

ASSESSMENT OF ENVIRONMENTAL NOISE

SINGLE FAMILY RESIDENCE AT LA SIERRA AND VICTORIA NOISE REPORT

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Ву

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1.0 INTRODUCTION

This report evaluates potential impacts associated with the construction and operation noise of the proposed single family residential project at La Sierra and Victoria in Riverside, California.

1.1 **Project Description**

The proposed development consists of a two-story, 49-unit single-family residential project with an attached garage located at La Sierra and Victoria. The project is bounded by La Sierra Ave to the southwest, Victoria Avenue to the northwest, Millsweet Place to the northeast, and existing residential uses to the southeast.

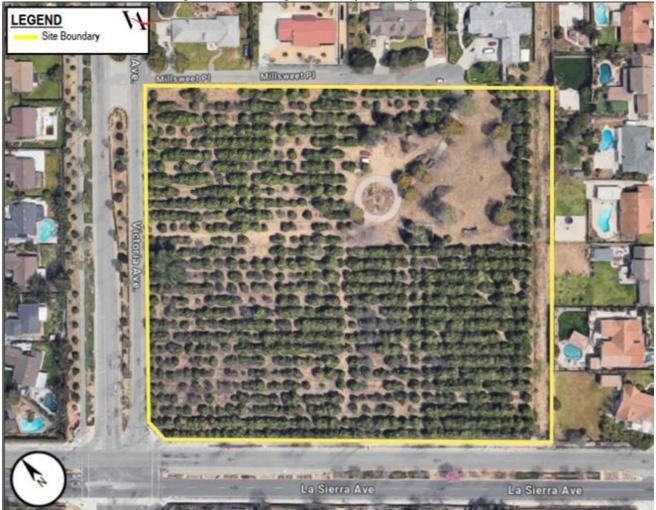


Figure 1 – Areal Image of the Proposed Project Site



1.2 Characteristics of Noise

Noise is usually defined as unwanted sound and can be an undesirable by-product of society's normal day-to-day activities. Sound becomes unwanted when it interferes with normal activities, causes actual physical harm, or has an adverse effect on health.

People judge the relative magnitude of sound sensation in subjective terms such as "noisiness" or "loudness." However, the sound pressure magnitude can be objectively measured and quantified using a logarithmic ratio of pressures which yields the level of sound, utilizing the measurement scale of decibels (dB). The decibel is generally adjusted to the A-weighted level (dBA) which de-emphasizes very low frequencies to better approximate the human ear's range of sensitivity. In practice, the noise level of a sound source is measured using a sound level meter that includes an electronic filter corresponding to the A-weighting curve. Table A.1 in Appendix A of this report defines the decibel along with other technical terms used in this analysis.

Even though the A-weighted scale accounts for the relative loudness perceived by the human ear and, therefore, is commonly used to quantify individual events or general community sound levels, the degree of annoyance or other response effects also depends on several other perceptibility factors, including:

- Ambient (background) sound level
- Magnitude of the event sound level relative to the background noise
- Spectral (frequency) composition (e.g. presence of tones)
- Duration of the sound event
- Number of event occurrences, repetitiveness, and intermittency
- Time of day the event occurs.

In determining the daily level of environmental noise, it is important to account for the difference in human responses to daytime and nighttime noises. At night, exterior background noise levels are generally lower than daytime levels. However, most household noise also decreases at night, and exterior noise may become increasingly noticeable. Further, most people sleep at night and have greater sensitivity to noise intrusion. To account for human sensitivity to nighttime noise levels, a 24-hour descriptor, the Community Noise Equivalent Level (CNEL), has been developed. The CNEL divides the 24-hour day into a daytime period of 7:00 a.m. to 7:00 p.m., an evening period from 7:00 p.m. to 10:00 p.m., and a nighttime period of 10:00 p.m. to 7:00 a.m. In determining the CNEL, noise levels occurring during the evening period are increase by 5 dB, while noise levels occurring during the nighttime periods.



The effects of noise on people fall into three general categories:

- Subjective effects of annoyance and nuisance.
- Interference with activities such as speech, sleep, and learning.
- Physiological effects such as hearing loss.

In most cases, the levels associated with environmental noise produce effects only in the first two categories. However, workers in industrial plants may experience noise effects in the last category. There is no completely effective way to measure the subjective effects of noise or the corresponding reactions of annoyance, because of the wide variation in individual thresholds of annoyance and degrees to which people become acclimated to noise. Thus, an important way of determining a person's subjective reaction to a new noise source is by comparison to the existing environment to which they are accustomed (the "ambient environment"). In general, the more the level of a noise event exceeds the prevailing ambient noise level, the less acceptable the noise source will be to those exposed to it.

With regard to increases in A-weighted noise levels, the following relationships are applicable to this analysis:

- Except in carefully controlled laboratory experiments, a 1 dB change cannot be perceived.
- Outside of a laboratory, a 3 dBA change will be generally perceivable by most people.
- A change in level of at least 5 dBA is considered a noticeable change by most people.
- A 10 dBA change will result in the perception of doubling or halving the loudness of the noise.

Common noise levels associated with various activities are shown on Figure 2, Common Noise Levels.

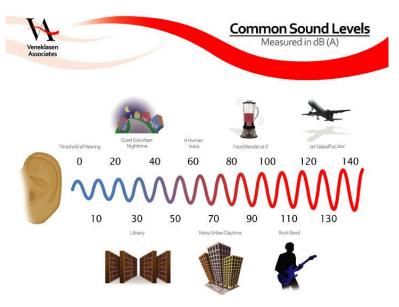


Figure 2 – Common Noise Levels



Noise sources are either "point sources", such as stationary equipment or individual motor vehicles, or "line sources", such as a roadway with a large number of mobile point sources (motor vehicles). Sound generated by a stationary point source typically diminishes (attenuates) at a rate of 6 dBA for each doubling of distance from the source to the receptor at acoustically "hard" sites, and at a rate of 7.5 dBA at acoustically "soft" sites.¹ For example, a 60 dBA noise level measured at 50 feet from a point source at an acoustically hard site would be 54 dBA at 100 feet from the source and it would be 48 dBA at 200 feet from the source. Sound generated by a line source typically attenuates at a rate of 3 dBA and 4.5 dBA per doubling of distance from the source to the receptor for hard and soft sites, respectively.² Man-made or natural barriers can also attenuate sound levels.

The minimum attenuation of exterior to interior noise provided by typical structures is provided in Table 1, Outside to Inside Noise Attenuation.

Building Type	Open Windows	Closed Windows ¹
Residences	17	25
Schools	17	25
Churches	20	30
Hospitals/Convalescent Homes	17	25
Offices	17	25
Theaters	20	30
Hotels/Motels	17	25

Table 1 – Outside to Inside Noise Attenuation (dBA)

Source: Transportation Research Board, National Research Council, Highway Noise: A Design Guide for Highway Engineers, *National Cooperative Highway Research Program Report 117.*

¹ As shown, structures with closed windows can attenuate exterior noise by a minimum of 25 to 30 dBA.

1.3 Characteristics of Vibration

Vibration is minute variation in pressure through structures and the earth, whereas, noise is minute variation in pressure through air. Some vibration effects can be caused by noise; e.g., the rattling of windows from truck passbys. This phenomenon is related to the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Ground-borne vibration attenuates rapidly as distance from the source of the vibration increases. Vibration amplitude can be measured as peak particle velocity (PPV), the maximum

¹ U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97. A "hard" or reflective site does not provide any excess ground-effect attenuation and is characteristic of asphalt, concrete, and very hard packed soils. An acoustically "soft" or absorptive site is characteristic of normal earth and most ground with vegetation.

² U.S. Department of Transportation, Federal Highway Administration, *Highway Noise Fundamentals*, (Springfield, Virginia: U.S. Department of Transportation, Federal Highway Administration, September 1980), p. 97.



instantaneous peak amplitude in inches per second, or root-mean-square (RMS) velocity in inches per second or as vibration level in decibels (VdB) referenced to 1 micro-inch per second. The ratio between the PPV and the maximum RMS amplitude is termed the "crest factor." According to the Federal Transit Administration (FTA), the PPV level for construction equipment is typically 1.7 to 6 times greater than the RMS vibration level. The FTA uses a crest factor of 4 for the conversion of PPV levels to RMS vibration levels. For the purposes of ground-borne vibration analysis of impacts to existing structures, vibration velocity is described in terms of PPV. For the analysis of the human response to vibration, VdB is utilized.

The vibration velocity threshold of perception for humans is approximately 65 VdB, and a vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people³. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Common ground-induced vibrations related to roadway traffic and construction activities pose no threat to buildings or structures. If a roadway is smooth, the ground-borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is typically the background vibration velocity, to 94 VdB. This 94 VdB vibration level corresponds to 0.2 PPV, which is the general threshold where minor damage can occur in non-engineered timber and masonry buildings.

2.0 REGULATORY FRAMEWORK

Many government agencies have established noise regulations and policies to protect citizens from potential hearing damage and various other adverse physiological and social effects associated with noise and ground-borne vibration. The City of Riverside has adopted the Noise Element section, which is based in part on Federal and State regulations and is intended to control, minimize, or mitigate environmental noise effects. The regulations and policies that are relevant to project construction and operation noise are discussed below.

2.1 Applicable State Noise Standards

The State of California has adopted noise compatibility guidelines for general land use planning. The types of land uses addressed by the State standards and the acceptable noise categories for each land use are included in the State of California General Plan Guidelines, which is published and updated by the Governor's Office of Planning and Research. The level of acceptability of the noise environment is dependent upon the activity associated with the particular land use. According to the State, an exterior noise environment up to 65 CNEL is "normally acceptable" for single and multi-family residential uses, up to 75 CNEL is "conditionally acceptable" with special noise insulation

³ – U.S. Department of Transportation, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, (Washington, DC: U.S. Department of Transportation, Federal Transit Administration, May 2006), p. 7-8.



requirements, while 75 CNEL and above is identified as "clearly unacceptable" noise levels for residential and hotel uses, respectively.⁴ The maximum allowable interior noise level for residential structures is 45 CNEL.

The California Environmental Quality Act (CEQA) Guidelines establishes guidelines for the evaluation of significant impacts of environmental noise attributable to a proposed project. The guidelines ask whether the project would result in:

- Would the project generate 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?
- 2. Would the project generate excessive ground borne vibration or ground born noise levels?
- 3. 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?

2.2 City of Riverside General Plan Noise Element

The project site is located in the City of Riverside and therefore would potentially affect receptors within the city from onsite and offsite sources. The City Noise Element of the General Plan is a comprehensive program for including noise management in the planning process, providing a tool for planners to use in achieving and maintaining land uses that are compatible with existing and future environmental noise levels. The Noise Policy identifies noise-sensitive land uses and noise sources and defines areas of noise impact for the purpose of developing programs to ensure that residents in Riverside, and other noise sensitive land uses, will be protected from excessive noise intrusion.

As development proposals are submitted to the City, each is evaluated with respect to the provisions in the Noise Element to ensure that noise impacts are reduced through planning and project design. Through implementation of the policies of the Noise Element, Riverside seeks to reduce or avoid adverse noise impacts for the purposes of protecting the general health, safety, and welfare of the community. The most basic planning strategy to minimize adverse impacts on new land uses due to noise is to avoid designating certain land uses at locations within the city that would negatively affect noise sensitive land users. Users such as schools, hospitals, childcare, senior care, congregate care, churches, and all types of residential use should be located outside of any area anticipated to exceed acceptable noise levels as defined by the Land Use Compatibility Matrix or should be protected from noise

 ⁴ – State of California, Governor's Office of Planning and Research, *General Plan Guidelines*, (Sacramento, CA: State of California, Governor's Office of Planning and Research, October 2003), p. 250.



through sound attenuation measures such as site and architectural design and sound walls. The City of Riverside has adopted guidelines as a basis for planning decisions based on noise considerations. These guidelines are shown in Figure 3.

In the case that the noise levels identified at a proposed project site fall within levels considered normally acceptable, the project is considered compatible with the existing noise environment.

Land Use Category		Equivaler or Day-Nigh	t Level (CNEL) t Level (Ldn), dB	Nature of the noise environment where the CNEL or Ldn level is:
Single Family Reside	ntial*			Below 55 dB Relatively quiet suburban or urban areas, no arterial
Infill Single Family R	esidential*			streets within 1 block, no freeways within 1/4 mile.
Commercial- Motels, Transient Lodging	Hotels,	177		55-65 dB Most somewhat noisy
Schools, Libraries, Ch Hospitals, Nursing Ho			71	urban areas, near but not directly adjacent to high
Amphitheaters, Conc Auditorium, Meeting	ert Hall,			volumes of traffic.
Sports Arenas, Outdo Spectator Sports		1/////		65-75 dB Very noisy urban areas near
Playgrounds, Neighborhood Parks				arterials, freeways or airports.
Golf Courses, Riding Water Rec., Cemeter				75+ dB Extremely noisy urban
Office Buildings, Busi Commercial, Professi	iness,			areas adjacent to freeways or under airport traffic patterns. Hearing damage
Industrial, Manufacturing Utilities, Agriculture				with constant exposure outdoors.
Freeway Adjacent Co Office, and Industrial				
Normally Acceptable		ditionally eptable	Normally Unacceptable	Conditionally Unacceptable
ific land use is ctory, based on the mption that any ng is of normal antional construction, ut any special noise ation requirements.	reduction red made and ne insulation fea included in d	t should be only after a lysis of noise quirements is seeded noise atures lesign. I construction, ed windows supply ir condition-	New construction or development should generally be discouraged. If new construction or development does proceed a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.	employed to reduce noise impacts to an acceptable level.

Figure 3 – Noise/Land Use Compatibility Matrix

The Community Noise Equivalent Level (CNEL) and Day-Night Noise Level (Ldn) are measures of the 24-hour noise environment. They represent the constant A-weighted noise level that would be measured if all the sound energy received over the day were averaged. In order to account for the greater sensitivity of people to noise at night, the CNEL weighting includes a 5-decibel penalty on noise between 7:00 p.m. and 10:00 p.m. and a 10-decibel penalty on noise between 10:00 p.m. and 7:00 a.m. of the next day. The Ldn includes only the 10-decibel weighting for late-night noise events. For practical purposes, the two measures are equivalent for typical urban noise environments.

