

APPENDIX N

Noise Modeling Worksheets

Monitoring Location: Site 1
Monitoring Date: 11/14/2017

Monitoring Period

Time	LAeq	LASmax	LASmin
7:08:55	71.0	77.4	56.1
7:09:55	71.8	76.0	55.7
7:10:55	71.1	76.9	57.9
7:11:55	74.6	85.1	58.7
7:12:55	72.7	78.4	58.3
7:13:55	71.4	76.1	59.4
7:14:55	71.5	76.1	54.8
7:15:55	71.1	75.2	64.4
7:16:55	70.0	75.5	56.9
7:17:55	72.8	78.7	66.0
7:18:55	74.7	74.8	69.8

10-minute LAeq

72.3

Monitoring Location: Site 2
Monitoring Date: 11/14/2017

Monitoring Period

Time	LAeq	LASmax	LASmin
7:35:01	68.7	74.8	60.7
7:36:01	69.0	75.9	55.5
7:37:01	66.4	74.8	54.2
7:38:01	68.9	75.4	57.4
7:39:01	68.0	74.7	57.8
7:40:01	64.0	71.5	50.7
7:41:01	66.0	77.4	52.0
7:42:01	64.4	73.0	52.5
7:43:01	69.1	74.2	56.9
7:44:01	66.6	74.2	54.4
7:45:01	67.1	67.1	66.3

10-minute LAeq 67.4

Monitoring Location: Site 3
Monitoring Date: 11/14/2017

Monitoring Period

Time	LAeq	LASmax	LASmin
7:48:03	65.0	71.3	60.0
7:49:03	63.9	70.6	55.0
7:50:03	64.7	71.1	57.2
7:51:03	63.0	68.1	56.3
7:52:03	61.9	64.8	58.1
7:53:03	67.9	77.5	58.0
7:54:03	63.9	74.8	59.3
7:55:03	68.9	83.3	55.9
7:56:03	63.7	69.4	58.4
7:57:03	60.9	64.5	58.5
7:58:03	62.4	66.2	58.8

10-minute LAeq

64.9

Monitoring Location: Site 4
Monitoring Date: 11/14/2017

Monitoring Period

Time	LAeq	LASmax	LASmin
6:55:56	71.0	78.6	55.4
6:56:56	71.0	78.7	57.2
6:57:56	72.8	78.4	58.9
6:58:56	75.3	81.5	60.9
6:59:56	74.5	80.1	61.8
7:00:56	75.1	81.6	60.6
7:01:56	71.0	78.9	53.1
7:02:56	72.9	79.9	58.8
7:03:56	74.4	79.8	58.3
7:04:56	75.9	81.5	56.2
7:05:56	73.1	76.2	73.0

10-minute LAeq

73.7

Monitoring Location: Site 5
Monitoring Date: 11/14/2017

Monitoring Period

Time	LAeq	LASmax	LASmin
8:00:42	65.3	72.9	54.4
8:01:42	59.5	66.6	52.1
8:02:42	57.1	65.7	52.2
8:03:42	66.5	75.4	54.0
8:04:42	67.3	73.7	54.8
8:05:42	66.4	74.7	57.2
8:06:42	62.1	71.1	56.3
8:07:42	65.9	73.3	53.9
8:08:42	59.4	68.2	53.8
8:09:42	69.3	78.0	53.4
8:10:42	74.3	75.1	74.4

10-minute LAeq

67.4

Monitoring Location: Site 6
Monitoring Date: 11/14/2017

Monitoring Period

Time	LAeq	LASmax	LASmin
8:31:51	47.8	54.0	44.1
8:32:51	46.8	53.0	44.2
8:33:51	48.8	53.6	45.5
8:34:51	46.8	55.6	44.3
8:35:51	46.1	50.0	44.5
8:36:51	45.9	52.3	45.0
8:37:51	45.8	48.9	44.9
8:38:51	52.1	57.7	46.5
8:39:51	54.6	60.1	46.1
8:40:51	48.0	54.3	44.3

10-minute LAeq

49.4

Monitoring Location: Site 7
Monitoring Date: 11/14/2017

Monitoring Period

Time	LAeq	LASmax	LASmin
8:53:17	58.6	67.8	46.4
8:54:17	63.4	69.6	50.3
8:55:17	56.3	67.9	45.8
8:56:17	62.0	68.7	53.5
8:57:17	63.4	72.0	48.3
8:58:17	62.5	73.2	46.0
8:59:17	65.9	73.6	48.2
9:00:17	64.6	75.1	48.0
9:01:17	68.2	78.6	47.5
9:02:17	64.3	73.4	45.8
9:03:17	46.2	46.3	45.7

10-minute LAeq

63.6

Monitoring Location: Site 8
Monitoring Date: 11/14/2017

Monitoring Period

Time	LAeq	LASmax	LASmin
7:22:12	63.3	72.1	54.6
7:23:12	67.2	74.8	55.8
7:24:12	66.6	75.4	55.7
7:25:12	63.7	69.9	55.9
7:26:12	62.8	69.9	54.4
7:27:12	61.6	67.0	55.0
7:28:12	62.2	68.4	55.3
7:29:12	63.1	70.7	57.1
7:30:12	62.7	69.6	55.3
7:31:12	61.5	67.8	53.5
7:32:12	62.2	64.1	58.1

10-minute LAeq

63.8

NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor (ft)	Alpha Factor (1)	Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Level: Dist Ld Le Ln																	
									Medium Trucks	Heavy Trucks		Day	Even	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
Central Avenue n/o W.																																					
Existing 2017		4	5	15,200	40	75	0	0	1.8%	0.7%	64.8	####	####	####	239	95	14	3	21	9	67.4	76.3	81.2	-1.7	64.2	56.3	57.1	65.5	61.2	48.7	47.0	61.6	48.0	46.9	47.9	52.4	
Existing+Proj		4	5	15,200	40	75	0	0	1.8%	0.7%	64.8	####	####	####	239	95	14	3	21	9	67.4	76.3	81.2	-1.7	64.2	56.3	57.1	65.5	61.2	48.7	47.0	61.6	48.0	46.9	47.9	52.4	
Future 2023		4	5	17,080	40	75	0	0	1.8%	0.7%	65.3	####	####	####	269	107	16	3	23	10	67.4	76.3	81.2	-1.7	64.7	56.8	57.6	66.0	61.7	49.2	47.5	62.1	48.5	47.4	48.4	52.9	
Future+Proj		4	5	17,080	40	75	0	0	1.8%	0.7%	65.3	####	####	####	269	107	16	3	23	10	67.4	76.3	81.2	-1.7	64.7	56.8	57.6	66.0	61.7	49.2	47.5	62.1	48.5	47.4	48.4	52.9	
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
Central Avenue s/o W.																																					
Existing 2017		4	5	13,880	40	75	0	0	1.8%	0.7%	64.4	####	####	####	218	87	13	3	19	8	67.4	76.3	81.2	-1.7	63.8	55.9	56.7	65.1	60.8	48.3	46.6	61.2	47.6	46.5	47.5	52.0	
Existing+Proj		4	5	13,880	40	75	0	0	1.8%	0.7%	64.4	####	####	####	218	87	13	3	19	8	67.4	76.3	81.2	-1.7	63.8	55.9	56.7	65.1	60.8	48.3	46.6	61.2	47.6	46.5	47.5	52.0	
Future 2023		4	5	15,560	40	75	0	0	1.8%	0.7%	64.9	####	####	####	245	97	14	3	21	9	67.4	76.3	81.2	-1.7	64.3	56.4	57.2	65.6	61.3	48.8	47.1	61.7	48.1	47.0	48.0	52.5	
Future+Proj		4	5	15,560	40	75	0	0	1.8%	0.7%	64.9	####	####	####	245	97	14	3	21	9	67.4	76.3	81.2	-1.7	64.3	56.4	57.2	65.6	61.3	48.8	47.1	61.7	48.1	47.0	48.0	52.5	
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
W. Alondra Boulevard e/o																																					
Existing 2017		4	5	12,720	40	75	0	0	1.8%	0.7%	64.0	####	####	####	200	79	12	3	17	7	67.4	76.3	81.2	-1.7	63.4	55.5	56.4	64.7	60.4	48.0	46.2	60.8	47.2	46.1	47.1	51.6	
Existing+Proj		4	5	13,080	40	75	0	0	1.8%	0.7%	64.1	####	####	####	206	82	12	3	18	7	67.4	76.3	81.2	-1.7	63.5	55.7	56.5	64.9	60.5	48.1	46.3	60.9	47.3	46.2	47.3	51.7	
Future 2023		4	5	14,640	40	75	0	0	1.8%	0.7%	64.6	####	####	####	230	91	13	3	20	8	67.4	76.3	81.2	-1.7	64.0	56.2	57.0	65.4	61.0	48.6	46.8	61.4	47.8	46.7	47.7	52.2	
Future+Proj		4	5	14,360	40	75	0	0	1.8%	0.7%	64.5	####	####	####	226	90	13	3	19	8	67.4	76.3	81.2	-1.7	63.9	56.1	56.9	65.3	60.9	48.5	46.7	61.3	47.8	46.6	47.7	52.1	
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
W. Alondra Boulevard w/o																																					
Existing 2017		4	5	12,040	40	75	0	0	1.8%	0.7%	63.8	####	####	####	189	75	11	2	16	7	67.4	76.3	81.2	-1.7	63.2	55.3	56.1	64.5	60.2	47.7	46.0	60.6	47.0	45.8	46.9	51.4	
Existing+Proj		4	5	12,400	40	75	0	0	1.8%	0.7%	63.9	####	####	####	195	77	11	2	17	7	67.4	76.3	81.2	-1.7	63.3	55.4	56.3	64.6	60.3	47.8	46.1	60.7	47.1	46.0	47.0	51.5	
Future 2023		4	5	13,760	40	75	0	0	1.8%	0.7%	64.3	####	####	####	217	86	13	3	19	8	67.4	76.3	81.2	-1.7	63.7	55.9	56.7	65.1	60.8	48.3	46.5	61.2	47.6	46.4	47.5	52.0	
Future+Proj		4	5	13,480	40	75	0	0	1.8%	0.7%	64.2	####	####	####	212	84	12	3	18	8	67.4	76.3	81.2	-1.7	63.7	55.8	56.6	65.0	60.7	48.2	46.5	61.1	47.5	46.3	47.4	51.9	
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

