	65.0	60.0	0.0				5.00	a	6276122.00	2278962.85	5.00

Area Source(s)

Name	M.	ID	R	esult. PW	'L	Re	esult. PWI	L"		Lw/L	i	Op	erating Ti	me	Height	t
			Day	Evening	Night	Day	Evening	Night	Туре	Value	norm.	Day	Special	Night	(ft)	
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	(min)	(min)	(min)		П
CUMULATIVE		4	115.0	115.0	115.0	66.2	66.2	66.2	Lw	115					8	а
CUMULATIVE		11	115.0	115.0	115.0	69.9	69.9	69.9	Lw	115					8	a

Name	ID	H	lei	ght			Coordinat	es	
		Begin		End		х	у	z	Ground
		(ft)		(ft)	Г	(ft)	(ft)	(ft)	(ft)
CUMULATIVE	4	8.00 a			Г	6274051.53	2280012.49	8.00	0.00
						6274719.55	2280008.09	8.00	0.00
						6274710.53	2278788.61	8.00	0.00
						6274044.93	2278793.69	8.00	0.00

Name	ID	Height				Coordinates						
		Begin		End		х	У	z	Ground			
		(ft)		(ft)		(ft)	(ft)	(ft)	(ft)			
CUMULATIVE	11	8.00	а			6275385.57	2281328.29	8.00	0.00			
					Г	6275940.85	2281323.18	8.00	0.00			
					Г	6275951.78	2280702.18	8.00	0.00			
						6275381.57	2280707.68	8.00	0.00			

Barrier(s)

Daillei(3)															
Name	Sel.	M.	ID	Abso	rption	Z-Ext.	Cantilever		Height			Coordinates			
				left	right		horz.	vert.	Begin		End	х	у	Z	Ground
						(ft)	(ft)	(ft)	(ft)		(ft)	(ft)	(ft)	(ft)	(ft)
BARRIEREXISTING			0						6.00	a		6275948.77	2281443.08	6.00	0.00
												6275929.39	2281422.15	6.00	0.00
												6275664.26	2281425.25	6.00	0.00
												6275654.95	2281440.76	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274886.69	2281446.96	6.00	0.00
												6274912.27	2281428.35	6.00	0.00
												6275580.53	2281425.28	6.00	0.00
												6275593.71	2281437.66	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274721.74	2281319.79	6.00	0.00
												6274710.65	2280367.58	6.00	0.00
												6274678.96	2280367.58	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274710.91	2280270.88	6.00	0.00
												6274709.65	2280128.43	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274002.53	2279985.13	6.00	0.00
												6273998.82	2279915.63	6.00	0.00
												6274005.31	2279906.37	6.00	0.00
												6274005.31	2279847.06	6.00	0.00
BARRIEREXISTING			0						6.00	а		6274047.01	2279732.16	6.00	0.00
												6274045.16	2279568.15	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274045.15	2279446.84	6.00	0.00
												6274042.02	2279286.30	6.00	0.00
BARRIEREXISTING			0						6.00	a		6274043.06	2279172.67	6.00	0.00
												6274039.94	2278823.45	6.00	0.00