* For properties located within airport influence areas, acceptable noise limits for single family residential uses are established by the Riverside County Airport Land Use Compatibility Plan.

SOURCE: STATE DEPARTMENT OF HEALTH,

AS MODIFIED BY THE CITY OF RIVERSIDE



The goals, policies and implementation actions of the Noise Element address three major issues related to noise. These include:

- 1) Objective N-1: Minimize noise levels from point sources throughout the community and, wherever possible, mitigate the effects of noise to provide a safe and healthful environment.
- 2) Objective N–2: Minimize the adverse effects of airportrelated noise through proper land use planning.
- 3) Objective N–3: Ensure the viability of March Air Reserve Base/March Inland Port.
- 4) Objective N–4: Minimize ground transportation-related noise impacts.

Objective N-1: Minimize noise levels from point sources.

Policy N–1.1: Continue to enforce noise abatement and control measures particularly within residential neighborhoods.

Policy N–1.2: Require the inclusion of noise-reducing design features in development consistent with standards in Figure N–10 (Noise/Land Use Compatibility Criteria), Title 24 California Code of Regulations and Title 7 of the Municipal Code.

Policy N-1.3: Enforce the City of Riverside Noise Control Code to ensure that stationary noise and noise emanating from construction activities, private developments/residences and special events are minimized.

Policy N–1.4: Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.

Policy N–1-5: Avoid locating noise-sensitive land uses in existing and anticipated noise-impacted areas.

Policy N–1.6: Educate the public about City noise regulations.

Policy N–1.7: Evaluate noise impacts from roadway improvement projects by using the City's Acoustical Assessment Procedure.

Policy N–1.8: Continue to consider noise concerns in evaluating all proposed development decisions and roadway projects.

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<u>Objective N–2: Minimize the adverse effects of airport related noise:</u>

Policy N–2.1: Ensure that new development can be made compatible with the noise environment by using noise/land use compatibility standards (Figure N–10 – Noise/Land Use Noise Compatibility Criteria) and the airport noise contour maps (found in the Riverside County Airport Land Use Compatibility Plans) as guides to future planning and development decisions.

Policy N–2.2: Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 60 dB CNEL) for Riverside Municipal Airport and Flabob Airport in accordance with the Riverside County Airport Land Use Compatibility Plan. Policy N–2.3: Support efforts of the Federal Aviation Administration and other responsible agencies to require the development of quieter aircraft.



Policy N–2.4: Work with the Federal Aviation Administration and neighboring airport authorities to minimize the noise impacts of air routes through residential neighborhoods within the City.

Policy N–2.5: Utilize the Airport Protection Overlay Zone, as appropriate, to advise landowners of special noise considerations associated with their development.

Objective N–3: Ensure the viability of March Air Reserve Base

Policy N–3.1: Avoid placing noise-sensitive land uses (e.g., residential uses, hospitals, assisted living facilities, group homes, schools, day care centers, etc.) within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port in accordance with the Riverside County 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan.

Policy N-3.2: Work with the Riverside County Airport Land Use Commission and the March Joint Powers Authority to develop noise/land use guidelines and City land use plans that are consistent with ALUC policies.

Policy N–3.3: Carefully consider planned future operations of the March Air Reserve Base and March Inland Port in land use decisions for properties located within the airport influenced area.

Objective N-4: Minimize ground transportation-related noise impacts.

Policy N–4.1: Ensure that noise impacts generated by vehicular sources are minimized through the use of noise reduction features (e.g., earthen berms, landscaped walls, lowered streets, improved technology).

Policy N–4.2: Investigate and pursue innovative approaches to reducing noise from railroad sources.

Policy N–4.3: Identify and aggressively pursue funding sources to provide grade separations and sound walls along train routes as noise reduction measures.

Policy N–4.4: Prioritize locations for implementing road/rail grade separations.

Policy N-4.5: Use speed limit controls on local streets as appropriate to minimize vehicle traffic noise.

2.3 City of Riverside Code of Ordinances

The City of Riverside Noise Element establishes noise/land use compatibility criteria. The city uses land use compatibility standards when planning and marking development decisions to ensure that noise producers do not adversely affect sensitive receptors. Per Chapter 7.25 Nuisance Exterior Sound Level Limit, Section 7.25.010 – Exterior Sound Level Limit, Table 7-25.0101 summarizes the City's noise standards for varies type of land uses (Table 2 Below). The standards represent the maximum acceptable noise levels and are used to determine potential noise impact.

Land Use Category	Time Period	Noise Level
Residential	Night (10:00 p.m. to 7:00 a.m.)	45 dBA
	Day (7:00 a.m. to 10:00 p.m.)	55 dBA

Table 2 – The City of Riverside Noise Standard



Office/commercial	Any time	65 dBA
Industrial	Any time	70 dBA
Community support	Any time	60 dBA
Public recreation facility	Any time	65 dBA
Nonurban	Any time	70 dBA

Chapter 7.30 – Nuisance Interior Sound Level Limits, section 7.30.015 Interior Sound Level Limit Table 7.30.015 summarize the interior noise standard (Table 3 below).

Land Use Category	Time Period	Noise Level
Residential	Night (10 p.m. to 7 a.m.)	35 dBA
	Day (7 a.m. to 10 p.m.)	45 dBA
School	7 a.m. to 10 p.m. (while school is in	45 dBA
	session)	
Hospital	Any time	45 dBA

Table 3 – The City of Riverside Interior Noise Limits

Per Section 7.35.020 the following activities shall be exempt from the provisions of this title.

A. *Emergency work*. The provisions of this title shall not apply to the emission of sound for the purpose of alerting persons to the existence of an emergency or in the performance of emergency work.

B. *School events*. Sanctioned school activities conducted on public or private school grounds including but not limited to school athletic and entertainment events are exempt from the provisions of this chapter conducted between the hours of 7:00 a.m. and 11:00 p.m.

C. *Federal or State preempted activities*. The provisions of this Chapter shall not apply to any other activity the noise level of which is regulated by state or federal law.

D. *Minor maintenance to residential property*. The provisions of this title shall not apply to noise sources associated with minor maintenance to property used for residential purposes, provided the activities take place between the hours of 7:00 a.m. and 10:00 p.m.

E. *Right-of-way* construction. The provisions of this title shall not apply to any work performed in the City rightsof-way when, in the opinion of the Public Works Director or his designee, such work will create traffic congestion and/or hazardous or unsafe conditions.

F. Public health, welfare and safety activities. The provisions of this title shall not apply

to construction maintenance and repair operations conducted by public agencies and/or utility companies or their contractors which are deemed necessary to serve the best interests of the public and to protect the public health, welfare and safety, including but not limited to, trash collection, street sweeping, debris and limb removal, removal of downed wires, restoring electrical service, repairing traffic signals, unplugging sewers,



vacuuming catch basins, repairing of damaged poles, removal of abandoned vehicles, repairing of water hydrants and mains, gas lines, oil lines, sewers, storm drains, roads, sidewalks, etc.

G. Construction. Noise sources associated with construction, repair, remodeling, or grading of any real property; provided a permit has been obtained from the City as required; and provided said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or at any time on Sunday or a federal holiday.

H. *Warning devices*. Warning devices necessary for the protection of public safety, as for example fire, police, and ambulance sirens, including the testing of such devices, are exempted from the provisions of this title.

I. *Agriculture*. Any agricultural activity, operation, or facility, or appurtenances thereof (e.g., wind machines), conducted or maintained for commercial purposes, and in a manner consistent with proper and accepted customs and standards as allowed under California Civil Code Section 3482 as amended from time to time.

2.4 City of Riverside – Ground-Borne Vibration

The City of Riverside does not establish criteria for maximum vibration thresholds.

The Federal Transit Administration (FTA) provides standards and guidelines for perceptibility and annoyance for ground-borne vibration as well as construction vibration impact criteria for building damage. As discussed in the *Characteristics of Vibration* section above, in most circumstances common ground-induced vibrations related to roadway traffic and construction activities pose no threat to buildings or structures, and for smooth roadways, the ground-borne vibration from traffic is barely perceptible.

The FTA has published a technical manual titled, "Transit Noise and Vibration Impacts Assessment," that provides ground-borne vibration impact criteria with respect to building damage and human response during construction activities. As discussed above, building vibration damage is measured in peak particle velocity described in the unit of inches per second. Table 4, below, provides the Federal Transit Administration vibration criteria applicable to construction activities. According to Federal Transit Administration guidelines, a vibration criterion of 0.20 inch per second should be considered as the significant impact level for non-engineered timber and masonry buildings. Furthermore, structures or buildings constructed of reinforced-concrete, steel, or timber, have vibration damage criteria of 0.50 inch per second pursuant to the FTA guidelines.

Building Category	Peak Particle Velocity (inch per second)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12
Source: Federal Transit Administration, 2006.	

 Table 4 - Federal Transit Administration Construction Vibration Impact Criteria for Building Damage



Impacts for the human response to vibration levels are given in VdB by the FTA in Table 8-1 of the *Transit Noise and Vibration Impact Assessment* manual⁵, as shown in Table 5 below. The FTA Land Use Category 1 impact criteria is intended for vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. These Category 1 impact criteria vibration levels are well below those associated with human annoyance but are equal to the threshold of perceptibility. The FTA vibration criteria for Category 2, residential impact, indicate impacts occur at a 72 VdB vibration level for frequent events occurring more than 70 times per day, at 75 VdB for occasional events occurring between 30 and 70 times per day, and at 80 VdB for infrequent events occurring less than 30 times per day.

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch /sec)		
<i>c ,</i>	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1 : Buildings where vibration would interfere with interior operations	65 VdB⁴	65 VdB⁴	65 VdB⁴
Category 2 : Residences and buildings where people normally sleep	72 VdB	75 VdB	80 VdB
Category 3 : Institutional land uses with primarily daytime use	75 VdB	78 VdB	83 VdB

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day. Most rapid transit projects fall into this category.

2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day. Most commuter trunk lines have these many operations.

3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day. This category includes most commuter rail branch lines.

4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels. Ensuring lower vibration levels in a building often requires special design of the HVAC systems and stiffened floors.

Source: Federal Transit Administration, 2006.

⁵ U.S. Department of Transportation, Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, (Washington, DC: U.S. Department of Transportation, Federal Transit Administration, May 2006), p. 8-3



2.5 Project Requirements

The above requirements are summarized in the following Table 6.

Table 6 - Project Requirements			
Activity	Standard		
Residential (General Plan)	Zone A – 50-60 CNEL (Normally Acceptable) Zone B – 60-65 CNEL (Conditionally Acceptable)		
Exterior Noise at Residential Zones	45 dBA (Night 10:00 p.m. to 7:00 a.m.) 55 dBA (Daytime 7:00 a.m. to 10:00 p.m.)		
Interior Noise at Residences	35 dBA (Night 10:00 p.m. to 7:00 a.m.) 45 dBA (Daytime 7:00 a.m. to 10:00 p.m.)		
Construction Noise	Prohibited between 7:00 P.M. and 7:00 A.M. Monday thru Saturday, and anytime Sunday and public holidays		
Operational Noise	At residential property, one-hour average sound level: 55 dBA from 7:00 a.m. to1 0:00 p.m. 45 dBA from 10:00 p.m. to 7:00 a.m.		
Vibration	At residences where people normally sleep: 72 VdB – greater than 70 events per day. 75 VdB – between 30-70 events per day. 80 VdB – less than 30 events per day.		

3.0 ENVIRONMENTAL IMPACTS AND SIGNIFICANCE

3.1 Significance Thresholds

The following significance thresholds are used in this report to evaluate the significance of the project noise impacts:

- 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.
- Generation of excessive ground borne vibration or ground born noise levels.
- 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.

3.2 Impact 1. Noise levels in excess of standards

Would the project result in 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?



3.2.1 Methodology

Analysis of the existing and future noise environments presented in this section is based on technical reports, noise monitoring, and noise prediction modeling. CNEL predictions are based on short-term measured ambient sound levels and statistical analysis "*LoVerde, John; Dong, Wayland; Rawlings, Samantha. Noise Prediction of Traffic on Freeways and Arterials from Measured Data, (Fort Lauderdale, Florida: Noise-Con 2014)*" method (see published paper on Appendix B for further information). This was accomplished using the Federal Highway Administration Highway Noise Prediction Model (TNM Version 2.5) within SoftNoise Predictor V2023 modeling program. TNM Version 2.5 is required to be used on all Federal-aid highway projects. The California Department of Transportation (Caltrans) published the "Technical Noise Supplement (TeNS)" in October of 1998 which defines how to predict traffic noise for projects in California. The TeNS, Section N-5520 requires that any traffic noise study conducted after March 30, 2000 utilize the calculation methods used by Federal Highway Administration (FHWA) TNM. This model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site conditions. The off-site traffic noise is analyzed on an increase in CNEL basis to determine the project's impact.

3.2.2 Existing Ambient Monitored Noise Levels

Traffic on La Sierra Avenue and Victoria Avenue was the primary source of noise affecting the site. Veneklasen visited the site on Friday, February 16, 2024 and placed sound level meters at locations shown in Figure 4 to capture the hourly sound levels on the site. During the measurement, Veneklasen observed frequent propeller planes, helicopters, and commercial planes flying over the project site. Figure 4 and Table 7 show the location and summary of the noise measurements. Noise readings were measured over 1-second intervals with "A" frequency fast time weighting. The weather conditions were normal, and no anomalies were present during the survey periods.

Table 7, Existing Ambient Monitored Noise Levels, provides the noise level data associated with each monitoring period for each location. As shown, noise levels range from 54 dBA to 68 dBA, dependent on the road traffic activity and the relative distance between the noise source and the measurement positions. Appendix C shows the collected data from the noise monitoring equipment at each location.





Figure 4 – La Sierra and Victoria Site and Noise Monitoring Locations

 Table 7 – Existing Ambient Monitored Noise Levels

Position	Measurement Time Length	Average Sound Level, L _{eq} dBA	Predicted CNEL	
Pos S1	4 hours	67	69	
Pos S2	4 hours	68	70	
Pos S3	4 hours	66	67	
Pos S4	4 hours	54	54	
Notes: Noise measurements taken on February 16, 2024. Source: Veneklasen Associates, 2024.				