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

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 2
 Wilmington Avenue & W. Compton Boulevard

W. Compton Boulevard

Eastbound			
	left	through	right
Existing 2017	85	515	135
Existing+Proj	85	540	135
Future 2023	90	610	145
Future+Proj	90	590	145

Wilmington Avenue			
Southbound			
	right	through	left
Existing 2017	125	710	165
Existing+Proj	125	710	175
Future 2023	140	800	210
Future+Proj	140	800	195

Westbound			
	right	through	left
Existing 2017	140	665	155
Existing+Proj	155	690	165
Future 2023	190	780	190
Future+Proj	180	755	180

Northbound			
	left	through	right
Existing 2017	90	475	140
Existing+Proj	90	475	150
Future 2023	100	550	170
Future+Proj	100	550	160

N
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ADT				
Road	Wilmington Avenue		W. Compton Boulevard	
	North of	South of	East of	West of
Leg	W. Compton Boulevard		Wilmington Avenue	
Cross Street	W. Compton Boulevard		Wilmington Avenue	
Existing 2017	13,600.0	13,640.0	14,240.0	12,920.0
Existing+Proj	13,800.0	13,800.0	15,000.0	13,320.0
Future 2023	15,840.0	15,640.0	17,200.0	14,920.0
Future+Proj	15,640.0	15,480.0	16,480.0	14,560.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 3
 Wilmington Avenue & Alondra Boulevard

Alondra Boulevard

Eastbound			
	left	through	right
Existing 2017	95	440	105
Existing+Proj	95	470	105
Future 2023	105	535	110
Future+Proj	105	510	110

Wilmington Avenue			
Southbound			
	right	through	left
Existing 2017	115	865	155
Existing+Proj	115	865	160
Future 2023	125	965	180
Future+Proj	125	965	175

Westbound			
	right	through	left
Existing 2017	170	850	135
Existing+Proj	175	880	145
Future 2023	200	990	170
Future+Proj	195	960	160

Northbound			
	left	through	right
Existing 2017	80	420	100
Existing+Proj	80	420	110
Future 2023	90	485	130
Future+Proj	90	485	120

N
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ADT

Road	Wilmington Avenue		Alondra Boulevard	
	North of	South of	East of	West of
Leg	Alondra Boulevard		Wilmington Avenue	
Cross Street	Alondra Boulevard		Wilmington Avenue	
Existing 2017	14,560.0	13,640.0	14,800.0	13,480.0
Existing+Proj	14,640.0	13,800.0	15,520.0	13,960.0
Future 2023	16,480.0	15,600.0	17,640.0	15,640.0
Future+Proj	16,400.0	15,440.0	16,960.0	15,200.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 4
 Wilmington Avenue & Caldwell Street

Caldwell Street

Eastbound			
	left	through	right
Existing 2017	105	30	85
Existing+Proj	105	30	85
Future 2023	110	35	95
Future+Proj	110	35	95

Wilmington Avenue			
Southbound			
	right	through	left
Existing 2017	30	1,050	20
Existing+Proj	30	1,060	20
Future 2023	30	1,185	20
Future+Proj	30	1,175	20

Westbound			
	right	through	left
Existing 2017	15	35	45
Existing+Proj	15	35	45
Future 2023	15	35	50
Future+Proj	15	35	50

Northbound			
	left	through	right
Existing 2017	35	495	15
Existing+Proj	35	505	15
Future 2023	40	585	15
Future+Proj	40	575	15

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ADT

Road	Wilmington Avenue		Caldwell Street	
	North of	South of	East of	West of
Leg				
Cross Street	Caldwell Street		Wilmington Avenue	
Existing 2017	13,720.0	13,800.0	1,280.0	2,560.0
Existing+Proj	13,880.0	13,960.0	1,280.0	2,560.0
Future 2023	15,560.0	15,760.0	1,360.0	2,760.0
Future+Proj	15,400.0	15,600.0	1,360.0	2,760.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Dist. from		Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels Dist Ld				Le			Ln												
					Speed (mph)	Center to Receptor		Alpha Factor (1)	Medium Trucks		Heavy Trucks	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total		
Wilmington Avenue n/o																																						
Existing 2017		4	0	13,720	40	75	0	0	1.8%	0.7%	64.3	####	1,742	1,317	216	86	12	3	19	8	67.4	76.3	81.2	-1.7	63.7	55.8	56.7	65.0	60.7	48.2	46.5	61.1	47.5	46.4	47.4	51.9		
Existing+Proj		4	0	13,880	40	75	0	0	1.8%	0.7%	64.3	####	1,763	1,332	218	87	13	3	19	8	67.4	76.3	81.2	-1.7	63.7	55.9	56.7	65.1	60.8	48.3	46.5	61.2	47.6	46.4	47.5	52.0		
Future 2023		4	0	15,560	40	75	0	0	1.8%	0.7%	64.8	####	1,976	1,494	245	97	14	3	21	9	67.4	76.3	81.2	-1.7	64.2	56.4	57.2	65.6	61.3	48.8	47.0	61.6	48.1	46.9	48.0	52.5		
Future+Proj		4	0	15,400	40	75	0	0	1.8%	0.7%	64.8	####	1,956	1,478	242	96	14	3	21	9	67.4	76.3	81.2	-1.7	64.2	56.3	57.2	65.5	61.2	48.7	47.0	61.6	48.0	46.9	47.9	52.4		
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	
Wilmington Avenue s/o																																						
Existing 2017		4	0	13,800	40	75	0	0	1.8%	0.7%	64.3	####	1,753	1,325	217	86	13	3	19	8	67.4	76.3	81.2	-1.7	63.7	55.9	56.7	65.1	60.7	48.3	46.5	61.1	47.5	46.4	47.4	51.9		
Existing+Proj		4	0	13,960	40	75	0	0	1.8%	0.7%	64.4	####	1,773	1,340	220	87	13	3	19	8	67.4	76.3	81.2	-1.7	63.8	55.9	56.7	65.1	60.8	48.3	46.6	61.2	47.6	46.5	47.5	52.0		
Future 2023		4	0	15,760	40	75	0	0	1.8%	0.7%	64.9	####	2,002	1,513	248	98	14	3	21	9	67.4	76.3	81.2	-1.7	64.3	56.4	57.3	65.6	61.3	48.8	47.1	61.7	48.1	47.0	48.0	52.5		
Future+Proj		4	0	15,600	40	75	0	0	1.8%	0.7%	64.8	####	1,981	1,498	246	97	14	3	21	9	67.4	76.3	81.2	-1.7	64.2	56.4	57.2	65.6	61.3	48.8	47.0	61.7	48.1	46.9	48.0	52.5		
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####	
Caldwell Street e/o																																						
Existing 2017		2	0	1,280	40	75	0	0	1.8%	0.7%	53.9	995	163	123	20	8	1	0	2	1	67.4	76.3	81.2	-1.8	53.3	45.4	46.2	54.6	50.3	37.8	36.1	50.7	37.1	36.0	37.0	41.5		
Existing+Proj		2	0	1,280	40	75	0	0	1.8%	0.7%	53.9	995	163	123	20	8	1	0	2	1	67.4	76.3	81.2	-1.8	53.3	45.4	46.2	54.6	50.3	37.8	36.1	50.7	37.1	36.0	37.0	41.5		
Future 2023		2	0	1,360	40	75	0	0	1.8%	0.7%	54.1	1,057	173	131	21	8	1	0	2	1	67.4	76.3	81.2	-1.8	53.5	45.7	46.5	54.9	50.6	38.1	36.3	50.9	37.4	36.2	37.3	41.8		
Future+Proj		2	0	1,360	40	75	0	0	1.8%	0.7%	54.1	1,057	173	131	21	8	1	0	2	1	67.4	76.3	81.2	-1.8	53.5	45.7	46.5	54.9	50.6	38.1	36.3	50.9	37.4	36.2	37.3	41.8		
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	####
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	
Caldwell Street w/o																																						
Existing 2017		2	0	2,560	40	75	0	0	1.8%	0.7%	56.9	1,989	325	246	40	16	2	1	3	1	67.4	76.3	81.2	-1.8	56.3	48.4	49.3	57.6	53.3	40.8	39.1	53.7	40.1	39.0	40.0	44.5		
Existing+Proj		2	0	2,560	40	75	0	0	1.8%	0.7%	56.9	1,989	325	246	40	16	2	1	3	1	67.4	76.3	81.2	-1.8	56.3	48.4	49.3	57.6	53.3	40.8	39.1	53.7	40.1	39.0	40.0	44.5		
Future 2023		2	0	2,760	40	75	0	0	1.8%	0.7%	57.2	2,145	351	265	43	17	3	1	4	2	67.4	76.3	81.2	-1.8	56.6	48.8	49.6	57.9	53.6	41.2	39.4	54.0	40.4	39.3	40.3	44.8		
Future+Proj		2	0	2,760	40	75	0	0	1.8%	0.7%	57.2	2,145	351	265	43	17	3	1	4	2	67.4	76.3	81.2	-1.8	56.6	48.8	49.6	57.9	53.6	41.2	39.4	54.0	40.4	39.3	40.3	44.8		
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####	
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####		

