APPENDIX C – NOISE MODELING DATA

TRAFFIC NOISE LEVELS

Project Name: Clay Street Hangtown Creek Bridge Replacement

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): **Existing Conditions - LDN**
Source of Traffic Volumes: Fehr & Peers
Community Noise Descriptor: L_{dn}: ___x___ CNEL: _____

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor'	Alpha Factor	Barrier Attn. dB(A)	Medium Trucks	Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) Ldn
Bedford Avenue													
Between US 50 and Main Street	Institutional	2	0	700	6,300	25	75	0	0	1.8%	0.7%	59.2	57.6

TRAFFIC NOISE LEVELS

Project Name: Clay Street Hangtown Creek Bridge Replacement

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): **US 50 Existing Conditions - LDN**
Source of Traffic Volumes: Caltrans
Community Noise Descriptor: L_{dn}: x   CNEL: _____

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Traffic Noise Levels

Analysis Condition Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor'	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) Ldn
US 50 Affect At:													
Bedford Ave between US 50 and Main Street	Institutional	4	0	6,850	34,600	35	181	0	0	1.8%	0.7%	68.3	64.2