As mentioned before Veneklasen also utilized the 2023 version of the SoftNoise Predictor TNM 2.5 modeling software to verify and predict vehicular noise levels at locations shown in Figure 4 due to traffic conditions. The primary purpose of the computer model was to determine how the noise environment will change due to traffic and site changes. Traffic counts were obtained by the Riverside Transportation Department. The roadway parameters for the calculations are presented in Table 8 below.



Table 8 – Roadway Parameters					
Rodway Segment	ADT Volume	Speed (mph)			
La Sierra Avenue	25,457	45			
Victoria Avenue	5,857	45			

The analysis assumes that medium trucks represent two percent of the total vehicle distribution, heavy trucks represent one percent of the total vehicle distribution, and the remaining ninety-seven percent was assumed to be standard automobiles.

3.2.3 Future Exterior Project Noise Levels

The anticipated traffic flow resulting from the proposed project is unlikely to significantly impact the ambient noise levels in neighboring areas. A barely perceptible change will need an increment of at least 3 CNEL decibels and such a change in sound level will require doubling the volume of traffic in the area, which is unlikely to be caused by the existence of the proposed project. Therefore, the resultant off-site noise levels are deemed less than significant, and no additional analysis is required.

3.2.4 Operational Noise

Veneklasen understands that the project will include outdoor mechanical equipment, such as split-system outdoor condensing units. Veneklasen has utilized sound power data for typical air conditioning condensing units which range between 2 to 5 tons. In order to represent the worst-case scenario, Veneklasen modeled the operation of multiple condensing units operating 24-hours a day at a minimum distance of 75 feet which represent the closest distance from the mechanical equipment and the nearest residences. The software AIM by Pottorff was utilized to model this noise condition which considers the distance sound attenuation as well as the height of the mechanical equipment relative to the receiver height.



Element Properties	NC	63	125	250	500	1000	2000	4000	dB(A)	Element Viewer	Noise Criteria (NC) NC
Element Properties Space (0) Criteria: NC-I Cond Cond Outd	5 36	63 46 46 78 78 78 78 78 78 78 70 0	125 46 46 78 -35 0		-	1000 37 37 69 69 -35 0	34 34 66 66	4000 28 28 60 60 60 60 0	dB(A) 42 42	· ·	Space (0) NC-36 90 80 70 90 80 70 90 80 70 70 90 80 80 70 70 90 80 80 70 70 70 80 80 70 70 80 80 80 80 80 80 80 80 80 80 80 80 80
											63 125 250 500 1000 2000 40 Octave Mid-Band Frequency, Hz — Space (0) — Running Lw — Outdoor Noise (1)

Figure 5 – Calculated Outdoor Equipment

As is shown in the figure above, the predicted mechanical equipment noise level at the nearest receiver will be 42 dBA. These levels comply with the Riverside's Noise Standards for day and nighttime hours. Therefore, the impact is less than significant.

3.2.5 Temporary Increase in Ambient Noise Levels

To minimize potential impact from construction activities, the City of Riverside Municipal Code under Section 7.35.020(G) exempts construction noise from its stationary-source noise level limits provided said activities do not take place between the hours of 7:00 p.m. and 7:00 a.m. on weekdays, between the hours of 5:00 p.m. and 8:00 a.m. on Saturdays, or at any time on Sunday or a federal holiday.

The construction noise impact was analyzed considering the type and amount of equipment used at each phase of construction. An itemized list of the equipment used at each construction phase was provided by the developer and is shown in Table 9.

Based on the equipment list provided, noise predictions were performed according to the Roadway Construction Noise Model (RCNM) calculation method. Samples of the calculations are included in Appendix D.



Phase Name	Equipment Type	Sound Level at Reference Distance (dBA at 50-feet)	Total number of Equipment Allowed to be use at each Phase	Load Factor	Noise Data Source
	Chain saw	85	3	20%	FHWA
Phase 1-Site Clearance	Tractor	88	2	100%	FTA
	Shovel	82	4	100%	FTA
	Dozer	85	3	40%	FHWA
Phase 2-Grading	Grader	85	3	40%	FHWA
	Delivery Truck	88	2	100%	FHWA
Phase 3-Site Utility	Excavators	85	3	40%	FHWA
	Forklifts	80	4	40%	FHWA
Phase 4-Foundation &	Excavators	85	3	40%	FHWA
Slab Pouring	Concrete Truck Mixture	85	3	40%	FHWA
	Dozer	85	3	40%	FHWA
Phase 5-Paving	Paver	88	2	50%	FHWA
	Roller	85	3	20%	FHWA
Phase 6-Building	Pneumatic tools	85	3	50%	FHWA
Construction	Air Compressor	80	4	100%	FHWA

Table 9 – Proposed Equipment used in Construction Phases

Veneklasen understands that the equipment will be moving through the site and multiple construction equipment will operate simultaneously. To represent the average noise levels at each construction phase, Veneklasen assumed that the equipment will be moving between the center of the site and near all property lines.

The nearest off-site residential sensitive receivers are located to the northeast, east, and southeast of the project site. The distance to the property lines of the nearest sensitive receivers from the perimeter of the project site is shown in Table 10 below.



Receiver	Address of the Location	Direction from the Project Site	Distance from the Project Property line (feet)
Receiver 1	2551 Wildcat Ln	Southwest	119
Receiver 2	2550 Wildcat Ln	Southwest	121
Receiver 3	11115 Old Fashion Way	South	159
Receiver 4	11081 Kayjay St	South	95
Receiver 5	11037 Kayjay St	Southeast	133
Receiver 6	11015 Kayjay St	Southeast	175
Receiver 7	2615 Millsweet Pl	East	60
Receiver 8	2675 Millsweet Pl	East	64
Receiver 9	10980 Stonehenge Pl	North	167
Receiver 10	10998 Stonehenge Pl	Northwest	176

Table 10 – Distance to the Sensitive Receivers from the Center of Project Site and Property Line

The maximum predicted hourly average noise levels at these sensitive receptors due to construction operations are shown in Table 11 below. Figure 6 shows the location of sensitive receivers adjacent to the site.







Project Phase	Receptor	Construction Noise Level (dBA)
	REC-1	80
-	REC-2	80
=	REC-3	78
-	REC-4	80
	REC-5	78
-	REC-6	76
-	REC-7	80
-	REC-8	82
-	REC-9	77
-	REC-10	77
	REC-1	75
-	REC-2	74
-	REC-3	72
-	REC-4	75
-	REC-5	73
Phase 2-Grading –	REC-6	71
-	REC-7	78
-	REC-8	77
-	REC-9	72
-	REC-10	72
	REC-1	78
-	REC-2	78
-	REC-3	77
-	REC-4	80
-	REC-5	78
Phase 3-Site Utility –	REC-6	76
-	REC-7	83
-	REC-8	83
-	REC-9	76
-	REC-10	76
	REC-1	76
-	REC-2	75
-	REC-3	74
-	REC-4	77
Phase 4-Foundation & Slab	REC-5	75
Pouring	REC-6	73
	REC-7	80
-	REC-8	79
-	REC-9	73
-	REC-10	73
	REC-1	77
=		
	REC-2	77
Phase 5-Paving –		77 75

Table 11 - Construction Noise Levels at the Boundary of Receiver Locations



	REC-5	75
	REC-6	73
	REC-7	81
	REC-8	79
	REC-9	74
	REC-10	74
	REC-1	73
	REC-2	72
	REC-3	70
	REC-4	73
Phase 6-Building	REC-5	71
Construction	REC-6	69
	REC-7	76
	REC-8	75
	REC-9	70
	REC-10	70

According to the equipment list provided by the developer, the construction noise level will range between 69 to 83 dBA at the nearest receptors.

To assess potential short-term noise impacts of the Project at nearby receiver locations, Veneklasen uses an 80 dBA Leq threshold for the daytime construction hours. The analysis confirms that this threshold is met at all closest receiver locations except for locations REC-7 and REC-8 during Phase 3 which exceeds the threshold by 3 decibels. Such exceedance in sound level is barely perceived. Therefore, the project construction noise is deemed less than significant.

Mitigation 1. The impact is less than significant and the following mitigation measures have been identified to further minimize potential effects of construction noise on adjacent properties.

- Limit construction activity to the hours listed in Table 6 (7:00 am to 7:00 pm).
- Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
- Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
- Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.
- Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
- Utilize "quiet" air compressors and other stationary equipment where feasible and available.
- Designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.



3.3 Impact 2. Excessive ground-borne vibration

Would the project result in exposure of persons to or generation of excessive ground-borne vibration or groundborne noise levels?

Construction equipment associated with building the project would be the only vibration-generating source introduced by the project, as there are no vibration sources from operations that will introduce vibration into the environment. Vibration generated by construction equipment, unless specified otherwise through permitting, would only occur during approved work hours per the City of Riverside, 7:00 am – 7:00 pm, six days a week, excluding holidays. Table 9 shows the equipment used in each construction phase.

Table 12 below, shows the construction equipment proposed by the project planning group and the typical vibration levels generated during operation. It is understood that for this project, pile drivers will not be used. The vibration levels for the equipment used in the construction phase are unavailable, therefore, Veneklasen utilized the vibration levels provided by the FTA Manual. Calculations were performed according to the FTA manual method. Samples of the calculations are included in Appendix E.

Equipment	Reference RMS Velocity (Lv) at 25 ft. (VdB)
Vibratory roller	94
Large bulldozer	87
Caisson drilling	87
Loaded trucks	86
Jackhammer	79
Small bulldozer	58
Source: Federal Transit Administration (ex	cept Hanson 2001 for Vibratory rollers), 1995.

Table 12 –Vibration Levels (Lv, VdB) of Typical Construction Equipment at 25 ft

Based on the reference vibration levels generated by typical construction equipment and analysis carried out by Veneklasen, construction equipment vibration levels at the project site boundary will not exceed the criteria per FTA guidelines shown in Table 4. Therefore, the impact is less than significant, and no mitigation is required. The predicted vibration levels of the proposed construction equipment at the boundary of the project site are shown in Table 13.



Project Phase	Receptor	Construction Vibration Level, PPV	Construction Vibration Level, Lv, dB
	REC-1	0.005	63
-	REC-2	0.005	63
-	REC-3	0.004	60
-	REC-4	0.007	65
Site Clearance	REC-5	0.005	62
-	REC-6	0.003	59
-	REC-7	0.015	71
-	REC-8	0.011	69
-	REC-9	0.004	59
-	REC-10	0.003	59
	REC-1	0.0004	39
-	REC-2	0.0004	38
-	REC-3	0.0003	35
-	REC-4	0.001	40
-	REC-5	0.0004	37
Phase 2-Grading –	REC-6	0.0003	34
-	REC-7	0001	46
-	REC-8	0.001	44
-	REC-9	0.0003	34
-	REC-10	0.0003	34
	REC-1	0.006	63
-	REC-2	0.006	63
-	REC-3	0.004	60
-	REC-4	0.007	65
-	REC-5	0.005	61
Phase 3-Site Utility –	REC-6	0.003	59
-	REC-7	0.015	71
-	REC-8	0.011	69
-	REC-9	0.004	59
-	REC-10	0.003	59
	REC-1	0.006	63
-	REC-2	0.006	63
-	REC-3	0.004	60
-	REC-4	0.007	65
Phase 4-Foundation & Slab	REC-5	0.005	62
Pouring	REC-6	0.003	59
	REC-7	0.015	71
-	REC-8	0.011	69
—	REC-9	0.004	59
-	REC-10	0.003	59
	REC-1	0.0004	39
-	REC-2	0.0004	38
-	REC-3	0.0003	35
Phase 5-Paving –	REC-4	0.001	40
-	REC-5	0.0004	37
-	REC-6	0.0003	34

Table 13 – Construction Vibration Levels at the Boundary of Project Site



	REC-7	0.001	46			
	REC-8	0.001	44			
	REC-9	0.0003	34			
	REC-10	0.0003	34			
	REC-1					
	REC-2					
	REC-3					
	REC-4	The equipment used at this stage of construction is				
Phase 6-Building	REC-5	 mainly handheld tools and low vibration equipment which produces very low levels of vibration 				
Construction	REC-6	· · · ·	oment used at previous			
	REC-7		ises.			
	REC-8					
	REC-9					
	REC-10					

3.4 Impact 3. Airport noise exposure

For a project located within 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?

The project is not within two miles of a public airport or public use airport. Therefore, there is no impact.



4.0 SUMMARY

4.1 Summary of Mitigation Measures

Mitigation 1. The impact is less than significant without mitigation measures. The following measures are identified to further minimize the potential effects of construction noise on adjacent properties.

- Limit construction activity to the hours listed in Table 4 (6:00 am to 7:00 pm).
- Schedule highest noise-generating activity and construction activity away from noise-sensitive land uses.
- Equip internal combustion engine-driven equipment with original factory (or equivalent) intake and exhaust mufflers which are maintained in good condition.
- Prohibit and post signs prohibiting unnecessary idling of internal combustion engines.
- Locate all stationary noise-generating equipment such as air compressors and portable generators as far as practicable from noise-sensitive land uses.
- Utilize "quiet" air compressors and other stationary equipment where feasible and available.
- Designate a noise disturbance coordinator who would respond to neighborhood complaints about construction noise by determining the cause of the noise complaints and require implementation of reasonable measures to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site.



