APPENDIX 4.10

Noise Data

OFF-SITE TRAFFIC NOISE LEVELS

Project Name: Davidon Homes

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Analysis Scenario(s): future without project
Source of Traffic Volumes: Fehr & Peers Traffic Study
Community Noise Descriptor: L_{dn}: _____ CNEL: __X__

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

Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Medium Trucks	Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Existing Conditions													
D Street													
North of Petaluma Blvd	Commercial	2	0	1,718	14,385	35	50	0	0	1.8%	0.7%	67.9	66.3
Petaluma Blvd to 6th St	Residential/Commercial	2	0	1,181	10,850	35	50	0	0	1.8%	0.7%	66.3	65.1
6th St to El Rose Dr	Residential	2	0	841	8,115	35	50	0	0	1.8%	0.7%	64.8	63.9
El Rose Dr to Windsor Dr	Residential/Commercial	2	0	533	5,270	35	50	0	0	1.8%	0.7%	62.8	62.0
South of Windsor Dr	Open Space/Residential	2	0	452	3,980	35	50	0	0	1.8%	0.7%	62.1	60.8

[1] Distance is from the centerline of the roadway segment to the receptor location.

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Existing Conditions													
D Street													
North of Petaluma Blvd	Commercial	2	0	1,288	11,735	35	50	0	0	1.8%	0.7%	66.6	65.5
Petaluma Blvd to 6th St	Residential/Commercial	2	0	1,098	10,350	35	50	0	0	1.8%	0.7%	65.9	64.9
6th St to El Rose Dr	Residential	2	0	835	8,035	35	50	0	0	1.8%	0.7%	64.7	63.8
El Rose Dr to Windsor Dr	Residential/Commercial	2	0	533	5,270	35	50	0	0	1.8%	0.7%	62.8	62.0
South of Windsor Dr	Open Space/Residential	2	0	452	3,980	35	50	0	0	1.8%	0.7%	62.1	60.8

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Traffic Noise Levels

Analysis Condition Roadway Name Roadway Segment	Land Use	Lanes	Median Width	Peak Hour Volume	ADT Volume	Design Speed (mph)	Dist. from Center to Receptor[1]	Alpha Factor	Barrier Attn. dB(A)	Vehicle Mix Medium Trucks	Heavy Trucks	Peak Hour dB(A) L_{eq}	24-Hour dB(A) CNEL
Existing Conditions													
D Street													
South of Windsor Dr	Open Space/Residential	2	0	382	3,795	35	75	0	0	1.8%	0.7%	59.6	58.8

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Existing Conditions													
D Street													
South of Windsor Dr	Open Space/Residential	2	0	382	3,795	35	75	0	0	1.8%	0.7%	59.6	58.8

[1] Distance is from the centerline of the roadway segment to the receptor location.