Noise Study Report

Broadway Bridge Project

City of West Sacramento and City of Sacramento, California

Federal Project No.: TGR2DGL 5447(043)

October 2020
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October 2020

Prepared By: Scott Noel, Principal Consultant       Date:  10/28/2020

Author’s Name, Title

Phone Number   503-956-2476
Office Name    HMMH Anaheim
District/Region N/A

Approved By:       Date:  11/3/2020

Ryan Pommerenck, Transportation Engineer

Phone Number   530-741-5857
Office Name    Environmental Engineering
District/Region 03/North Region
Summary

The purpose of this Noise Study (NSR) is to evaluate noise impacts and abatement, if necessary, under the requirements of Title 23 of Code of Federal Regulations (CFR) Part 772, “Procedures for Abatement of Highway Traffic Noise,” related to construction and operation of the Broadway Bridge Project located in Sacramento, California.

The project would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge. The project limits include the combined area of each of the proposed project alternatives. The project limits include proposed improvements to the northbound Interstate 5 (I-5) off-ramp to Broadway. The proposed project would construct a new bridge over the Sacramento River between the cities of Sacramento and West Sacramento.

The purpose and objectives of the project are to increase the number of river crossings that meet current design standards and encourage travel by walking, bicycling, low-energy vehicles, and public transit. Also, to improve the connectivity to, and accessibility of, business, recreational areas, and new or redevelopment opportunity sites located in the urban core of Sacramento and West Sacramento.

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts resulting from the proposed project. Single-family and multifamily residences were identified as Activity Category B land uses in the project area. Outdoor use areas associated with parks were identified as Activity Category C land uses. Commercial (Activity Category F) land uses without frequent outdoor use areas are also located in the study area. Activity Categories F uses do not have noise abatement criteria but are discussed for informational purposes.

Traffic noise levels were predicted using the Federal Highway Administration (FHWA) Traffic Noise Model (TNM), Version 2.5. Existing worst-hour traffic noise levels were found to range from 60 to 69 A-weighted decibels hourly equivalent sound level (dBA Leq[h]).

For the design year (2040) under no-build conditions, predicted traffic noise levels were found to range from 62 to 70 dBA Leq(h). There are two project alternatives proposed under the build conditions. Alternative B would realign 15th Street between Jefferson Boulevard and South River Road and connect the new bridge to the roadway network in West Sacramento. Alternative C (modified from the feasibility study) would connect to South River Road at a new intersection between 15th Street and Circle Street on the West Sacramento side and would connect to Broadway on the Sacramento side. For the design year build conditions, noise levels were found to range from 59 to 70 dBA Leq(h) for Alternative B and from 62 to 72 dBA Leq(h) for Alternative C. Traffic noise levels would approach or exceed the noise abatement criteria at single-residential (Activity Category B) and park (Activity Category C) receivers identified in this analysis. There are industrial land uses (Activity Category F) in the project study area and at 100 feet from...
the Broadway Bridge alignments sound levels would be 66 dBA Leq(h). There are no undeveloped lands (Activity Category G) in the project study area. Traffic noise impacts therefore are predicted to occur at these locations under design year build conditions.

Traffic noise abatement in the form of noise walls were evaluated and found to be infeasible at reducing noise levels at impacted receptors.

During construction on the proposed project, noise from construction activities would intermittently dominate the noise environment in the immediate area of construction. Conventional construction equipment is expected to generate maximum noise levels ranging from 75 to 96 dBA at a distance of 50 feet. Noise from pile driving would generate maximum noise levels of approximately 101 dB at a distance of 50 feet. Noise produced by construction equipment would diminish over distance at a rate of approximately 6 dB per doubling of distance. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans’ provisions in Section 14-8.02, “Noise Control,” of the Caltrans Standard Specifications and applicable local noise standards.
# Table of Contents

**Chapter 1.** Introduction ................................................................. 1  
1.1. Project Location ........................................................................... 2

**Chapter 2.** Project Description ...................................................... 3  
2.1. No Build Alternative ...................................................................... 3  
2.2. Build Alternatives .......................................................................... 3