4.2 Summary of significance of impacts

	CEQA Noise Impact Question	No Impact	Less Than Significant	Less Than Significant with Mitigation	Potentially Significant
1	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.	X			
2	Generation of excessive ground borne vibration or ground born noise levels.	X			
3	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	X			



APPENDIX A

Table A.1 – Definitions of Noise-Related Terms

Term	Definition
Decibel, dB	A unit describing the amplitude of sound equivalent to 20 times the logarithm, to the base 10, of the ratio of the pressure of the sound to the reference pressure of 20 μ Pa.
Frequency, Hz	The number of complete pressure fluctuations per second above and below atmospheric pressure.
A-Weighted Sound Level, dBA	The sound pressure level in decibels as measured in an A-weighting filter network. The A-weighting de-emphasizes the very low frequency components of the sound in a manner similar to the frequency response of the human ear and correlates well with subjective reactions to noise. All sound levels in this report are in the A-weighted scale.
Lo (L _{max}), L2, L8, L25, L50	The A-weighted noise levels that are exceeded 0 percent (maximum noise level), 2 percent, 8 percent, 25 percent, and 50 percent of the time during the measurement period.
Equivalent Noise Level, L _{eq}	The average A-weighted noise level during the stated measurement period.
Community Noise Equivalent Level, CNEL	The average A-weighted noise level during a 24-hour day, obtained after addition of 5 decibels in the evening from 7:00 P.M. to 10:00 P.M., and after addition of 10 decibels to noise levels in the night between 10:00 P.M. and 7:00 A.M.
Day-Night Noise Level, DNL, Ldn	The average A-weighted noise level during a 24-hour day, obtained after addition of 10 decibels to levels measured in the night between 10:00 P.M. and 7:00 A.M.
Ambient Noise Level	The composite of noise from all sources near and far. The normal or existing level of environmental noise at a given location.
Impulsive Noise	Sound of short duration. Typically associated with an abrupt onset and rapid decay (i.e., gun-shots, etc.).
Pure Tones	A sound wave, residing over a small range of frequencies, which has a sinusoidal behavior over time.
VdB	Unit of measurement used by FHWA to describe ground-borne vibration. Equivalent to 20 times the logarithm, to the base 10, of the ratio of the root mean square ground-borne velocity to the reference of reference of 1x10 ⁻⁶ in/sec.



APPENDIX B

Fort Lauderdale, Florida NOISE-CON 2014 2014 September 8-10

Noise prediction of traffic on freeways and arterials from measured sound data

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ABSTRACT

Evaluation and mitigation of noise from exterior noise sources is common as a building design criterion, and has long been part of federal and California building design requirements for residential housing. Criterion is included in LEED building design standards for school and healthcare facilities, and will be included for all buildings types in LEED version 4. These criteria require that the noise level be quantified precisely, but do not provide a method for defining the noise level given the normal variations in exterior sound level that occur. This paper analyzes long term traffic noise measurement data to develop statistically meaningful definitions of exterior noise from vehicular sources. Methods for predicting the noise level using data from relatively short measurement periods are evaluated, and minimum survey requirements to determine specific exterior noise parameters are suggested.

1. INTRODUCTION

Traffic noise is a common noise source impacting all building types and has been the subject of considerable study. Previous measurement surveys^{1,2} have primarily examined the spatial variations, variations in vehicle type or speed, or variations during a single day. Long-term measurement programs to document the day-to-day variations in level have been performed³, have been focused on average or 24-hour hour metrics, which are normally used for residential noise criteria. However recent criteria have required evaluation of the loudest instead of the average level. Evaluating the maximum level requires a different level of type of analysis than have previously been documented.

2. BUILDING CODES AND REGULATIONS

A. Daily metrics

Noise from transportation sources has long been a part of codes and guidelines for residential projects, and the noise level has been evaluated in terms of daily metrics such as L_{dn} and CNEL (or L_{den}). The U.S. Department of Housing and Urban Development defines an acceptable acoustical environment in terms of L_{dn}^4 . In California, the state building code⁵, as well as the General Plans of many municipalities, similarly defines noise level requirements in terms of CNEL or L_{dn} .



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B. Hourly metrics

Recently there have been an increased number of design requirements and guidelines for nonresidential projects, many associated with green building guidelines. The California Green Building Standards require that the interior noise level "does not exceed an hourly equivalent noise level (Leq-1Hr) of 50 dBA in occupied areas during any hour of operation."⁶ This applies to most non-residential projects.

Green building guidelines for schools, such as the California Collaborative for High Performance Schools, reference ANSI S12.60. The requirements for noise from exterior sources are defined in terms of "the noisiest continuous one-hour period during times when learning activities take place."⁷ LEED v4 BD+C: Schools "requires mitigation for high-noise sites (peak-hour Leq above 60 dBA during school hours)".

C. Daily Average vs. Maximum Hour

While criteria for residential projects has historically been in terms of 24-hour averaged metrics, recent requirements for commercial and school projects is framed in terms of the loudest hourly Leq during the period of operation. However, none of the criteria documents provide or describe any procedures or guidance regarding how the "loudest hour" should be defined, given the day-to-day variations in noise level. Even if given a large data set encompassing the full range of variation, which level does the acoustician define to be "typical"?

Further, while it is straightforward to determine the loudest hour of any measurement period, how would one know that the loudest hour of the day, or the loudest day of the week, had been captured? What about longer term variations with the school year or the seasons? How much information regarding variations can the designer be expected to obtain?

Currently, acousticians faced with these questions have simply measured over a single day and used the loudest hour to perform calculations. In our view, there has been insufficient consideration of the variation of the sound level, and whether the measurement constitutes adequate sampling to have confidence that the reported sound level is accurate.

3. MEASUREMENT PROGRAM

In order to begin to address these questions and clarify procedure, we performed long-term noise surveys of roadways, with an aim to determine not just the level but the temporal distribution of levels. Based on the measured variation in noise level, hour-to-hour and day-to-day, a reasonable definition of the "loudest hour" can be extracted. Finally, we wish to determine the minimum length of measurement required determine the loudest hour to the desired accuracy.

A. Long term traffic noise survey

Measurements were performed on several arterial roadways and freeways. The results from one arterial are presented here. The arterial in questions is a 4-lane road with a wide median and a 40 mile per hour speed limit. A microphone was mounted to the rooftop of a building at the façade facing the street. This location had unobstructed exposure to all four lanes in both directions at an approximate elevation of 20 feet. A Bruel & Kjaer type 2260 sound level meter logged the noise level at high time resolution from February 11 through March 14, 2014.

The data was reduced to hourly intervals synced to the clock for this analysis. The weekends were significantly quieter than the weekdays, and the weekends were excluded from the analysis. The hourly Leq's for all weekdays are shown in Figure 1. The dashed lines show February 18, which was the Presidents Day holiday, and had slightly reduced noise levels. The dotted line shows a day when work crews were conducting tree trimming on the street. Although



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this was not a traffic source and this day was excluded from the data for this analysis, it bears considering what effect such an event might have on an unmanned measurement.

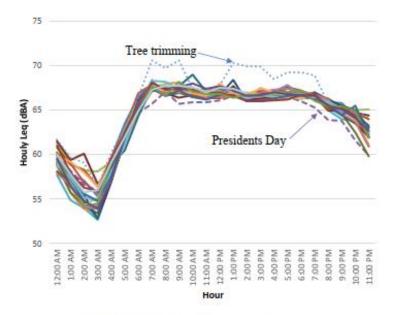


Figure 1. Hourly Leq's for all days measured.

B. Analysis

During the daytime hours (from 7:00 AM to 7:00 PM), there is very little variation in level, both day-to-day and from hour-to-hour within a day for a free flowing arterial. In fact, over the 22 weekdays in the measurement period, the daytime hourly Leq ranged from 66–69 dBA. Because the spread in the data was so small, we analyzed the data at a resolution of a tenth of a dB in order to reduce rounding errors. The average hourly Leq was 67.0 dBA, and the standard deviation was 0.5 dB.

It is the authors' opinion that the "maximum" level of a distribution, assuming that it is approximately normal, should be defined as 2 standard deviations above the mean. This is an arbitrary but common convention in many branches of science and engineering, corresponding to approximate 95 percent confidence interval about the mean. It is the 97.5 percentile of the distribution. For the measured data, 2 standard deviations are 1.0 dB and the "loudest hour" is therefore defined to be 68.0 dBA. (Note that the mean and maximum values have tenth-dB resolution and are not rounded. It is coincidence that they happened to end up on zero tenths.)

4. REQUIRED LENGTH OF MEASUREMENT

We have determined that the "true" average hourly level is 67 dBA and the loudest hourly level is 68 dBA. Given the month-long measurement period, we are confident that these values



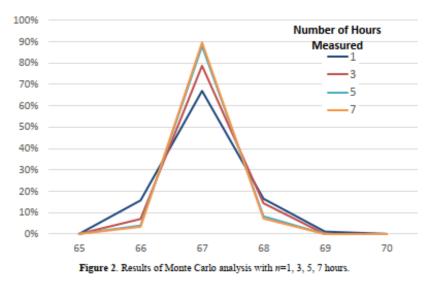
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accurately encompass the normal daily variation in level. (Seasonal variations may remain.) For a typical project, the measurement period will be much shorter. How long does the measurement period need to be to ensure an accurate result?

A. Monte Carlo Method

Monte Carlo method is ideal for this analysis. We use a random number generator to randomly select a start hour from the data set. From the start hour, we calculate the average noise level (Leq) that would be achieved after measuring for n hours, so that n is the length of the measurement. For each n, we repeat for at least 1000 trials and plot the results. The distribution of the results gives the probability of measuring that level after a measurement that is n hours long. The process is repeated with different values of n. Representative results are shown in Figure 2.

Figure 2 shows that the mean of the distribution is the same as the mean of the measurement data, as expected. Also as expected, the distribution narrows (variation become smaller) as the measurement time increases. However, the narrowing "levels off" and there is no further improvement after 4 or 5 hours. Measuring for 8 hours or 12 hours (the entire daytime) would not yield a more accurate measurement (compared to the monthly average) than the level measured after 5 hours.



B. Length of Measurement Predictions

Given the above information, we can evaluate methods for determining the level of the loudest hour for an actual project on this or a similar roadway. While acoustical overdesign should be avoided, a slightly conservative estimate is appropriate. It is important to avoid underestimating the measured level, which could lead to interior levels that exceed the criteria. For this roadway, the loudest hour is 68 dBA, and a level of 69 dBA would be acceptable. However, the measurement method should not result in a level below 68 dBA.

For this roadway, a one-hour measurement will usually result in a level of 67 dBA, so adding 1 dB would result in the correct loudest hour. However, 16 percent of the time this



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estimate will be too low. Measuring for 2 hours would reduce this to 10 percent of the time, and a 4 hour measurement would reduce this to 4 percent. A better method may be to add 2 dB to the measured level. This would be too high 17 percent of the time, but will prevent erring on the low side.

5. CONCLUSIONS

The method described is intended to optimize measurement times while minimizing risk. This is accomplished by understanding the temporal behavior of the source. For arterial roadways similar to the free flowing one in this study, the loudest levels are in the daytime hours from 7:00 AM to 7:00 PM. There is remarkably little variation in noise level, both hour-to-hour and dayto-day. Following common science and engineering practice, we define the "loudest hour" as 2 standard deviations above the mean (97.5 percentile).

It is possible to accurately estimate the "true" long-term maximum hourly level to within +1/-0 dB with short term measurements. For this roadway, the method would be to add 1 or 2 dB to the measured value, depending on the length of the measurement and how conservative a result is desired.

ACKNOWLEDGEMENTS

The authors wish to thank Veneklasen Associates for their assistance.

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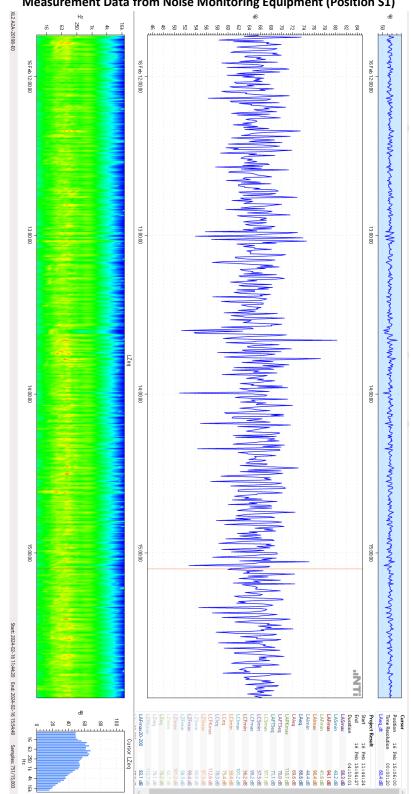
(2006).

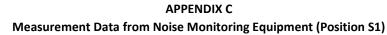
"The Noise Regulation," Title 24, Code of Federal Regulations, Pt. 51B.

⁵ California Building Standards Code, Title 24, California Code of Regulations, Part 2, section 1207.
 ⁶ California Green Building Standards, Title 24, California Code of Regulations, Part 11.

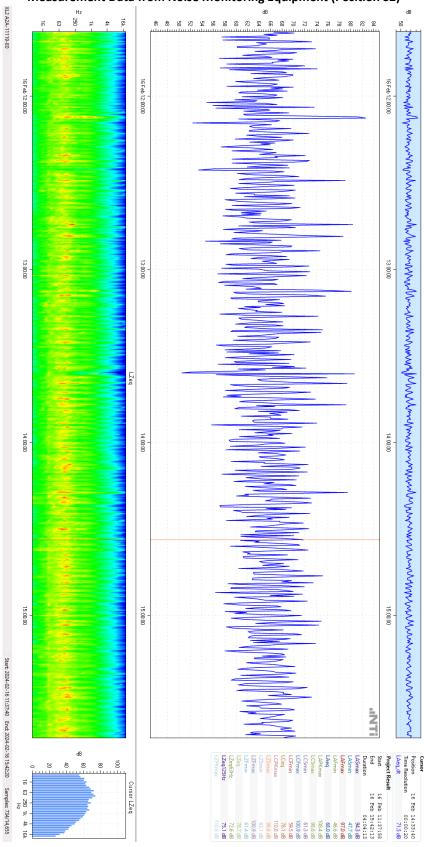
⁷ American National Standard Acoustical Terminology, American National Standards Institute ANSI \$12.60-2010 (Acoustical Society of America, New York, 2010).