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

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

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 5
 Wilmington Avenue & Greenleaf Boulevard

Greenleaf Boulevard

Eastbound

	left	through	right
Existing 2017	35	215	65
Existing+Proj	40	215	65
Future 2023	45	235	70
Future+Proj	40	235	70

Wilmington Avenue

Southbound

	right	through	left
Existing 2017	35	1,020	115
Existing+Proj	40	1,025	115
Future 2023	50	1,140	125
Future+Proj	45	1,135	125

Westbound

	right	through	left
Existing 2017	70	380	255
Existing+Proj	70	380	255
Future 2023	75	415	275
Future+Proj	75	415	275

Northbound

	left	through	right
Existing 2017	25	440	85
Existing+Proj	25	445	85
Future 2023	30	515	90
Future+Proj	30	510	90

N
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ADT

Road	Wilmington Avenue		Greenleaf Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Greenleaf Boulevard		Wilmington Avenue	
Existing 2017	13,720.0	15,120.0	8,960.0	6,040.0
Existing+Proj	13,880.0	15,200.0	8,960.0	6,120.0
Future 2023	15,600.0	16,960.0	9,720.0	6,760.0
Future+Proj	15,440.0	16,880.0	9,720.0	6,680.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Dist. from		Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels Dist Ld				Le			Ln											
					Speed (mph)	Center to Receptor		Alpha Factor (1)	Medium Trucks		Heavy Trucks	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
Wilmington Avenue n/o																																					
Existing 2017		4	0	13,720	35	75	0	0	1.8%	0.7%	62.9	####	1,742	1,317	216	86	12	3	19	8	65.1	74.8	80.0	-1.7	62.0	54.9	56.1	63.6	59.0	47.3	46.0	59.5	45.8	45.5	46.9	50.9	
Existing+Proj		4	0	13,880	35	75	0	0	1.8%	0.7%	63.0	####	1,763	1,332	218	87	13	3	19	8	65.1	74.8	80.0	-1.7	62.1	55.0	56.2	63.7	59.1	47.4	46.0	59.6	45.9	45.5	46.9	50.9	
Future 2023		4	0	15,600	35	75	0	0	1.8%	0.7%	63.5	####	1,981	1,498	246	97	14	3	21	9	65.1	74.8	80.0	-1.7	62.6	55.5	56.7	64.2	59.6	47.9	46.5	60.1	46.4	46.0	47.4	51.4	
Future+Proj		4	0	15,440	35	75	0	0	1.8%	0.7%	63.5	####	1,961	1,482	243	96	14	3	21	9	65.1	74.8	80.0	-1.7	62.5	55.4	56.6	64.2	59.6	47.9	46.5	60.0	46.4	46.0	47.4	51.4	
		4	0	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
Wilmington Avenue s/o																																					
Existing 2017		4	0	15,120	35	75	0	0	1.8%	0.7%	63.4	####	1,920	1,452	238	94	14	3	20	9	65.1	74.8	80.0	-1.7	62.4	55.3	56.5	64.1	59.5	47.8	46.4	59.9	46.3	45.9	47.3	51.3	
Existing+Proj		4	0	15,200	35	75	0	0	1.8%	0.7%	63.4	####	1,930	1,459	239	95	14	3	21	9	65.1	74.8	80.0	-1.7	62.5	55.4	56.6	64.1	59.5	47.8	46.4	60.0	46.3	45.9	47.3	51.3	
Future 2023		4	0	16,960	35	75	0	0	1.8%	0.7%	63.9	####	2,154	1,628	267	106	15	3	23	10	65.1	74.8	80.0	-1.7	62.9	55.8	57.0	64.6	60.0	48.3	46.9	60.4	46.8	46.4	47.8	51.8	
Future+Proj		4	0	16,880	35	75	0	0	1.8%	0.7%	63.8	####	2,144	1,620	266	105	15	3	23	10	65.1	74.8	80.0	-1.7	62.9	55.8	57.0	64.5	59.9	48.2	46.9	60.4	46.7	46.4	47.8	51.8	
		4	0	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
Greenleaf Boulevard e/o																																					
Existing 2017		2	0	8,960	40	75	0	0	1.8%	0.7%	62.3	6,962	1,138	860	141	56	8	2	12	5	67.4	76.3	81.2	-1.8	61.7	53.9	54.7	63.1	58.7	46.3	44.5	59.1	45.5	44.4	45.5	49.9	
Existing+Proj		2	0	8,960	40	75	0	0	1.8%	0.7%	62.3	6,962	1,138	860	141	56	8	2	12	5	67.4	76.3	81.2	-1.8	61.7	53.9	54.7	63.1	58.7	46.3	44.5	59.1	45.5	44.4	45.5	49.9	
Future 2023		2	0	9,720	40	75	0	0	1.8%	0.7%	62.7	7,552	1,234	933	153	61	9	2	13	5	67.4	76.3	81.2	-1.8	62.1	54.2	55.0	63.4	59.1	46.6	44.9	59.5	45.9	44.8	45.8	50.3	
Future+Proj		2	0	9,720	40	75	0	0	1.8%	0.7%	62.7	7,552	1,234	933	153	61	9	2	13	5	67.4	76.3	81.2	-1.8	62.1	54.2	55.0	63.4	59.1	46.6	44.9	59.5	45.9	44.8	45.8	50.3	
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
Greenleaf Boulevard w/o																																					
Existing 2017		2	0	6,040	40	75	0	0	1.8%	0.7%	60.6	4,693	767	580	95	38	5	1	8	3	67.4	76.3	81.2	-1.8	60.0	52.2	53.0	61.4	57.0	44.6	42.8	57.4	43.8	42.7	43.7	48.2	
Existing+Proj		2	0	6,120	40	75	0	0	1.8%	0.7%	60.7	4,755	777	588	96	38	6	1	8	3	67.4	76.3	81.2	-1.8	60.1	52.2	53.0	61.4	57.1	44.6	42.9	57.5	43.9	42.8	43.8	48.3	
Future 2023		2	0	6,760	40	75	0	0	1.8%	0.7%	61.1	5,253	859	649	106	42	6	1	9	4	67.4	76.3	81.2	-1.8	60.5	52.6	53.5	61.8	57.5	45.1	43.3	57.9	44.3	43.2	44.2	48.7	
Future+Proj		2	0	6,680	40	75	0	0	1.8%	0.7%	61.0	5,190	848	641	105	42	6	1	9	4	67.4	76.3	81.2	-1.8	60.4	52.6	53.4	61.8	57.5	45.0	43.3	57.9	44.3	43.1	44.2	48.7	
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####
		2	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.8	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