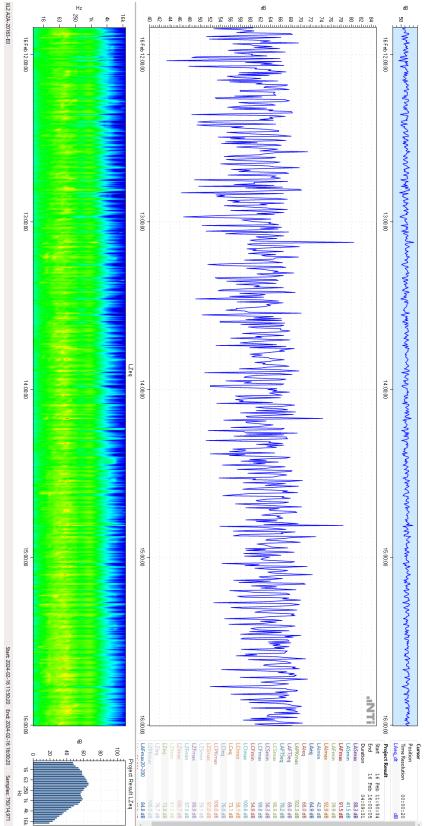






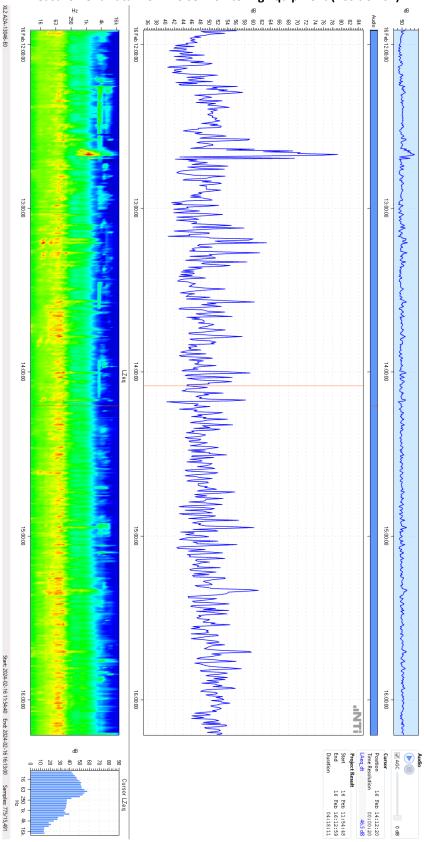
Measurement Data from Noise Monitoring Equipment (Position S2)





Measurement Data from Noise Monitoring Equipment (Position S3)









APPENDIX D

Construction Equipment Noise Calculation Samples

Phase 1 Site Clearence

Project Project N Date	City of Riverside 5798-010 4/23/2024				Project criteri	a (dBA)	75										
alculatio	n of sound levels - <u>us</u>	er only ed	<u>its project</u>	criteria m	a <mark>z level, equip</mark>	<u>ment type and</u>	quantity	. and barr	<mark>ier distar</mark>	i <mark>ces. If ne</mark> r	eded. man	ually adjust o	listances be	tween sourc	<mark>e and receiv</mark>	er (if center	point at p
			Re	ference Sou	ind Pressure Lev	el @ 50 ft (dB/	\ re: 20µP	'a)	Refere	nce Utiliza	tion (2)	Recep	tor R1	Recep	tor R2	Recep	tor R3
	Equipment	Qty	Client	FTA	HWA (Predicte	HWA (Measure	٧A	Used	Client	FHVA	Used	Distance to R1 (ft)	Sound Pressure Level @ R1	Distance to R2 (ft)	Sound Pressure Level @ R2	Distance to R3 (ft)	Sound Pressure Level @ R
	Chain Saw	1	0	0	85	84	0	85	N/A	20%	20%	129	70	131	70	169	67
	Truck	1	0	84	0	0	88	88	N/A	N/A	100%	129	80	131	80	169	11
	Shovel	1	0	82	0	0	0	82	N/A	N/A	100%	129	74	131	74	169	71
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
							Total So	und Press	ire Level a	t Receiver	10 Barrier		81		81		79
							Total Son	ad Pressu	e level at	Receiver 's	TH Barrie		67		67		65

Recep	tor R4	Recep	tor R5	Recep	tor R6	Receptor R7		ptor R7 Receptor R8		Receptor R9		Receptor R10	
Distance to R4 (ft)	Sound Pressure Level @ R4	Distance to R5 (ft)	Sound Pressure Level @ R5	Distance to R6 (ft)	Sound Pressure Level @ R6	Distance to R7 (ft)	Sound Pressure Level @ R7	Distance to R8 (ft)	Sound Pressure Level @ R8	Distance to R9 (ft)	Sound Pressure Level @ R9	Distance to R10 (ft)	Sound Pressure Level @ R10
105	72	143	69	185	67	99	72	80	74	177	67	186	67
105	81	143	79	185	77	99	82	80	84	177	77	186	77
105	76	143	73	185	71	99	76	80	78	177	71	186	71
105	0	143	0	185	0	99	0	80	0	177	0	186	0
105	0	143	0	185	0	99	0	80	0	177	0	186	0
105	0	143	0	185	0	99	0	80	0	177	0	186	0
105	0	143	0	185	0	99	0	80	0	177	0	186	0
105	0	143	0	185	0	99	0	80	0	177	0	186	0
105	0	143	0	185	0	99	0	80	0	177	0	186	0
105	0	143	0	185	0	99	0	80	0	177	0	186	0
	83		80		78		83		85		78		78
	69		66		64		69		71		64		64

Phase 2 Grading

Project	City of Riverside																
Project N	5798-010				Project criteri	a (dBA)	75										
Date	4/23/2024																
_																	
Calculatio	n of sound levels – <u>u</u>	<u>ser only ed</u>	its project	criteria ma	<u>as level, equip</u>	ment type and	d quantity	 and bar 	rier dista	nces. If ne	eded. ma	nually adjus	t distances	between sou	rce and reco	eiver fif cen	<mark>ter point at p</mark>
			Bei	erence Sou	nd Pressure Le	ual 60 50 ft (dE	30 ro- 20-1	Pal	Befere	nce Iltiliza	tion (7)	Becen	tor B1	Becen	tor B2	Becer	ator B3

	1 1	Het	erence Sou	ind Pressure Le	vel @ 50 Ht (dE	A re: 20µ1	aj	Refere	nce Utiliza	tion (2)	несер	tor H1	Несер	tor H2	Несер	otor H3
Equipment	Qty	Client	FTA	H₩A (Predicte	HVA (Measure	VA	Used	Client	FHVA	Used	Distance to R1 (ft)	Sound Pressure Level @ R1	Distance to R2 (ft)	Sound Pressure Level @ R2	Distance to R3 (ft)	Sou Press Level (
Dozer	1	0	85	85	82	0	85	N/A	40%	40%	129	73	131	73	169	70
Grader	1	0	85	85	0	0	85	N/A	40%	40%	129	73	131	73	169	70
No equipment	1	0	0	0	0	0	N/A	N/A	NłA	N/A	129	0	131	0	169	0
No equipment	1	0	0	0	0	0	N/A	N/A	NłA	N/A	129	0	131	0	169	0
No equipment	1	0	0	0	0	0	N/A	N/A	NłA	N/A	129	0	131	0	169	(
No equipment	1	0	0	0	0	0	N/A	N/A	NłA	N/A	129	0	131	0	169	(
No equipment	1	0	0	0	0	0	N/A	N/A	NłA	N/A	129	0	131	0	169	(
No equipment	1	0	0	0	0	0	N/A	N/A	NłA	N/A	129	0	131	0	169	(
No equipment	1	0	0	0	0	0	N/A	N/A	NPA	N/A	129	0	131	0	169	(
No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	(
						Total Sou	ind Pressu	ire Level a	t Receiver	NO Barrie		76		76		7
						otal Sour	d Pressu	e Level at	Receiver \	/ITH Barri		62		62	, , , , , , , , , , , , , , , , , , ,	6

Recep	tor R4	Recep	tor R5	Recep	tor R6	Recep	tor R7	Recep	tor R8	Recep	tor R9	Recept	or R10
Distance to R4 (ft)	Sound Pressure Level @ R4	Distance to R5 (ft)	Sound Pressure Level @ R5	Distance to R6 (ft)	Sound Pressure Level @ R6	Distance to R7 (ft)	Sound Pressure Level @ R7	Distance to R8 (ft)	Sound Pressure Level @ R8	Distance to R9 (ft)	Sound Pressure Level @ R9	Distance to R10 (ft)	Sound Pressure Level @
105	75	143	72	185	70	57	80	74	78	177	70	186	70
105	75	143	72	185	70	57	80	74	78	177	70	186	70
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
	78		75		73		83		81		73		73
	64		61		59		68		66		59		59