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

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 6
 Center Avenue & Alondra Boulevard

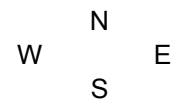
Alondra Boulevard

Eastbound			
	left	through	right
Existing 2017	40	655	25
Existing+Proj	40	770	25
Future 2023	45	800	25
Future+Proj	45	765	25

Center Avenue			
Southbound			
	right	through	left
Existing 2017	100	35	130
Existing+Proj	100	35	130
Future 2023	110	40	145
Future+Proj	110	40	145

Westbound			
	right	through	left
Existing 2017	55	1,050	45
Existing+Proj	60	1,095	50
Future 2023	70	1,240	55
Future+Proj	65	1,200	55

Northbound			
	left	through	right
Existing 2017	20	20	30
Existing+Proj	20	20	35
Future 2023	20	20	40
Future+Proj	20	20	35



ADT

Road	Center Avenue		Alondra Boulevard	
	North of	South of	East of	West of
Leg	Alondra Boulevard		Center Avenue	
Cross Street	Alondra Boulevard		Center Avenue	
Existing 2017	3,040.0	1,400.0	15,720.0	15,120.0
Existing+Proj	3,080.0	1,480.0	17,120.0	16,400.0
Future 2023	3,440.0	1,600.0	18,800.0	17,920.0
Future+Proj	3,400.0	1,560.0	18,120.0	17,320.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 7
 Oleander Avenue & Compton Boulevard

Compton Boulevard

Eastbound			
	left	through	right
Existing 2017	20	770	195
Existing+Proj	20	790	230
Future 2023	25	885	275
Future+Proj	25	865	245

Oleander Avenue

Southbound

	right	through	left
Existing 2017	10	85	50
Existing+Proj	10	95	50
Future 2023	10	110	55
Future+Proj	10	100	55

Westbound

	right	through	left
Existing 2017	20	745	65
Existing+Proj	20	770	70
Future 2023	25	875	80
Future+Proj	25	855	75

Northbound

	left	through	right
Existing 2017	115	65	70
Existing+Proj	155	80	75
Future 2023	200	95	85
Future+Proj	165	85	80

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ADT

Road	Oleander Avenue		Compton Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Compton Boulevard		Oleander Avenue	
Existing 2017	2,000.0	4,760.0	13,760.0	14,840.0
Existing+Proj	2,200.0	5,640.0	14,200.0	15,800.0
Future 2023	2,560.0	6,760.0	16,040.0	18,160.0
Future+Proj	2,400.0	6,000.0	15,640.0	17,320.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 8
 Oleander Avenue & Alondra Boulevard

Alondra Boulevard

Eastbound

	left	through	right
Existing 2017	115	650	45
Existing+Proj	125	690	45
Future 2023	140	790	50
Future+Proj	135	755	50

Oleander Avenue
Southbound

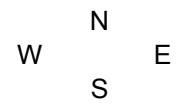
	right	through	left
Existing 2017	135	50	5
Existing+Proj	140	50	5
Future 2023	160	60	5
Future+Proj	155	55	5

Westbound

	right	through	left
Existing 2017	5	965	70
Existing+Proj	5	1,010	70
Future 2023	5	1,145	75
Future+Proj	5	1,105	75

Northbound

	left	through	right
Existing 2017	60	50	115
Existing+Proj	60	55	115
Future 2023	65	60	125
Future+Proj	65	60	125



ADT

Road	Oleander Avenue		Alondra Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Alondra Boulevard		Oleander Avenue	
Existing 2017	2,880.0	3,120.0	14,480.0	15,760.0
Existing+Proj	3,040.0	3,160.0	15,160.0	16,560.0
Future 2023	3,440.0	3,480.0	17,160.0	18,800.0
Future+Proj	3,320.0	3,440.0	16,560.0	18,120.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 9
 Acacia Avenue & Rosecrans Avenue

Eastbound		left	through	right
Rosecrans Avenue	Existing 2017	0	915	65
	Existing+Proj	0	915	70
	Future 2023	0	1,050	75
	Future+Proj	0	1,050	75

Acacia Avenue			
Southbound			
	right	through	left
Existing 2017	0	0	0
Existing+Proj	0	0	0
Future 2023	0	0	0
Future+Proj	0	0	0

Westbound			
	right	through	left
Existing 2017	0	1,160	55
Existing+Proj	0	1,160	60
Future 2023	0	1,305	65
Future+Proj	0	1,305	65

Northbound			
	left	through	right
Existing 2017	95	0	75
Existing+Proj	100	0	75
Future 2023	110	0	85
Future+Proj	110	0	80

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ADT				
Road	Acacia Avenue		Rosecrans Avenue	
Leg	North of	South of	East of	West of
Cross Street	Rosecrans Avenue		Acacia Avenue	
Existing 2017	0.0	2,320.0	17,640.0	17,880.0
Existing+Proj	0.0	2,440.0	17,680.0	17,960.0
Future 2023	0.0	2,680.0	20,040.0	20,320.0
Future+Proj	0.0	2,640.0	20,000.0	20,320.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 10
 Acacia Avenue & Compton Boulevard

Compton Boulevard

Eastbound

	left	through	right
Existing 2017	15	620	220
Existing+Proj	15	625	240
Future 2023	15	695	275
Future+Proj	15	690	260

Acacia Avenue

Southbound

	right	through	left
Existing 2017	25	155	40
Existing+Proj	25	160	40
Future 2023	30	180	40
Future+Proj	30	175	40

Westbound

	right	through	left
Existing 2017	35	690	190
Existing+Proj	35	700	200
Future 2023	35	780	225
Future+Proj	35	775	215

Northbound

	left	through	right
Existing 2017	140	120	100
Existing+Proj	165	125	110
Future 2023	195	145	130
Future+Proj	175	135	120

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ADT

Road	Acacia Avenue		Compton Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Compton Boulevard		Acacia Avenue	
Existing 2017	3,120.0	7,400.0	13,400.0	13,680.0
Existing+Proj	3,200.0	8,000.0	13,680.0	14,160.0
Future 2023	3,560.0	9,200.0	15,240.0	15,920.0
Future+Proj	3,440.0	8,640.0	15,000.0	15,560.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 11
 Acacia Avenue & Myrrh Street

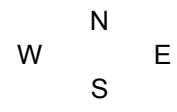
Myrrh Street

Eastbound			
	left	through	right
Existing 2017	80	90	130
Existing+Proj	100	115	160
Future 2023	125	140	200
Future+Proj	105	120	170

Acacia Avenue			
Southbound			
	right	through	left
Existing 2017	80	220	110
Existing+Proj	100	240	110
Future 2023	120	275	120
Future+Proj	105	260	120

Westbound			
	right	through	left
Existing 2017	250	95	70
Existing+Proj	250	115	70
Future 2023	275	140	75
Future+Proj	275	125	75

Northbound			
	left	through	right
Existing 2017	75	190	60
Existing+Proj	105	210	70
Future 2023	135	245	85
Future+Proj	110	230	75



ADT

Road	Acacia Avenue		Myrrh Street	
	North of	South of	East of	West of
Leg				
Cross Street	Myrrh Street		Acacia Avenue	
Existing 2017	7,440.0	5,960.0	5,400.0	4,400.0
Existing+Proj	8,080.0	6,840.0	5,840.0	5,560.0
Future 2023	9,280.0	8,120.0	6,680.0	6,880.0
Future+Proj	8,760.0	7,360.0	6,320.0	5,880.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 12
 Acacia Avenue & Alondra Boulevard

Alondra Boulevard

Eastbound

	left	through	right
Existing 2017	165	575	25
Existing+Proj	210	575	25
Future 2023	260	630	30
Future+Proj	225	630	30