Phase 3 Site Utility

Project	City of Riverside															
Project N	5798-010				Project cri	iteria (dBA)	75									
Date	4/23/2024															
- I	n of sound levels -	and a start of the														
alculation	i or sound levels -	<u>user only edi</u>	ts project	citteria m	ax level, eq	uipment type a	ind quantity, a	ind partier disc	ances. Ir nee	ded. manua	taliy adju	st distances i	between sou	rce and rec	eiver nir cen	ter point a
- E			D -(und Des source	e Level @ 50 ft (4DA 20 D-1	Defe	rence Utilizatio	- (22)	Beer	eptor R1	Recep	has D2	Base	ptor R3
			ner	erence 50	ana Fressar	e rever @ 50 m (иви те: 20µга;	nere	rence ounzaut		nece	<u>.</u>	песер		nece	
	Equipment	Qty	Client	FTA	UVA (Bred	icteri¥A (Meas	ure VA	Used Client	EHVA		listance to	Sound	Distance to	Sound Pressure	Distance to	Sound
			Chent	FIA.	I WA (Fied	ICCELL # V [Mease	""	Oseu Chent		USeu	R1 (ft)	Pressure Level @ B1	B2 (ft)	Level @ B2	R3 (ft)	Level @ F
-	Truck	1	0	84	0	0	88	88 N/A	N/A	100%	129	80	131	80	169	77
	Excavator	1	0	0	85	81	0	85 N/A	40%	40%	129	73	131	73	169	70
	Front End Loader	1	0	80	80	79	78	80 N/A	40%	40%	129	68	131	68	169	65
	No equipment	1	0	0	0	0	0	N/A N/A	NłA	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A N/A	N/A	N/A	129	0	131	0	169	0
	No equipment No equipment	1	0	0	0	0	0	N/A N/A	N/A N/A	N/A N/A	129	0	131	0	169 169	0
-	No equipment	1	0	0	0	0	0	N/A N/A	N/A	N/A N/A	129	0	131	0	169	0
	No equipment		0	0	0	- Ŭ	0	N/A N/A	N/A	NA	129	0	131	0	169	0
		1	ů.	0	Ŭ,	0	0	N/A N/A	N/A	N/A	129	0	131	0	169	0
	No equipment															
	No equipment						Total Sound	Pressure Leve	l at Receiver N	U Barriei		81		81		78
	No equipment															
	No equipment							Pressure Level				81 67		81 67		78 64
	No equipment															
							otal Sound I	Pressure Level	at Receiver VI	fH Barrie		67		67		64
Rec	No equipment		ptor R5		Recep	tor R6	otal Sound I		at Receiver VI				tor R9	67	eceptor R10	64
	eptor R4	Rece	0			Courd	otal Sound Rece	Pressure Level	at Receiver VI Rec	eptor R8	und La	67 Recep		67 Re		64 0
listance l	eptor R4	Rece Distance to	Sour		stance to	Sound	otal Sound Recej Distance to	Pressure Level otor R7 Sound	at Receiver VI Rec Distance t	eptor R8		67 Recep	Sound	67 Re Distanc	e to So	64 0 9und
	eptor R4 to Sound Pressure	Rece	Sour	ure Di		Sound Pressure	otal Sound Rece	otor R7 Sound Pressure	at Receiver VI Rec Distance t R8 (fr)	eptor R8 o Sou Press	sure L	67 Recep	Sound Pressure	67 Re Distance B10 (6	e to t) Pres	64 0 ound ssure
istance (R4 (ft)	eptor R4 to Sound Pressure Level @ R4	Rece Distance to R5 (ft)	Sour Press Level @	ure Di	stance to R6 (ft)	Sound Pressure Level @ R6	otal Sound Recep Distance to R7 (ft)	otor R7 Sound Pressure Level @ R7	at Receiver VI Rec Distance t R8 (ft)	eptor R8 Sou Press Level (sure @ R8	67 Recep Distance to R9 (ft)	Sound Pressure Level @ R	67 Re Distanc 9 R10 (f	eto So t) Pres t) Lev	64 0 ound ssure vel @
istance (R4 (ft) 105	to Pressure Level @ R4 81	Rece Distance to R5 (ft) 143	Sour Press Level @ 79	ure PR5	stance to R6 (ft) 185	Sound Pressure Level @ R6 77	otal Sound I Recep Distance to R7 (ft) 57	Pressure Level otor R7 Sound Pressure Level @ R7 87	at Receiver VI Rec Distance t R8 (ft) 74	eptor R8 Sou Press Level (sure © R8 5	67 Recep Distance to R9 (ft) 177	Sound Pressure Level @ R 77	67 Re Distanc B10 (f 186	e to So Pres t) Lev	64 0 ound ssure yel @ 77
listance (R4 (ft) 105 105	eptor R4 To Sound Pressure Level @ R4 81 75	Rece Distance to R5 (ft) 143 143	Sour Press Level @ 79 72	ure PR5	stance to R6 (ft) 185 185	Sound Pressure Level @ R6 77 70	otal Sound I Recep Distance to R7 (ft) 57 57	Pressure Level Dotor R7 Sound Pressure Level @ R7 87 80	At Receiver VI Rec Distance t R8 (ft) 74 74	eptor R8 O Sou Press Level (85 78	sure @ R8 5 8	67 Recep Distance to R9 (ft) 177 177	Sound Pressure Level @ R 77 70	67 67 Distanc 810 (f 186 186	e to So Pres t) Lev	64 ound ssure sel @ 77
listance (R4 (ft) 105 105 105	eptor R4 to Sound Pressure Level @ R4 81 75 70	Rece Distance to R5 (ft) 143 143 143	Sour Press Level @ 79 72 67	ure PR5	stance to R6 (ft) 185 185 185	Sound Pressure Level @ R6 77 70 65	otal Sound I Recep Distance to R7 (ft) 57 57 57	Pressure Level Dotor R7 Sound Pressure Level @ R7 87 80 75	At Receiver VI Rec Distance t R8 (ft) 74 74 74	eptor R8 O Sou Press Level (85 78 73	sure @ R8 5 8 3	67 Recep Distance to R9 (ft) 177 177 177	Sound Pressure Level @ R 77 70 65	67 Bistanc 9 R10 (f 186 186 186	e to Fres t) Lev	64 0 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9
)istance (R4 (ft) 105 105 105 105	eptor R4 to Sound Pressure Level @ R4 81 75 70 0	Rece Distance to R5 (ft) 143 143 143 143	Sour Press Level (79 72 67 0	ure PR5	stance to R6 (ft) 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0	Distance to Recept Distance to R7 (ft) 57 57 57 57 57	Pressure Level boor R7 Sound Pressure Level @ R7 80 75 0	at Receiver VI Rec Distance t R8 (ft) 74 74 74	eptor R8 o Sou Press Level 6 78 73 0	sure © R8 5 8 3 1 1	67 Recep Distance to R9 (ft) 177 177 177 177	Sound Pressure Level @ R 77 70 65 0	67 Distanc 9 810 (f 186 186 186 186 186	e to So Pres t) Lev	64 0 ound ssure rel @ 77 70 65 0
Distance (R4 (ft) 105 105 105 105 105	eptor R4 Sound Pressure Level @ R4 81 75 70 0 0	Rece Distance to R5 (ft) 143 143 143 143 143	Sour Press Level @ 79 72 67 0 0	ure PR5	stance to R6 (ft) 185 185 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0 0	otal Sound I Recep Distance to R7 (ft) 57 57 57 57 57 57 57	Pressure Level otor R7 Sound Pressure Level @ R7 80 75 0 0	at Receiver VI Rec Distance t R8 (ft) 74 74 74 74 74	th Barrie eptor R8 0 Sou Press Level 6 78 78 73 0 0	sure @ R8 5 8 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	67 Recep Distance to R9 (ft) 177 177 177 177 177	Sound Pressure Level @ R 77 70 65 0 0	67 Distanc 9 186 186 186 186 186	e to So Pres t) Lev	64 0 0 0 0 0 0 0
Distance (R4 (ft) 105 105 105 105 105 105	to Sound Pressure Level @ R4 81 75 70 0 0 0	Rece Distance to R5 (ft) 143 143 143 143 143 143 143	Sour Press Level @ 79 72 67 67 0 0 0	ure PR5	stance to R6 (ft) 185 185 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0 0 0 0	otal Sound 1 Recep Distance to R7 (ft) 57 57 57 57 57 57 57 57 57	Pressure Level otor R7 Sound Pressure Level @ R7 80 75 0 0 0 0	at Receiver VI Rec Distance t R8 (ft) 74 74 74 74 74 74	CH Barrie Ptor R8 O Sou Press Level (85 78 73 0 0 0 0 0 0	sure 6 60 R8 5 8 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	67 Recep Distance to R9 (ft) 177 177 177 177 177 177 177	Sound Pressure Level @ Ri 77 70 65 0 0 0 0	67 67 Distanc 810 (f 186 186 186 186 186 186 186 186	e to So Pres t) Lev	64 0 5 5 5 77 70 5 5 0 0 0 0
Distance (R4 (ft) 105 105 105 105 105 105 105	eptor R4 Sound Pressure Level @ R4 81 75 70 0 0 0 0 0	Recept Distance to R5 (ft) 143 143 143 143 143 143 143 143	Sour Press Level @ 79 72 67 67 0 0 0 0 0	ure PR5	stance to R6 (ft) 185 185 185 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0 0 0 0 0 0	otal Sound 1 Recep Distance to R7 (ft) 57 57 57 57 57 57 57 5	Pressure Level Sound Pressure Level @ R7 87 80 75 0 0 0 0 0 0	at Receiver VI Rec Distance t R8 (ft) 74 74 74 74 74 74 74 74 74	rH Barrid eptor R8 O Sou Press Level (85 78 73 0 0 0 0 0 0 0 0 0 0 0 0	sure @ R8 5 8 3 1 1 1 1 1 1 1 1 1 1 1 1 1	67 Recep Distance to R9 (ft) 177 177 177 177 177 177 177 177	Sound Pressure Level @ R: 77 70 65 0 0 0 0 0	67 Distanc 9 186 186 186 186 186 186 186 186	e to So Pres Lev	64 64 65 77 70 85 0 0 0 0 0 0
listance (R4 (ft) 105 105 105 105 105 105 105 105	eptor R4 to Sound Pressure Level @R4 81 75 0 0 0 0 0 0 0 0	Rece Distance to R5 (ft) 143 143 143 143 143 143 143 143 143	Sour Press Level @ 79 72 67 0 0 0 0 0 0 0 0	ure PR5	stance to R6 (ft) 185 185 185 185 185 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0 0 0 0 0 0 0 0	total Sound I Recep Distance to R7 (ft) 57 57 57 57 57 57 57 57 57 57 57	Pressure Level otor R7 Sound Pressure Level @ R7 80 75 0 0 0 0 0 0 0 0 0	t Receiver VI Rec Distance t R8 (ft) 74 74 74 74 74 74 74 74 74 74 74	rH Barrie eptor R8 Press Level (85 78 78 73 0 0 0 0 0 0 0 0 0 0 0	sure @ R8 5 8 3 1 1 1 1 1 1 1 1 1 1 1 1 1	67 Recep Distance to R9 (ft) 177 177 177 177 177 177 177 177 177 17	Sound Pressure Level @ R: 77 65 0 0 0 0 0 0 0 0 0	67 Distanc 9 R10 (f 186 186 186 186 186 186 186 186 186	e to Pres t) Lev	64 0 ssure cel @ 77 70 \$55 0 0 0 0 0 0
Distance (R4 (ft) 105 105 105 105 105 105 105 105 105	eptor R4 to Sound Pressue Level @ R4 75 76 0 0 0 0 0 0 0 0 0 0 0	Rece Distance to R5 (ft) 143 143 143 143 143 143 143 143 143 143	Sour Press Level @ 79 72 67 0 0 0 0 0 0 0 0 0 0 0	ure PR5	stance to R6 (ft) 185 185 185 185 185 185 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0 0 0 0 0 0 0 0 0 0 0	otal Sound Recept Distance to R7 (ft) 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57	Pressure Level stor R7 Sound Pressure Level @ R7 80 75 0 0 0 0 0 0 0 0 0 0 0 0 0	at Receiver VI Rec Distance t R8 (ft) 74 74 74 74 74 74 74 74 74 74 74	H Barrie eptor R8 o Press Level (73 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	sure 60 R8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	67 Recep Distance to R9 (ft) 177 177 177 177 177 177 177 17	Sound Pressure Level @ R: 77 65 0 0 0 0 0 0 0 0 0 0 0 0 0	67 Distanc 9 R10 (f 186 186 186 186 186 186 186 186 186 186	e to Pres t) Lev	64 64 ound ssure rel @ 77 70 55 0 0 0 0 0 0 0 0
Distance (R4 (ft) 105 105 105 105 105 105 105 105	eptor R4 to Sound Pressure Level @R4 81 75 0 0 0 0 0 0 0 0	Rece Distance to R5 (ft) 143 143 143 143 143 143 143 143 143	Sour Press Level @ 79 72 67 0 0 0 0 0 0 0 0	ure PR5	stance to R6 (ft) 185 185 185 185 185 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0 0 0 0 0 0 0 0	total Sound I Recep Distance to R7 (ft) 57 57 57 57 57 57 57 57 57 57 57	Pressure Level otor R7 Sound Pressure Level @ R7 80 75 0 0 0 0 0 0 0 0 0	t Receiver VI Rec Distance t R8 (ft) 74 74 74 74 74 74 74 74 74 74 74	rH Barrie eptor R8 Press Level (85 78 78 73 0 0 0 0 0 0 0 0 0 0 0	sure 60 R8 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	67 Recep Distance to R9 (ft) 177 177 177 177 177 177 177 177 177 17	Sound Pressure Level @ R: 77 65 0 0 0 0 0 0 0 0 0	67 Distanc 9 R10 (f 186 186 186 186 186 186 186 186 186	e to Pres t) Lev	64 0 5 5 5 7 7 7 0 5 5 0 0 0 0 0 0 0 0 0
istance (R4 (ft) 105 105 105 105 105 105 105 105 105	eptor R4 to Sound Pressue Level @ R4 75 76 0 0 0 0 0 0 0 0 0 0 0	Rece Distance to R5 (ft) 143 143 143 143 143 143 143 143 143 143	Sour Press Level @ 79 72 67 0 0 0 0 0 0 0 0 0 0 0	ure PR5	stance to R6 (ft) 185 185 185 185 185 185 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0 0 0 0 0 0 0 0 0 0 0	otal Sound Recept Distance to R7 (ft) 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57	Pressure Level stor R7 Sound Pressure Level @ R7 80 75 0 0 0 0 0 0 0 0 0 0 0 0 0	at Receiver VI Rec Distance t R8 (ft) 74 74 74 74 74 74 74 74 74 74 74	H Barrie eptor R8 o Press Level (73 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	sure @ R8 5 8 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	67 Recep Distance to R9 (ft) 177 177 177 177 177 177 177 17	Sound Pressure Level @ R: 77 65 0 0 0 0 0 0 0 0 0 0 0 0 0	67 Distanc 9 R10 (f 186 186 186 186 186 186 186 186 186 186	t) So Pres Lev	64 ound ssure rel @ 77 70 \$5 0 0 0 0 0 0 0 0 0 0
Distance (R4 (ft) 105 105 105 105 105 105 105 105 105	Sound Pressure Level @ R4 81 775 0 0 0 0 0 0 0 0 0	Rece Distance to R5 (ft) 143 143 143 143 143 143 143 143 143 143	Sour Press Level @ 79 72 67 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	ure PR5	stance to R6 (ft) 185 185 185 185 185 185 185 185 185 185	Sound Pressure Level @ R6 77 70 65 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	otal Sound Recept Distance to R7 (ft) 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57 57	Pressure Level btor R7 Sound Pressure Level @ R7 87 80 75 0 0 0 0 0 0 0 0 0 0 0 0 0	at Receiver VI Rec Distance t R8 (ft) 74 74 74 74 74 74 74 74 74 74 74	H Barrie eptor R8 0 Sou Press 2 78 733 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	sure @R8 5 8 3 3 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	67 Recep Distance to R9 (ft) 177 177 177 177 177 177 177 17	Sound Pressure Level @ R: 77 65 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	67 Distanc 9 R10 (f 186 186 186 186 186 186 186 186 186 186	t) So Pres Lev 7 6	64 0 ssure rel 0 77 76 55 0 0 0 0 0 0 0 0 0 0 0

Phase 4 Foundation & Slab

Project	City of Riverside																
Project N	5798-010				Project criteri	a (dBA)	75										
Date	4/23/2024																
Calculatio	n of sound levels – <u>us</u>	er only ed	its project	<mark>criteria m</mark>	<mark>ax level, equip</mark>	ment type and	quantity	<mark>, and ba</mark> i	rier dista	nces. If ne	eded. ma	nually adjus	t distances	between sou	rce and rec	eiver fif cent	er point at
			Bef	erence Sou	ind Pressure Le	vel @ 50 ft (dB	A re: 20µl	Pa)	Refere	nce Utiliza	tion (%)	Recep	tor R1	Recep	tor R2	Recep	tor R3
	Equipment	Qty	Client	FTA	H¥A (Predicte	HVA (Measure	¥A	Used	Client	FHVA	Used	Distance to R1 (ft)	Sound Pressure Level @ B1	Distance to R2 (ft)	Sound Pressure Level @ R2	Distance to R3 (ft)	Sound Pressure Level @ B3
	Concrete Mixer Truck	1	0	85	85	79	82	85	N/A	40%	40%	129	73	131	73	169	70
	Excavator	1	0	0	85	81	0	85	N/A	40%	40%	129	73	131	73	169	70
	Tractor	1	0	0	84	0	86	86	N/A	40%	40%	129	74	131	74	169	71
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	NŁA	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	NA	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
							Total Sou	ind Press	ire Level a	t Receiver	NO Barrie		78		78		76

Recep	tor R4	Recep	tor R5	Recep	tor R6	Recep	tor R7	Recep	tor R8	Recep	tor R9	Recept	or R10
Distance to R4 (ft)	Sound Pressure Level @ R4	Distance to R5 (ft)	Sound Pressure Level @ R5	Distance to R6 (ft)	Sound Pressure Level @ R6	Distance to B7 (fr)	Cound	Distance to	Cound	Distance to	Sound Pressure Level @ R9	Distance to R10 (ft)	Sound Pressure Level @
105	75	143	72	185	70	57	80	74	78	177	70	186	70
105	75	143	72	185	70	57	80	74	78	177	70	186	70
105	75	143	73	185	71	57	81	74	79	177	71	186	71
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
	80		77		75		85		83		75		75
	66		63		61		71		68		61		61



Phase 5 Paving

Project	City of Riverside																
Project N	5798-010				Project criteri	a (dBA)	75										
Date	4/23/2024																
alculation	n of sound levels – <u>us</u>	er only ed	its project	<mark>criteria m</mark>	<mark>as level, equip</mark>	ment type and	d quantity	. and ba	rier dista	nces. If ne	eded. ma	nually adjus	t distances	between sou	rce and rec	eiver fif cent	er point al
- 1			Ref	erence So	und Pressure Le	vel @ 50 ft (dB	A re: 20µl	Pa)	Refere	nce Utiliza	tion (%)	Recep	otor R1	Recep	tor R2	Recep	tor R3
	Equipment	Qty	Client	FTA	HVA (Predicte	HVA (Measure	VA	Used	Client	FHVA	Used	Distance to R1 (ft)	Sound Pressure Level @ B1	Distance to R2 (ft)	Sound Pressure Level @ B2	Distance to R3 (ft)	Sound Pressure Level @ R
	Dozer	1	0	85	85	82	0	85	NłA	40%	40%	129	73	131	73	169	70
	Paver	1	0	85	85	77	88	88	N/A	50%	50%	129	77	131	77	169	74
	Roller	1	0	85	85	80	74	85	N/A	20%	20%	129	70	131	70	169	67
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	N/A	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	NPA	N/A	NłA	129	0	131	0	169	0
							Total Sou	ind Press	ire Level a	t Receiver	NO Barrie		79		79		76
										Receiver 1		-	65		65	-	62
							otal Soul	ia Pressa	e Level at	neceiver	FITH Datt		60		60		02