Acacia Avenue

Southbound

	right	through	left
Existing 2017	170	25	85
Existing+Proj	215	30	105
Future 2023	270	40	130
Future+Proj	230	35	110

Westbound

	right	through	left
Existing 2017	95	850	45
Existing+Proj	115	850	45
Future 2023	140	935	50
Future+Proj	125	935	50

Northbound

	left	through	right
Existing 2017	30	30	55
Existing+Proj	30	45	55
Future 2023	30	45	60
Future+Proj	30	40	60

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ADT

Road	Acacia Avenue		Alondra Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Alondra Boulevard		Acacia Avenue	
Existing 2017	4,560.0	1,680.0	13,640.0	14,520.0
Existing+Proj	5,760.0	1,840.0	13,960.0	15,240.0
Future 2023	7,080.0	2,040.0	15,560.0	17,240.0
Future+Proj	6,120.0	1,960.0	15,280.0	16,640.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 13
 Willowbrook Avenue & Myrrh Street

Myrrh Street

Eastbound			
	left	through	right
Existing 2017	15	195	30
Existing+Proj	20	215	40
Future 2023	25	245	50
Future+Proj	20	230	45

Willowbrook Avenue			
Southbound			
	right	through	left
Existing 2017	105	120	35
Existing+Proj	110	120	35
Future 2023	120	130	35
Future+Proj	115	130	35

Westbound			
	right	through	left
Existing 2017	55	350	55
Existing+Proj	55	365	55
Future 2023	60	410	60
Future+Proj	60	395	60

Northbound			
	left	through	right
Existing 2017	30	105	40
Existing+Proj	30	105	40
Future 2023	35	115	45
Future+Proj	35	115	45

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ADT				
Road	Willowbrook Avenue		Myrrh Street	
	North of	South of	East of	West of
Leg				
Cross Street	Myrrh Street		Willowbrook Avenue	
Existing 2017	3,480.0	3,040.0	5,840.0	5,800.0
Existing+Proj	3,560.0	3,120.0	6,120.0	6,240.0
Future 2023	3,880.0	3,480.0	6,840.0	7,080.0
Future+Proj	3,800.0	3,440.0	6,600.0	6,720.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
 Weekday AM Peak Hour Volumes

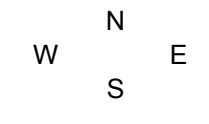
Intersection: 13
 Willowbrook Avenue (E) & Myrrh Street

Willowbrook Avenue			
Southbound			
	right	through	left
Existing 2017	40	35	20
Existing+Proj	40	35	20
Future 2023	40	40	25
Future+Proj	40	40	25

Willowbrook Avenue			
Northbound			
	left	through	right
Existing 2017	15	35	15
Existing+Proj	15	35	15
Future 2023	20	35	15
Future+Proj	20	35	15

Myrrh Street			
Eastbound			
	left	through	right
Existing 2017	40	200	30
Existing+Proj	40	215	30
Future 2023	45	250	35
Future+Proj	45	235	35

Westbound			
	right	through	left
Existing 2017	15	405	10
Existing+Proj	15	420	10
Future 2023	15	470	10
Future+Proj	15	455	10



Road	Willowbrook Avenue		Myrrh Street	
	North of	South of	East of	West of
Leg				
Cross Street	Myrrh Street		Willowbrook Avenue	
Existing 2017	1,480.0	1,120.0	5,320.0	5,840.0
Existing+Proj	1,480.0	1,120.0	5,560.0	6,080.0
Future 2023	1,600.0	1,240.0	6,280.0	6,880.0
Future+Proj	1,600.0	1,240.0	6,040.0	6,640.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 14
 Willowbrook Avenue (W) & Alondra Boulevard

Alondra Boulevard

Eastbound

	left	through	right
Existing 2017	25	660	15
Existing+Proj	25	675	20
Future 2023	25	755	25
Future+Proj	25	740	20

Willowbrook Avenue

Southbound

	right	through	left
Existing 2017	40	100	35
Existing+Proj	40	100	35
Future 2023	40	110	40
Future+Proj	40	110	40

Westbound

	right	through	left
Existing 2017	75	890	0
Existing+Proj	75	905	0
Future 2023	80	1,010	0
Future+Proj	80	995	0

Northbound

	left	through	right
Existing 2017	15	70	20
Existing+Proj	20	70	20
Future 2023	25	75	20
Future+Proj	20	75	20

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ADT

Road	Willowbrook Avenue		Alondra Boulevard	
	North of	South of	East of	West of
Leg	Alondra Boulevard		Willowbrook Avenue	
Cross Street	Alondra Boulevard		Willowbrook Avenue	
Existing 2017	2,760.0	1,760.0	13,440.0	13,160.0
Existing+Proj	2,760.0	1,840.0	13,680.0	13,480.0
Future 2023	2,960.0	2,040.0	15,240.0	15,040.0
Future+Proj	2,960.0	1,960.0	15,000.0	14,720.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 14
 Willowbrook Avenue (E) & Alondra Boulevard

Alondra Boulevard

Eastbound

	left	through	right
Existing 2017	0	660	35
Existing+Proj	5	670	40
Future 2023	10	740	50
Future+Proj	5	730	45

Willowbrook Avenue

Southbound

	right	through	left
Existing 2017	25	55	10
Existing+Proj	30	55	10
Future 2023	35	60	15
Future+Proj	30	60	15

Westbound

	right	through	left
Existing 2017	10	960	5
Existing+Proj	10	965	5
Future 2023	10	1,070	10
Future+Proj	10	1,065	10

Northbound

	left	through	right
Existing 2017	35	35	25
Existing+Proj	40	35	25
Future 2023	45	40	25
Future+Proj	40	40	25

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ADT

Road	Willowbrook Avenue		Alondra Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Alondra Boulevard		Willowbrook Avenue	
Existing 2017	1,080.0	1,520.0	13,360.0	13,720.0
Existing+Proj	1,160.0	1,600.0	13,480.0	14,000.0
Future 2023	1,360.0	1,840.0	14,960.0	15,600.0
Future+Proj	1,280.0	1,760.0	14,840.0	15,320.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 15
 Alameda Street (W) & Compton Boulevard

Compton Boulevard

Eastbound

	left	through	right
Existing 2017	45	455	50
Existing+Proj	50	470	50
Future 2023	60	530	55
Future+Proj	55	515	55

Alameda Street

Southbound

	right	through	left
Existing 2017	85	805	95
Existing+Proj	85	805	95
Future 2023	95	880	105
Future+Proj	95	880	105

Westbound

	right	through	left
Existing 2017	110	690	25
Existing+Proj	110	700	25
Future 2023	115	790	25
Future+Proj	115	780	25

Northbound

	left	through	right
Existing 2017	40	385	20
Existing+Proj	40	385	20
Future 2023	40	445	25
Future+Proj	40	445	25

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ADT

Road	Alameda Street		Compton Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Compton Boulevard		Alameda Street	
Existing 2017	12,200.0	10,600.0	11,160.0	10,920.0
Existing+Proj	12,240.0	10,600.0	11,360.0	11,160.0
Future 2023	13,600.0	11,760.0	12,720.0	12,560.0
Future+Proj	13,560.0	11,760.0	12,520.0	12,320.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 15
 Alameda Street (E) & Compton Boulevard

Compton Boulevard

Eastbound

	left	through	right
Existing 2017	10	540	30
Existing+Proj	10	550	30
Future 2023	10	615	30
Future+Proj	10	605	30

Alameda Street

Southbound

	right	through	left
Existing 2017	10	245	55
Existing+Proj	10	245	55
Future 2023	15	265	60
Future+Proj	15	265	60

Westbound

	right	through	left
Existing 2017	35	770	20
Existing+Proj	35	780	20
Future 2023	40	875	20
Future+Proj	40	865	20

Northbound

	left	through	right
Existing 2017	40	125	45
Existing+Proj	40	125	45
Future 2023	45	135	45
Future+Proj	45	135	45

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ADT

Road	Alameda Street		Compton Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Compton Boulevard		Alameda Street	
Existing 2017	3,840.0	4,040.0	11,720.0	11,200.0
Existing+Proj	3,840.0	4,040.0	11,880.0	11,360.0
Future 2023	4,200.0	4,320.0	13,240.0	12,720.0
Future+Proj	4,200.0	4,320.0	13,080.0	12,560.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 16
 Alameda Street & Alondra Boulevard

Alondra Boulevard

Eastbound

	left	through	right
Existing 2017	35	550	45
Existing+Proj	35	555	45
Future 2023	35	610	50
Future+Proj	35	605	50

Alameda Street

Southbound

	right	through	left
Existing 2017	75	695	55
Existing+Proj	75	695	55
Future 2023	80	765	60
Future+Proj	80	760	60

Westbound

	right	through	left
Existing 2017	75	860	40
Existing+Proj	75	865	40
Future 2023	80	955	45
Future+Proj	80	950	45

Northbound

	left	through	right
Existing 2017	55	290	30
Existing+Proj	55	290	30
Future 2023	60	340	30
Future+Proj	60	340	30

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ADT

Road	Alameda Street		Alondra Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Alondra Boulevard		Alameda Street	
Existing 2017	9,800.0	9,240.0	12,880.0	12,960.0
Existing+Proj	9,800.0	9,240.0	12,960.0	13,040.0
Future 2023	10,880.0	10,320.0	14,240.0	14,320.0
Future+Proj	10,840.0	10,280.0	14,160.0	14,240.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 16
 Alameda Street (E) & Alondra Boulevard

Alondra Boulevard

Eastbound

	left	through	right
Existing 2017	30	595	5
Existing+Proj	30	600	5
Future 2023	35	660	5
Future+Proj	35	655	5

Alameda Street

Southbound

	right	through	left
Existing 2017	35	175	60
Existing+Proj	35	175	60
Future 2023	40	195	65
Future+Proj	40	195	65

Westbound

	right	through	left
Existing 2017	30	910	15
Existing+Proj	30	915	15
Future 2023	35	1,010	15
Future+Proj	35	1,005	15

Northbound

	left	through	right
Existing 2017	20	65	10
Existing+Proj	20	65	10
Future 2023	20	70	10
Future+Proj	20	70	10

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ADT

Road	Alameda Street		Alondra Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Alondra Boulevard		Alameda Street	
Existing 2017	3,160.0	2,320.0	12,960.0	12,760.0
Existing+Proj	3,160.0	2,320.0	13,040.0	12,840.0
Future 2023	3,520.0	2,520.0	14,360.0	14,160.0
Future+Proj	3,520.0	2,520.0	14,280.0	14,080.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 17
 Alameda Street & Greenleaf Boulevard

Greenleaf Boulevard

Eastbound

	left	through	right
Existing 2017	20	240	110
Existing+Proj	20	245	110
Future 2023	25	270	120
Future+Proj	25	265	120

Alameda Street

Southbound

	right	through	left
Existing 2017	70	600	80
Existing+Proj	70	600	80
Future 2023	75	660	85
Future+Proj	75	660	85

Westbound

	right	through	left
Existing 2017	35	275	245
Existing+Proj	35	280	245
Future 2023	40	305	270
Future+Proj	40	305	270

Northbound

	left	through	right
Existing 2017	55	350	100
Existing+Proj	55	350	100
Future 2023	60	405	110
Future+Proj	60	405	110

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ADT

Road	Alameda Street		Greenleaf Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Greenleaf Boulevard		Alameda Street	
Existing 2017	9,240.0	11,680.0	7,800.0	6,160.0
Existing+Proj	9,240.0	11,680.0	7,880.0	6,240.0
Future 2023	10,320.0	13,000.0	8,640.0	6,840.0
Future+Proj	10,320.0	13,000.0	8,600.0	6,800.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 17
 Alameda Street (E) & Greenleaf Boulevard

Greenleaf Boulevard

Eastbound

	left	through	right
Existing 2017	55	350	20
Existing+Proj	55	350	20
Future 2023	60	385	20
Future+Proj	60	380	20

Alameda Street

Southbound

	right	through	left
Existing 2017	180	10	15
Existing+Proj	180	10	15
Future 2023	195	10	15
Future+Proj	195	10	15

Westbound

	right	through	left
Existing 2017	20	375	5
Existing+Proj	20	380	5
Future 2023	20	415	5
Future+Proj	20	410	5

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Northbound

	left	through	right
Existing 2017	5	5	0
Existing+Proj	5	5	0
Future 2023	5	5	0
Future+Proj	5	5	0

ADT

Road	Alameda Street		Greenleaf Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Greenleaf Boulevard		Alameda Street	
Existing 2017	2,280.0	360.0	6,120.0	7,880.0
Existing+Proj	2,280.0	360.0	6,160.0	7,920.0
Future 2023	2,440.0	360.0	6,720.0	8,640.0
Future+Proj	2,440.0	360.0	6,640.0	8,560.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 18
 Santa Fe Avenue & Alondra Boulevard

Alondra Boulevard

Eastbound

	left	through	right
Existing 2017	60	475	125
Existing+Proj	60	480	125
Future 2023	65	530	140
Future+Proj	65	525	140

Santa Fe Avenue

Southbound

	right	through	left
Existing 2017	100	895	105
Existing+Proj	100	895	105
Future 2023	110	980	115
Future+Proj	110	980	115

Westbound

	right	through	left
Existing 2017	165	740	145
Existing+Proj	165	745	145
Future 2023	180	825	160
Future+Proj	180	825	160

Northbound

	left	through	right
Existing 2017	115	460	50
Existing+Proj	115	460	50
Future 2023	125	520	55
Future+Proj	125	520	55

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ADT

Road	Santa Fe Avenue		Alondra Boulevard	
	North of	South of	East of	West of
Leg				
Cross Street	Alondra Boulevard		Santa Fe Avenue	
Existing 2017	14,280.0	14,320.0	13,440.0	12,920.0
Existing+Proj	14,280.0	14,320.0	13,520.0	13,000.0
Future 2023	15,760.0	15,840.0	14,920.0	14,360.0
Future+Proj	15,760.0	15,840.0	14,880.0	14,320.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