Recep	tor B4	Recep	tor B5	Recep	tor B6	Recep	tor B7	Becen	tor R8	Recep	tor B9	Recept	or B10
		Theory		псоср		Theory		Theory		Theory		Theorph	
	Sound Pressure Level @ R4	Distance to R5 (ft)	Sound Pressure Level @ R5		Sound Pressure Level @ R6		Sound Pressure Level @ R7		Sound Pressure Level @ R8		Sound Pressure Level @ R9	Distance to R10 (ft)	Sound Pressure Level @
105	75	143	72	185	70	57	80	74	78	177	70	186	70
105	78	143	76	185	74	57	84	74	81	177	74	186	73
105	72	143	69	185	67	57	77	74	75	177	67	186	67
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
	81		78		76		86		84		76		76
	66		64		62		71		69		62		62

Phase 6 Building Construction

roject	City of Riverside																
Project N	5798-010				Project criteri	a (dBA)	75										
Jate	4/23/2024																
Calculatio	n of sound levels - <u>us</u>	<mark>er only ed</mark>	<mark>its project</mark>	criteria m	<mark>ax level, equip</mark>	<mark>ment type and</mark>	<mark>l quantity</mark>	<mark>, and ba</mark> ı	<mark>rier dista</mark>	nces. If ne	eded.ma	inually adjus	t distances	between sou	<mark>irce and rec</mark>	<mark>eiver fif cent</mark>	er point al
			Bef	erence Sou	und Pressure Le	vel @ 50 ft (dB	A re: 20µl	Pa)	Befere	nce Utiliza	tion (%)	Recep	otor R1	Recep	tor R2	Recep	tor R3
	Equipment	Qty	Client	FTA	HVA (Predicte	HVA (Measure	¥A	Used	Client	FHVA	Used	Distance to R1 (ft)	Sound Pressure Level @ R1	Distance to R2 (ft)	Sound Pressure Level @ R2	Distance to R3 (ft)	Sound Pressure Level @ R
	Pneumatic Tools	1	0	85	85	85	85	85	NPA	50%	50%	129	74	131	74	169	71
	Air Compressor	1	0	80	0	0	0	80	NPA	N/A	100%	129	72	131	72	169	69
	No equipment	1	0	0	0	0	0	NPA	NPA	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	NPA	NPA	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	NPA	NPA	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	NPA	NPA	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	NPA	NPA	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	NPA	NPA	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	NPA	NPA	N/A	N/A	129	0	131	0	169	0
	No equipment	1	0	0	0	0	0	N/A	NPA	N/A	N/A	129	0	131	0	169	0
							Total Sou	und Press	ire Level a	t Receiver	NO Barrie		76		76		74

Recep	tor R4	Recep	tor R5	Recep	tor R6	Recep	tor R7	Recep	tor R8	Recep	tor R9	Recept	or R10
Distance to R4 (ft)	Sound Pressure Level @ R4	Distance to R5 (ft)	Sound Pressure Level @ R5	Distance to R6 (ft)	Sound Pressure Level @ R6	Distance to R7 (ft)	Sound Pressure Level @ R7	Distance to R8 (ft)	Sound Pressure Level @ R8	Distance to R9 (ft)	Sound Pressure Level @ R9	Distance to R10 (ft)	Sound Pressure Level @
105	76	143	73	185	71	57	81	74	79	177	71	186	71
105	74	143	71	185	69	57	79	74	77	177	69	186	69
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
105	0	143	0	185	0	57	0	74	0	177	0	186	0
	78		75		73		83		81		73		73
	64		61		59		69		66		59		59



APPENDIX E Construction Equipment Vibration Calculation Samples

					Ph	ase 1 Site	e Cleare	nce					
Project Name	City of Biverside	-											
Project Number	5798-010	,											
Date	4/23/2024												
Edit cells in Yellow				Soil Class	Description of So	I Material					-0-		
Lok constration				Te Viler	Turind outer for grand autoin	n Material					1.5	-	
				Colleges Coleman 1		وأحجر الحجا أحداده والحاد بالحوال والماحدوجة	hour brack work, and door work, erorally	alardaraad. adl aanaa farralaria	de Aner, erazain mila, harmit, labore	anarte des casital	14	-	
Becommend	led Values of Exponent "n" fo	or PPV calos		California Calegory II		فاعوه واللو والموجو ومعدان واللو ومرافعها					1.3		
	Description			Colleges Colegers III		الشماوة القالمسي وباداء القامية		and and a state of the second seco			1.1		
	FTA Value		1.5	California Calegory IV	Kard, any steal rank ited rank, free	alış rapazırd kard rask biliffizati takırı ik	alli kamerel				1.0		
					D. 11	Receptor R1	Criteria PP¥ fin/se	0.35	Receptor R2	0.2.1.00000	0.36	Receptor R3	
				Domogo Critori	Buildin	g oategorg steel or timber (no plaster		Building Building	category	Criteria PP¥ (in/se		ng oategory e, steel or timber (no plaster	Criteria PP¥ (in/sec
				nonance Criteri		titutional land uses with pri			utional land uses with prin			where vibration would interfe	
Annovance Criteria	Equipment type				B Distance (ft) to R		Ly at R1	Distance (ft) to R2	PP¥ at R2	Lv at R2	Distance (ft) to F		Lv at R3
Occasional Events: 30-70 eve	nts per Loaded trucks		0.076	86	149	0.005	62.7	151	0.005	62.6	189	0.004	59.6
Occasional Events: 30-70 eve	nts per Small buildozer		0.003	58	149	0.000	34.7	151	0.000	34.6	189	0.000	31.6
Occasional Events: 30-70 eve	nts per No Equipment		N¥A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events p	per dag No Equipment		N¥A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events p			N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Infrequent Events: <30 events	per day No Equipment		N¥A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Infrequent Events: <30 events	per day No Equipment		N¥A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events p	per dag No Equipment		N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events: > 70 events p			N¥A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events: >70 events p	per day No Equipment		N¥A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
						0.005	62.7		0.005	62.6		0.004	4 59.7
	Receptor R4		-	P	eceptor B5			Receptor F	e			Receptor B7	
Building (neceptor m4	Criteria PP¥ finise		uilding categ		riteria PP¥ (in/sec	Duildi	ng category	Criteria PP	¥ finless	Building cate		riteria PP¥ (in/sec
I. Reinforced-concrete, st	reel or timber (no plaster)	0.5	Beinforced.co	increte steel or	timber (no plaster)	0.5	Beinforced.concret	te, steel or timber (no c			ced-concrete, steel	or timber (no plaster)	nteria r r v jimsed 0 5
	utional land uses with pri				land uses with primar			nstitutional land uses v				hal land uses with primar	lų dautime use
Distance (ft) to R4	PPV.,,, at R4	Lv at R4	Distance (ft)	to R5 PF	V.,, at R5	Lv at R5	Distance (ft) to I	R6 PP¥.,, at	R6 Lvat	R6 Distan	ce (ft) to R7 F	PV, at B7	Lv at R7
125	0.007	65.0	163		0.005	61.6	205	0.003	58.6		77	0.014	71.3
125	0.000	37.0	163		0.000	33.6	205	0.000	30.6		77	0.001	43.3
125	0.000	0.0	163		0.000	0.0	205	0.000	0.0		77	0.000	0.0
125	0.000	0.0	163		0.000	0.0	205	0.000	0.0		77	0.000	0.0
125	0.000	0.0	163		0.000	0.0	205	0.000	0.0		77	0.000	0.0
125	0.000	0.0	163		0.000	0.0	205	0.000	0.0		77	0.000	0.0
	0.000	0.0	105				203	0.000	0.0			0.000	0.0

	Receptor R8			Receptor R9			Receptor R10	
Building of		Criteria PP¥ (in/sec		category	Criteria PP¥ (in/sec			Criteria PP¥ (in/sec)
I. Reinforced-concrete, st				teel or timber (no plaster)		I. Reinforced-concrete, s		0.5
Category III:Institu	utional land uses with prir	narly daytime use	Category III:Instit	utional land uses with prin	marly daytime use		ere vibration would interfe	re with interior operations
Distance (ft) to R8	PPV, ,,.;, at R8	Lv at R8	Distance (ft) to R9	PP¥ _{rania} at R9	Lv at R9	Distance (ft) to B10	PP¥,,,.,, at R10	Lv at R10
94	0.010	68.7	197	0.003	59.1	206	0.003	58.5
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
	0.011	68.8		0.004	59.1		0.003	58.5

Phase 2 Grading

Project Name	City of Riverside											
Project Number	5798-010											
Date	4/23/2024											
Date	472372024											
Edit cells in Yellow			Soil Class	Description of Sc	il Material					-n-		
Edit Cells III Tellor			TRY der	Twisdule for production	ii Materiai					1.5		
			College Coleman I		er nærledlingsbradet er dandansk, mel	Incode and and descend accell	- choused assessed a settle services of service law law	de filmer van minnelle ter mit teken	lands large del	1.0		
Decomposed of Vel	ues of Exponent "n" for PPV calos		Calican Calegory I		elege, sills elege, grand, sills, uralisers		()	(*****,**(******,******	-province and	1.3		
Fredommended var	Description	_	Calizan Calvara II		ra manifolded also, manifolded also id		where werd shall be here it and			11		
	FTA Value	17	Calcar Commit		ably report hard reak (difficult is break			10				
	L LOS YAMA	1.4	Castar Cargary II					1.0				
					Receptor R1		Receptor B3					
				Buildir	g category	Criteria PPV (in/se	Building	Receptor R2	Criteria PP¥ (in/se	d Building		Criteria PP¥ (in/se
			Damage Criteria	I. Reinforced-concrete	steel or timber (no plaster	0.5	L Reinforced-concrete, s	teel or timber (no plaster	0.5	L Reinforced-concrete, s	teel or timber (no plaster)	0.5
		An	noyance Criteria	Category Illin	stitutional land uses with pr	marly daytime use	Category II:Insti	utional land uses with pri	marly daytime use	Category I: Buildings wh	ere vibration would interfe	re with interior operation:
Annovance Criteria	Equipment type	PP¥,,, at 25 ft	L. at 25ft (VdB	Distance (ft) to F	1 PP¥,,,,,,, at R1	Lv at R1	Distance (ft) to R2	PPV, , at R2	Lv at R2	Distance (ft) to R3	PP¥.,,.i, at R3	Lv at R3
	Small buildozer	0.003	58	149	0.000	34.7	151	0.000	34.6	189	0.000	31.6
Occasional Events: 30-70 events per	Small buildozer	0.003	58	149	0.000	34.7	151	0.000	34.6	189	0.000	31.6
Occasional Events: 30-70 events per	No Equipment	N¥A	N¥A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events per dau	No Equipment	N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events per day	No Equipment	N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Infrequent Events: <30 events per da	No Equipment	N¥A	N¥A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Infrequent Events: <30 events per da	No Equipment	N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events per dau	No Equipment	N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events per dau	No Equipment	N/A	NYA	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events per dau		N/A	NVA.	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
					0.000	37.8		0.0004	37.6		0.0003	34.7
	Receptor R4			eceptor R5			Receptor F				eceptor R7	
Building cate	qorų Criteria PP¥ (in/s		Building catego	orų C	riteria PP¥ (in/sec	Buildi	ing category	Criteria PP		Building catego		iteria PP¥ (in/sec
I. Reinforced-concrete, steel o	r timber (no plaster) 0.	5 I. Reinforced-c	oncrete, steel or t	imber (no plaster)	0.5	I. Reinforced-concret	te, steel or timber (no r	laster)	0.5 I. Reinford	ed-concrete, steel or t	imber (no plaster)	0.5
Category III:Institution	al land uses with primarly dautime use	Cateo	oru III:Institutional	land uses with prima	rlu dautime use	Category III:	nstitutional land uses y	ith primarlu dautime u	se C	ategory Ill-Institutional	and uses with primarly	u dautime use
· · · · · · · · · · · · · · · · · · ·												

	Receptor R4			Receptor R5			Receptor R6			Receptor R7		
Building	categor	Criteria PP¥ (in/see			Criteria PP¥ (in/sec			Criteria PP¥ (in/see	Building	category	Criteria PP¥ (in/sec	
I. Reinforced-concrete, s	teel or timber (no plaster	0.5		teel or timber (no plaster)		L Reinforced-concrete, s	teel or timber (no plaster	0.5				
Category III:Instit	utional land uses with pri	marly daytime use	Category III:Insti	utional land uses with pri	narly daytime use	Category III:Instit	utional land uses with pri	marly daytime use	Category Illinstitutional land uses with prim		h primarly daytime use	
Distance (ft) to R4	PP¥.,,., at R4	Lv at R4	Distance (ft) to R5	PP¥,,,,,,,, at R5	Lv at R5	Distance (ft) to R6	PP¥,,,,, at R6	Lv at R6	Distance (ft) to R7	PP¥.,, at R7	Lv at R7	
125	0.000	37.0	163	0.000	33.6	205	0.000	30.6	77	0.001	43.3	
125	0.000	37.0	163	0.000	33.6	205	0.000	30.6	77	0.001	43.3	
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0	
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0	
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0	
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0	
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0	
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0	
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0	
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0	
	0.001	40.0		0.0004	36.6		0.0003	33.6		0.001	46.4	



	Receptor R8			Receptor R9			Receptor R10	
Building		Criteria PP¥ (infsed			Criteria PP¥ (in/sec		category	Criteria PP¥ (in/sec
I. Reinforced-concrete, st				einforced-concrete, steel or timber (no plaster)		I. Reinforced-concrete, s		
Category III:Instit	utional land uses with prir	narly daytime use	Category III:Instit	tutional land uses with prir	narly daytime use		ere vibration would interfe	re with interior operations
Distance (ft) to R8	PPV,,,,,, at R8	Lv at R8	Distance (ft) to R9	PP¥ _{rusia} at R9	Lv at R9	Distance (ft) to B10 PPV,,,,,, at B10		Lv at R10
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
	0.001	43.8		0.0003	34.1		0.0003	33.5