NOISE LEVEL CONTOURS - Existing Plus Project Weekday Off-Site ADT Volumes

ROADWAY NAME Segment	Land Use	Lanes	Median Width	ADT Volume	Design Dist. from		Barrier Attn. dB(A)	Vehicle Mix		dB(A) CNEL	Traffic Volumes								Ref. Energy Levels Dist Ld				Le			Ln											
					Speed (mph)	Center to Receptor		Alpha Factor (1)	Medium Trucks		Heavy Trucks	Day	Eve	Night	MTd	HTd	MTe	HTe	MTn	HTn	A	MT	HT	Adj	A	MT	HT	Total	A	MT	HT	Total	A	MT	HT	Total	
Sante Fe Avenue n/o W.																																					
Existing 2017		4	5	14,280	35	75	0	0	1.8%	0.7%	63.2	####	1,814	1,371	225	89	13	3	19	8	65.1	74.8	80.0	-1.7	62.2	55.1	56.3	63.9	59.3	47.6	46.2	59.7	46.1	45.7	47.1	51.1	
Existing+Proj		4	5	14,280	35	75	0	0	1.8%	0.7%	63.2	####	1,814	1,371	225	89	13	3	19	8	65.1	74.8	80.0	-1.7	62.2	55.1	56.3	63.9	59.3	47.6	46.2	59.7	46.1	45.7	47.1	51.1	
Future 2023		4	5	15,760	35	75	0	0	1.8%	0.7%	63.6	####	2,002	1,513	248	98	14	3	21	9	65.1	74.8	80.0	-1.7	62.7	55.6	56.8	64.3	59.7	48.0	46.6	60.2	46.5	46.1	47.5	51.5	
Future+Proj		4	5	15,760	35	75	0	0	1.8%	0.7%	63.6	####	2,002	1,513	248	98	14	3	21	9	65.1	74.8	80.0	-1.7	62.7	55.6	56.8	64.3	59.7	48.0	46.6	60.2	46.5	46.1	47.5	51.5	
		4	5	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
Sante Fe Avenue s/o W.																																					
Existing 2017		4	5	14,320	35	75	0	0	1.8%	0.7%	63.2	####	1,819	1,375	225	89	13	3	19	8	65.1	74.8	80.0	-1.7	62.2	55.2	56.3	63.9	59.3	47.6	46.2	59.7	46.1	45.7	47.1	51.1	
Existing+Proj		4	5	14,320	35	75	0	0	1.8%	0.7%	63.2	####	1,819	1,375	225	89	13	3	19	8	65.1	74.8	80.0	-1.7	62.2	55.2	56.3	63.9	59.3	47.6	46.2	59.7	46.1	45.7	47.1	51.1	
Future 2023		4	5	15,840	35	75	0	0	1.8%	0.7%	63.6	####	2,012	1,521	249	99	14	3	21	9	65.1	74.8	80.0	-1.7	62.7	55.6	56.8	64.3	59.7	48.0	46.6	60.2	46.5	46.1	47.6	51.5	
Future+Proj		4	5	15,840	35	75	0	0	1.8%	0.7%	63.6	####	2,012	1,521	249	99	14	3	21	9	65.1	74.8	80.0	-1.7	62.7	55.6	56.8	64.3	59.7	48.0	46.6	60.2	46.5	46.1	47.6	51.5	
		4	5	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	35	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	65.1	74.8	80.0	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
W. Alondra Boulevard e/o																																					
Existing 2017		4	0	13,440	40	75	0	0	1.8%	0.7%	64.2	####	1,707	1,290	212	84	12	3	18	8	67.4	76.3	81.2	-1.7	63.6	55.7	56.6	64.9	60.6	48.2	46.4	61.0	47.4	46.3	47.3	51.8	
Existing+Proj		4	0	13,520	40	75	0	0	1.8%	0.7%	64.2	####	1,717	1,298	213	84	12	3	18	8	67.4	76.3	81.2	-1.7	63.6	55.8	56.6	65.0	60.6	48.2	46.4	61.0	47.4	46.3	47.4	51.8	
Future 2023		4	0	14,920	40	75	0	0	1.8%	0.7%	64.6	####	1,895	1,432	235	93	14	3	20	8	67.4	76.3	81.2	-1.7	64.1	56.2	57.0	65.4	61.1	48.6	46.9	61.5	47.9	46.7	47.8	52.3	
Future+Proj		4	0	14,880	40	75	0	0	1.8%	0.7%	64.6	####	1,890	1,428	234	93	14	3	20	8	67.4	76.3	81.2	-1.7	64.0	56.2	57.0	65.4	61.1	48.6	46.8	61.5	47.9	46.7	47.8	52.3	
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	0	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
W. Alondra Boulevard w/o																																					
Existing 2017		4	5	12,920	40	75	0	0	1.8%	0.7%	64.1	####	1,641	1,240	203	81	12	3	17	7	67.4	76.3	81.2	-1.7	63.5	55.6	56.4	64.8	60.5	48.0	46.3	60.9	47.3	46.2	47.2	51.7	
Existing+Proj		4	5	13,000	40	75	0	0	1.8%	0.7%	64.1	####	1,651	1,248	205	81	12	3	18	7	67.4	76.3	81.2	-1.7	63.5	55.6	56.5	64.8	60.5	48.1	46.3	60.9	47.3	46.2	47.2	51.7	
Future 2023		4	5	14,360	40	75	0	0	1.8%	0.7%	64.5	####	1,824	1,379	226	90	13	3	19	8	67.4	76.3	81.2	-1.7	63.9	56.1	56.9	65.3	60.9	48.5	46.7	61.3	47.8	46.6	47.7	52.1	
Future+Proj		4	5	14,320	40	75	0	0	1.8%	0.7%	64.5	####	1,819	1,375	225	89	13	3	19	8	67.4	76.3	81.2	-1.7	63.9	56.1	56.9	65.3	60.9	48.5	46.7	61.3	47.7	46.6	47.6	52.1	
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####
		4	5	0	40	75	0	0	1.8%	0.7%	#NUM!	0	0	0	0	0	0	0	0	0	67.4	76.3	81.2	-1.7	####	####	####	####	####	####	####	####	####	####	####	####	####

(1) Alpha Factor: Coefficient of absorption relating to the effects of the ground surface. An alpha factor of 0 indicates that the site is an acoustically "hard" site such as asphalt. An alpha factor of 0.5 indicates that the site is an acoustically "soft" site such as vegetative ground cover.

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

Project Name: Compton High School Reconstruction Project
Weekday AM Peak Hour Volumes

Intersection: 19
 Long Beach & Alondra

Alondra Boulevard

Eastbound			
	left	through	right
Existing 2017	95	520	65
Existing+Proj	95	520	65
Future 2023	100	575	70
Future+Proj	100	570	70

Long Beach Boulevard			
Southbound			
	right	through	left
Existing 2017	95	615	150
Existing+Proj	95	615	150
Future 2023	100	680	160
Future+Proj	100	680	160

Westbound			
	right	through	left
Existing 2017	170	815	130
Existing+Proj	170	815	130
Future 2023	185	905	140
Future+Proj	185	900	140

Northbound			
	left	through	right
Existing 2017	95	450	55
Existing+Proj	95	450	55
Future 2023	105	505	60
Future+Proj	105	505	60

N
 W E
 S

ADT

Road	Long Beach Boulevard		Alondra Boulevard	
	North of	South of	East of	West of
Leg	Alondra Boulevard		Long Beach Boulevard	
Cross Street	Alondra Boulevard		Long Beach Boulevard	
Existing 2017	12,600.0	11,280.0	14,720.0	13,480.0
Existing+Proj	12,600.0	11,280.0	14,720.0	13,480.0
Future 2023	13,840.0	12,480.0	16,200.0	14,840.0
Future+Proj	13,840.0	12,480.0	16,120.0	14,760.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0
	0.0	0.0	0.0	0.0

Project Title:

Compton High School Reconstruction Project

Receptor ID:

Site 1

Parameters

Construction Hours:

- 11 Daytime hours (7:00 AM to 7:00 PM)
- 0 Evening hours (7:00 PM to 10:00 PM)
- 0 Nighttime hours (10:00 PM to 7:00 AM)

Calculation

Construction Phase	Number of Units	Acoustical Usage Factor	Actual Noise Level At 50 feet, Lmax	Distance Feet	Leq	Estimate Noise Shielding dBA
Demolition					81.7	
Concrete/Industrial Saws	1	0.2	90	90	77.9	
Excavators	3	0.4	81	90	76.7	
Rubber Tired Dozers	2	0.4	82	90	75.9	
Site Preparation					79.5	
Rubber Tired Dozers	3	0.4	82	90	77.7	
Tractor/Loaders/Backhoes	4	1	85	90	74.9	
Grading					83.9	
Excavators	2	0.4	81	90	74.9	
Graders	1	0.4	85	90	80.7	
Rubber Tired Dozers	1	0.4	85	90	80.7	
Scrapers	2	0.4	84	90	77.9	
Tractors/Loaders/Backhoes	2	1	85	90	71.9	
Building Construction					83.0	
Cranes	1	0.16	81	90	67.9	
Forklifts	3	1	82	90	81.7	
Generator Sets	1	0.16	81	90	67.9	
Tractors/Loaders/Backhoes	3	1	85	90	73.7	
Welders	1	0.4	74	90	64.9	
Paving					76.4	
Paver	4	0.5	77	90	74.9	
Rollers	2	0.2	80	90	70.9	
Architectural Coating					68.9	
Compressor	1	0.4	78	90	68.9	

Project Title: Compton High School Reconstruction Project

Receptor ID: Site 2

Parameters

Construction Hours: 11 Daytime hours (7:00 AM to 7:00 PM)
 0 Evening hours (7:00 PM to 10:00 PM)
 0 Nighttime hours (10:00 PM to 7:00 AM)

Calculation

Construction Phase	Number of Units	Acoustical Usage Factor	Actual Noise Level At 50 feet, Lmax	Distance Feet	Leq	Estimate Noise Shielding dBA
Demolition					86.8	
Concrete/Industrial Saws	1	0.2	90	50	83.0	
Excavators	3	0.4	81	50	81.8	
Rubber Tired Dozers	2	0.4	82	50	81.0	
Site Preparation					84.6	
Rubber Tired Dozers	3	0.4	82	50	82.8	
Tractor/Loaders/Backhoes	4	1	85	50	80.0	
Grading					89.0	
Excavators	2	0.4	81	50	80.0	
Graders	1	0.4	85	50	85.8	
Rubber Tired Dozers	1	0.4	85	50	85.8	
Scrapers	2	0.4	84	50	83.0	
Tractors/Loaders/Backhoes	2	1	85	50	77.0	
Building Construction					88.1	
Cranes	1	0.16	81	50	73.0	
Forklifts	3	1	82	50	86.8	
Generator Sets	1	0.16	81	50	73.0	
Tractors/Loaders/Backhoes	3	1	85	50	78.8	
Welders	1	0.4	74	50	70.0	
Paving					81.5	
Paver	4	0.5	77	50	80.0	
Rollers	2	0.2	80	50	76.0	
Architectural Coating					74.0	
Compressor	1	0.4	78	50	74.0	

Project Title: Compton High School Reconstruction Project
Receptor ID: Site 3

Parameters

Construction Hours: 11 Daytime hours (7:00 AM to 7:00 PM)
 0 Evening hours (7:00 PM to 10:00 PM)
 0 Nighttime hours (10:00 PM to 7:00 AM)

Calculation

Construction Phase	Number of Units	Acoustical Usage Factor	Actual Noise Level At 50 feet, Lmax	Distance Feet	Leq	Estimate Noise Shielding dBA
Demolition					86.8	
Concrete/Industrial Saws	1	0.2	90	50	83.0	
Excavators	3	0.4	81	50	81.8	
Rubber Tired Dozers	2	0.4	82	50	81.0	
Site Preparation					84.6	
Rubber Tired Dozers	3	0.4	82	50	82.8	
Tractor/Loaders/Backhoes	4	1	85	50	80.0	
Grading					89.0	
Excavators	2	0.4	81	50	80.0	
Graders	1	0.4	85	50	85.8	
Rubber Tired Dozers	1	0.4	85	50	85.8	
Scrapers	2	0.4	84	50	83.0	
Tractors/Loaders/Backhoes	2	1	85	50	77.0	
Building Construction					88.1	
Cranes	1	0.16	81	50	73.0	
Forklifts	3	1	82	50	86.8	
Generator Sets	1	0.16	81	50	73.0	
Tractors/Loaders/Backhoes	3	1	85	50	78.8	
Welders	1	0.4	74	50	70.0	
Paving					81.5	
Paver	4	0.5	77	50	80.0	
Rollers	2	0.2	80	50	76.0	
Architectural Coating					74.0	
Compressor	1	0.4	78	90	74.0	

Project Title: Compton High School Reconstruction Project
Receptor ID: Site 4

Parameters

Construction Hours: 11 Daytime hours (7:00 AM to 7:00 PM)
 0 Evening hours (7:00 PM to 10:00 PM)
 0 Nighttime hours (10:00 PM to 7:00 AM)

Calculation

Construction Phase	Number of Units	Acoustical Usage Factor	Actual Noise Level At 50 feet, Lmax	Distance Feet	Leq	Estimate Noise Shielding dBA
Demolition					74.1	
Concrete/Industrial Saws	1	0.2	90	215	70.3	
Excavators	3	0.4	81	215	69.1	
Rubber Tired Dozers	2	0.4	82	215	68.4	
Site Preparation					72.0	
Rubber Tired Dozers	3	0.4	82	215	70.1	
Tractor/Loaders/Backhoes	4	1	85	215	67.4	
Grading					76.3	
Excavators	2	0.4	81	215	67.4	
Graders	1	0.4	85	215	73.1	
Rubber Tired Dozers	1	0.4	85	215	73.1	
Scrapers	2	0.4	84	215	70.4	
Tractors/Loaders/Backhoes	2	1	85	215	64.4	
Building Construction					75.4	
Cranes	1	0.16	81	215	60.4	
Forklifts	3	1	82	215	74.1	
Generator Sets	1	0.16	81	215	60.4	
Tractors/Loaders/Backhoes	3	1	85	215	66.1	
Welders	1	0.4	74	215	57.4	
Paving					68.8	
Paver	4	0.5	77	215	67.3	
Rollers	2	0.2	80	215	63.4	
Architectural Coating					61.4	
Compressor	1	0.4	78	215	61.4	

Project Title: Compton High School Reconstruction Project

Receptor ID: Site 5

Parameters

Construction Hours: 11 Daytime hours (7:00 AM to 7:00 PM)
 0 Evening hours (7:00 PM to 10:00 PM)
 0 Nighttime hours (10:00 PM to 7:00 AM)

Calculation

Construction Phase	Number of Units	Acoustical Usage Factor	Actual Noise Level At 50 feet, Lmax	Distance Feet	Leq	Estimate Noise Shielding dBA
Demolition					85.2	
Concrete/Industrial Saws	1	0.2	90	60	81.4	
Excavators	3	0.4	81	60	80.2	
Rubber Tired Dozers	2	0.4	82	60	79.4	
Site Preparation					83.1	
Rubber Tired Dozers	3	0.4	82	60	81.2	
Tractor/Loaders/Backhoes	4	1	85	60	78.5	
Grading					87.4	
Excavators	2	0.4	81	60	78.4	
Graders	1	0.4	85	60	84.2	
Rubber Tired Dozers	1	0.4	85	60	84.2	
Scrapers	2	0.4	84	60	81.4	
Tractors/Loaders/Backhoes	2	1	85	60	75.4	
Building Construction					86.5	
Cranes	1	0.16	81	60	71.5	
Forklifts	3	1	82	60	85.2	
Generator Sets	1	0.16	81	60	71.5	
Tractors/Loaders/Backhoes	3	1	85	60	77.2	
Welders	1	0.4	74	60	68.4	
Paving					79.9	
Paver	4	0.5	77	60	78.4	
Rollers	2	0.2	80	60	74.4	
Architectural Coating					72.4	
Compressor	1	0.4	78	60	72.4	

Project Title: Compton High School Reconstruction Project
Receptor ID: Site 6

Parameters

Construction Hours: 11 Daytime hours (7:00 AM to 7:00 PM)
 0 Evening hours (7:00 PM to 10:00 PM)
 0 Nighttime hours (10:00 PM to 7:00 AM)

Calculation

Construction Phase	Number of Units	Acoustical Usage Factor	Actual Noise Level At 50 feet, Lmax	Distance Feet	Leq	Estimate Noise Shielding dBA
Demolition					80.8	
Concrete/Industrial Saws	1	0.2	90	100	77.0	
Excavators	3	0.4	81	100	75.8	
Rubber Tired Dozers	2	0.4	82	100	75.0	
Site Preparation					78.6	
Rubber Tired Dozers	3	0.4	82	100	76.8	
Tractor/Loaders/Backhoes	4	1	85	100	74.0	
Grading					83.0	
Excavators	2	0.4	81	100	74.0	
Graders	1	0.4	85	100	79.8	
Rubber Tired Dozers	1	0.4	85	100	79.8	
Scrapers	2	0.4	84	100	77.0	
Tractors/Loaders/Backhoes	2	1	85	100	71.0	
Building Construction					82.1	
Cranes	1	0.16	81	100	67.0	
Forklifts	3	1	82	100	80.8	
Generator Sets	1	0.16	81	100	67.0	
Tractors/Loaders/Backhoes	3	1	85	100	72.8	
Welders	1	0.4	74	100	64.0	
Paving					75.4	
Paver	4	0.5	77	100	74.0	
Rollers	2	0.2	80	100	70.0	
Architectural Coating					68.0	
Compressor	1	0.4	78	100	68.0	

Project Title: Compton High School Reconstruction Project
Receptor ID: Site 7

Parameters

Construction Hours: 11 Daytime hours (7:00 AM to 7:00 PM)
 0 Evening hours (7:00 PM to 10:00 PM)
 0 Nighttime hours (10:00 PM to 7:00 AM)

Calculation

Construction Phase	Number of Units	Acoustical Usage Factor	Actual Noise Level At 50 feet, Lmax	Distance Feet	Leq	Estimate Noise Shielding dBA
Demolition					64.4	
Concrete/Industrial Saws	1	0.2	90	660	60.6	
Excavators	3	0.4	81	660	59.4	
Rubber Tired Dozers	2	0.4	82	660	58.6	
Site Preparation					62.2	
Rubber Tired Dozers	3	0.4	82	660	60.4	
Tractor/Loaders/Backhoes	4	1	85	660	57.6	
Grading					66.2	
Excavators	2	0.4	81	660	57.6	
Graders	1	0.4	85	660	63.4	
Rubber Tired Dozers	1	0.4	85	660	63.4	
Scrapers	2	0.4	84	660	60.6	
Tractors/Loaders/Backhoes	2	1	85	660	54.6	
Building Construction					65.7	
Cranes	1	0.16	81	660	50.6	
Forklifts	3	1	82	660	64.4	
Generator Sets	1	0.16	81	660	50.6	
Tractors/Loaders/Backhoes	3	1	85	660	56.4	
Welders	1	0.4	74	660	47.6	
Paving					59.1	
Paver	4	0.5	77	660	57.6	
Rollers	2	0.2	80	660	53.6	
Architectural Coating					51.6	
Compressor	1	0.4	78	660	51.6	