Phase 3 Site Utility

Cits of Riverside											
472372024											
		0-11 01	Deservised of Contract								
				Material							
						provinsion and all					
Jescription ETA Value											
r to value	1.9	Colleane Calegory IT		///////////////////////////////////////		1.0					
				Becentor B1			Becentor B2			Recentor B3	
			Building	Building category Criteria PPV Galzad Building category Criteria PPV Galzad					Building	category	Criteria PP¥ fin/se
		Damage Criteria	I. Reinforced-concrete, si	teel or timber (no plaster	0.5	I. Reinforced-concrete, si	teel or timber (no plaster)	0.5	I. Reinforced-concrete, st	eel or timber (no plaster)	0.
	An	nogance Criteria	Category Ildustit	utional land uses with pri	marly daytime use	Category Illinstit	utional land uses with prin	narlų daytime use	Category I: Buildings whe	re vibration would interfer	e with interior operation
Equipment type	PP¥,,, at 25 ft	L, at 25ft (¥dB	Distance (ft) to R1	PP¥.,,., at B1	Lv at R1	Distance (ft) to R2	PPV.,,., at R2	Lv at R2	Distance (ft) to R3	PP¥.,,., at R3	Lv at R3
Small buildozer	0.003	58	149	0.000	34.7	151	0.000	34.6	189	0.000	31.6
Small buildozer	0.003	58	149	0.000	34.7	151	0.000	34.6	189	0.000	316
Loaded trucks	0.076	86	149	0.005	62.7	151	0.005	62.6	189	0.004	59.6
No Equipment											0.0
		N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	
No Equipment	N/A N/A	N/A N/A	149	0.000	0.0	151 151	0.000	0.0	189 189	0.000	0.0
No Equipment	N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
No Equipment No Equipment	N/A N/A	N/A N/A	149 149	0.000 0.000	0.0	151 151	0.000	0.0	189 189	0.000	0.0
No Equipment No Equipment No Equipment No Equipment	N/A N/A N/A	N/A N/A N/A	149 149 149	0.000 0.000 0.000	0.0 0.0 0.0	151 151 151	0.000 0.000 0.000	0.0 0.0 0.0	189 189 189	0.000 0.000 0.000	0.0 0.0 0.0
No Equipment No Equipment No Equipment No Equipment	N/A N/A N/A N/A	N/A N/A N/A N/A	149 149 149 149	0.000 0.000 0.000 0.000	0.0 0.0 0.0 0.0 0.0	151 151 151 151	0.000 0.000 0.000 0.000	0.0 0.0 0.0 0.0	189 189 189 189	0.000 0.000 0.000 0.000 0.000	0.0 0.0 0.0 0.0
	Small buildozer Small buildozer Loaded trucks	5795-010 4/23/269 4/23/26 4/23/26 4/23/26 4/23/26 4/23/26 4/23/26 4/23/26 4/23/26 4/23/26 4/23/26 4/23/26 4/2 4/2 4/2 4/2 4/2 4/2 4/2 4/2 4/2 4/2	5795-909 4223269 4223269 4223269 4223269 4223269 4223269 4223269 422326 42232 4232 4232 4232 4232 423 42 4	Strip Soil Class Description of Soil P1232020 Fitte Table Soil Class es of Epotent "n"for PFV adds Class Cla	Solid Class Description of Soil Material Profile Factor Class Description of Soil Material Profile Factor Class Factor Class Soil Class Description of Soil Material Profile Factor Class Factor Class Class Class Class Class Factor Class Profile Class Class Class Class Profile Class Class Class Class Profile Damage Criteria Factor Facto	Solid Class Description of Solid Material es of Egocent***for PPV cadge Solid Class Description of Solid Material establisher Table Table for the solid soli	Ströß Soli Class Description of Soli Material rd.232629 Trava Gold Class Description of Soli Material restriction Trava Trava Trava restriction Chancedance Trava Trava Provide Trava Trava Trava Provide Trava Trava Trava Trava Soli Class Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava Trava <td>Spill Soil Class Description of Soil Material Image: Class of the spill Description of Soil Material er of Egooret's'' for PFV cades Testa/class multiple Testa/class multiple Testa/class multiple Testa/class multiple er of Egooret's'' for PFV cades Testa/class multiple Testa/class multiple</td> <td>Solid Class Description of Soil Material Ended set with an ended set of the set of the</td> <td>Ströle policy (#232r824) Soli Class Description of Soli Material International Soli Class Non- transfer Soli Class Description of Soli Material International Soli Class Non- transfer Non-transfer Non- transfer Non-transfer Non-transfer Non-transfer Non-transfer Non-transfer Non-transfer Non- transfer<td>5799 999 (22)2999 4) Solid Cass Description of Solid Material Image: Case of Solid Material (Case of</td></td>	Spill Soil Class Description of Soil Material Image: Class of the spill Description of Soil Material er of Egooret's'' for PFV cades Testa/class multiple Testa/class multiple Testa/class multiple Testa/class multiple er of Egooret's'' for PFV cades Testa/class multiple Testa/class multiple	Solid Class Description of Soil Material Ended set with an ended set of the	Ströle policy (#232r824) Soli Class Description of Soli Material International Soli Class Non- transfer Soli Class Description of Soli Material International Soli Class Non- transfer Non-transfer Non- transfer Non-transfer Non-transfer Non-transfer Non-transfer Non-transfer Non-transfer Non- transfer <td>5799 999 (22)2999 4) Solid Cass Description of Solid Material Image: Case of Solid Material (Case of</td>	5799 999 (22)2999 4) Solid Cass Description of Solid Material Image: Case of Solid Material (Case of

	Receptor R4			Receptor R5			Receptor R6			Receptor R7	
Building		Criteria PP¥ (in∤sec			Criteria PP¥ (in/sec			Criteria PP¥ (in/sec	Building category		Criteria PP¥ (in∤sec
I. Reinforced-concrete, s	teel or timber (no plaster)	0.5		teel or timber (no plaster)	0.5			0.5	I. Reinforced-concrete, steel or timber (no plaster)		0.5
Category III:Instit	Category III:Institutional land uses with primarly daytime use Category III:Institutional land uses with p			utional land uses with prin	rimarly daytime use Category Illinstitutional land uses with primarly daytime use			Category III:Instit	Category III:Institutional land uses with primarly daytime use		
Distance (ft) to R4	PPV, ,,, at R4	Lv at R4	Distance (ft) to R5	PP¥,,, at R5	Lv at R5	Distance (ft) to R6	PPV.,, at R6	Lv at R6	Distance (ft) to R7	PPV.,, at R7	Lv at R7
125	0.000	37.0	163	0.000	33.6	205	0.000	30.6	77	0.001	43.3
125	0.000	37.0	163	0.000	33.6	205	0.000	30.6	77	0.001	43.3
125	0.007	65.0	163	0.005	61.6	205	0.003	58.6	77	0.014	71.3
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
	0.007	65.0		0.005	61.6		0.003	58.6		0.015	71.4

	Receptor R8			Receptor R9			Receptor R10	
Building of I. Reinforced-concrete, st	category	Criteria PP¥ (in/sec	Building	category	Criteria PP¥ (in/sec	Building	category	Criteria PP¥ (in/sec
	eel or timber (no plaster) utional land uses with prir		I. Reinforced-concrete, s Category III:Instit	teel of timber (no plaster) tutional land uses with prir			teel or timber (no plaster) ere vibration would interfe	
Distance (ft) to R8	PP¥,,,.;, at R8		Distance (ft) to R9	PP¥,,,,,,, at R9	Lv at R9	Distance (ft) to B10	PP¥,,,.,, at R10	Lv at R10
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.010	68.7	197	0.003	59.1	206	0.003	58.5
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
	0.011	68.8		0.004	59.1		0.003	58.5

Phase 4 Foundation & Slab





0.0

	Receptor R4			Receptor R5			Receptor R6			Receptor R7	
Building (Criteria PP¥ (in∤se		category	Criteria PP¥ (in/se	Buildin	g category	Criteria PP¥ (inłseo		category	Criteria PP¥ (in∤se
I. Reinforced-concrete, st			I. Reinforced-concrete, s				steel or timber (no plaster		I. Reinforced-concrete, s		0.9
Category III:Institu	utional land uses with prir	marly daytime use	Category III:Instit	tutional land uses with prir	narly daytime use	Category III:Ins	titutional land uses with pri	marly daytime use	Category III:Instit	utional land uses with pri	marly daytime use
Distance (ft) to R4	PPV, _{suit} , at R4	Lv at R4	Distance (ft) to R5	PPV, _{suit} , at R5	Lv at R5	Distance (ft) to R		Lv at R6	Distance (ft) to R7	PPV, _{suit} , at B7	Lv at R7
125	0.000	37.0	163	0.000	33.6	205	0.000	30.6	77	0.001	43.3
125	0.000	37.0	163	0.000	33.6	205	0.000	30.6	77	0.001	43.3
125	0.007	65.0	163	0.005	61.6	205	0.003	58.6	77	0.014	71.3
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
	0.007	65.0		0.005	61.6		0.003	58.6		0.015	71.4
	Recept	tor R8			Recep	tor R9			Recept	or R10	
Buile	ding category		eria PP¥ (infsed		ding category		eria PP¥ (inłsec	Buil	ding category		ria PP¥ (in∤seo
I. Reinforced-concr	ete, steel or timber	r (no plaster)	0.5	I. Reinforced-conci	rete, steel or timber	r (no plaster)	0.5		rete, steel or timber		0.5
Category II	Institutional land u	uses with primarly d	aytime use	Category Ill:Institutional land uses with primarly daytime use				Category I: Buildings where vibration would interfere			nterior operations
Distance ((t) to	D9 DDV	34 B9	Lust B9	Distance ((t) to	DO DOV	31 P9	Lu at P9	Distance (ft)	to PPV .	>> P10	Lust P10

Distance [H] to H8	PP¥,,,,,, at H8	Lv at H8	Distance [H] to H9	PP¥, _{gaip} at H9	Lv at H9	B10	PP¥, _{qui} , at R10	Lv at H10
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.010	68.7	197	0.003	59.1	206	0.003	58.5
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
	0.011	68.8		0.004	59.1		0.003	58.5

Phase 5 Paving

Project Name	City of Riverside											
Project Number	5798-010											
Date	4/23/2024											
Edit cells in Yellow			Soil Class	Description of Soil	Material					-n-		
			FTA Value	Teplant salar far grarrel endesis				15	1			
			Colleges Cologers 1				la plavet aronal, and la prova for each of a	igle flaar, argania anila, lag anil. Jahaa	l praele alex e anilaj	14		
	ues of Exponent "n" for PPV calos		Collecter Colegory II	Campeleal anilational acade, acade als			13					
	Description		California Calegory III	Word and a dearer an appealed a sail, iter			li aliane, ared gink in keesk og			11		
	FTA Value	1.5	Colleges Colegery IV	Reed, anapeleal cash: bedraak, feeaki	ly rayment hard rank (difficult to break)	alli kamere)				10		
					Receptor R1			Receptor R2			Receptor R3	
			Damage Criteria	Building	category steel or timber (no plaster	Criteria PP¥ (in/se	Building	category	Criteria PP¥ (in/sec 0.5	Building	category steel or timber (no plaster)	Criteria PP¥ (in/se
			novance Criteria		tutional land uses with pri			tutional land uses with pri			ere vibration would interfe	
	Equipment type		L. at 25ft (¥dE	Distance (ft) to R1	PPV., at B1	Lv at R1	Distance (ft) to R2	PP¥.,,,,, at R2	Lv at R2	Distance (ft) to R3	PP¥ _{resi} , at B3	Lv at R3
Occasional Events: 30-70 events per		0.003	58	149	0.000	34.7	151	0.000	34.6	189	0.000	31.6
Occasional Events: 30-70 events per		0.003	58	149	0.000	34.7	151	0.000	34.6	189	0.000	31.6
Occasional Events: 30-70 events per		0.089	87	149	0.006	63.7	151	0.006	63.6	189	0.004	60.6
Frequent Events:>70 events per dag		N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events per day	No Equipment	N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Infrequent Events: < 30 events per da		N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Infrequent Events: <30 events per da		N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events per day		N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Frequent Events:>70 events per day	No Equipment	N/A	N/A	149	0.000	0.0	151	0.000	0.0	189	0.000	0.0
Erenuent Events: >70 events per dau	No Equipment	NVA	NVA	14.9	0.000	0.0	151	0.000	0.0	189	0.000	0.0

	Receptor R4			Receptor R5			Receptor R6			Receptor R7	
Building (category	Criteria PP¥ (in/sec		categor	Criteria PP¥ (in/sec		category	Criteria PP¥ (in/sec			Criteria PP¥ (in/sec
I. Reinforced-concrete, st		0.5		teel or timber (no plaster)	0.5			0.5 I. Reinforced-concrete, :			0.5
Category III:Institu	utional land uses with prir	narly daytime use	Category III:Instit	utional land uses with prin	narly daytime use	Category Ill-Instit	utional land uses with prin	narly daytime use	Category Ill:Institutional land uses with prim		narly daytime use
Distance (ft) to R4	PP¥.,, at R4	Lv at R4	Distance (ft) to R5	PPV, at R5	Lv at R5	Distance (ft) to R6	PP¥,,,,, at R6	Lv at R6	Distance (ft) to R7	PPV.,, at R7	Lv at B7
125	0.000	37.0	163	0.000	33.6	205	0.000	30.6	77	0.001	43.3
125	0.000	37.0	163	0.000	33.6	205	0.000	30.6	77	0.001	43.3
125	0.008	66.0	163	0.005	62.6	205	0.004	59.6	77	0.016	72.3
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
125	0.000	0.0	163	0.000	0.0	205	0.000	0.0	77	0.000	0.0
	0.008	66.0		0.0057	62.6		0.0040	59.6		0.018	72.4

0.0065

	Receptor R8			Receptor R9			Receptor R10	
Building	category	Criteria PP¥ (in/sec			Criteria PP¥ (in/sec	Building	category	Criteria PP¥ (in∤sec
I. Reinforced-concrete, s	teel of timber (no plaster)	0.5	I. Reinforced-concrete, s		0.5	I. Reinforced-concrete, s	teel or timber (no plaster)	0.5
Category III:Instit	utional land uses with prin	narly daytime use	Category III:Instit	tutional land uses with prin	narly daytime use		ere vibration would interfe	re with interior operations
Distance (ft) to R8	PPV, at R8	Lv at R8	Distance (ft) to R9 PPV, at R9 Lv at R9 Distance		Distance (ft) to B10	PP¥,,,,,, at R10	Lv at R10	
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.000	40.7	197	0.000	31.1	206	0.000	30.5
94	0.012	69.7	197	0.004	60.1	206	0.004	59.5
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
94	0.000	0.0	197	0.000	0.0	206	0.000	0.0
	0.013	69.8		0.0043	60.1		0.0040	59.5