**Chapter 3.** Fundamentals of Traffic Noise ....................................... 5  
3.1. Sound, Noise, and Acoustics .......................................................... 5  
3.1. Frequency ....................................................................................... 5  
3.2. Sound Pressure Levels and Decibels ............................................. 5  
3.3. Addition of Decibels ....................................................................... 6  
3.4. A-Weighted Decibels ..................................................................... 6  
3.5. Human Response to Changes in Noise Levels .............................. 7  
3.6. Noise Descriptors .......................................................................... 8  
3.7. Sound Propagation ......................................................................... 9  
   Geometric Spreading ......................................................................... 9  
   Ground Absorption .......................................................................... 9  
   Atmospheric Effects ......................................................................... 9  
   Shielding by Natural or Human-Made Features ............................... 10

**Chapter 4.** Federal Regulations and State Policies ......................... 11  
4.1. Federal Regulations ...................................................................... 11  
   23 CFR 772 ...................................................................................... 11  
   Traffic Noise Analysis Protocol for New Highway Construction and  
   Reconstruction Projects .................................................................. 12
4.2. State Regulations and Policies .......................................................... 13
    California Environmental Quality Act (CEQA) ........................................ 13
    Section 216 of the California Streets and Highways Code ...................... 14

Chapter 5. Study Methods and Procedures .............................................. 15

5.1. Methods for Identifying Land Uses and Selecting Noise Measurement and Modeling Receiver Locations .................................................. 15
5.2. Field Measurement Procedures ........................................................ 15
5.3. Traffic Noise Levels Prediction Methods .......................................... 16
5.4. Methods for Identifying Traffic Noise Impacts and Consideration of Abatement .......................................................................................... 17

Chapter 6. Existing Noise Environment ..................................................... 21

6.1. Existing Land Uses ........................................................................... 21
6.2. Noise Measurement Results .............................................................. 22
    Short-Term Monitoring ......................................................................... 22

Chapter 7. Future Noise Environment, Impacts, and Considered Abatement 25

7.1. Future Noise Environment and Impacts ............................................ 25
    Alternative B ....................................................................................... 25
    Alternative C ....................................................................................... 26
7.2. Preliminary Noise Abatement Analysis ............................................. 29
    Alternative B ....................................................................................... 31
    Alternative C ....................................................................................... 32

Chapter 8. Construction Noise .................................................................. 34

Chapter 9. References .............................................................................. 36
**List of Tables**

<table>
<thead>
<tr>
<th>Appendix</th>
<th>Description</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Appendix A</strong></td>
<td>Traffic Data</td>
<td>38</td>
</tr>
<tr>
<td><strong>Appendix B</strong></td>
<td>Predicted Future Noise Levels and Noise Barrier Analysis</td>
<td>97</td>
</tr>
<tr>
<td><strong>Appendix C</strong></td>
<td>Supplemental Data</td>
<td>103</td>
</tr>
</tbody>
</table>

**List of Figures**

Figure 5-1. Noise Sensitive Areas, Noise Monitoring Positions, and Noise Analysis Locations ........................................................................................................... 17

Figure 7-1. NSA’s, Noise Monitoring Positions and Alternative B Alignment ...... 28

Figure 7-2. NSA’s, Noise Monitoring Positions, and Alternative C Alignment .... 29

**List of Tables**

Table 3-1. Typical A-Weighted Noise Levels ........................................................................ 7

Table 6-1. Summary of Short-Term Measurements ................................................................ 23

Table 6-3. Comparison of Measured to Predicted Sound Levels in the TNM Model .................. 24

Table 8-1. Construction Equipment Noise ........................................................................ 34

Table A-1. Traffic Data .................................................................................................. 39

Table B-1. Predicted Future Noise Alternative B .............................................................. 99

Table B-2. Predicted Future Noise Alternative C ............................................................. 101

Table C-1. Traffic Counts for Validation ....................................................................... 104
List of Abbreviated Terms

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>CEQA</td>
<td>California Environmental Quality Act</td>
</tr>
<tr>
<td>CFR</td>
<td>Code of Federal Regulations</td>
</tr>
<tr>
<td>CNEL</td>
<td>Community Noise Equivalent Level</td>
</tr>
<tr>
<td>dB</td>
<td>Decibels</td>
</tr>
<tr>
<td>FHWA</td>
<td>Federal Highway Administration</td>
</tr>
<tr>
<td>Hz</td>
<td>Hertz</td>
</tr>
<tr>
<td>kHz</td>
<td>Kilohertz</td>
</tr>
<tr>
<td>L&lt;sub&gt;dn&lt;/sub&gt;</td>
<td>Day-Night Level</td>
</tr>
<tr>
<td>L&lt;sub&gt;eq&lt;/sub&gt;</td>
<td>Equivalent Sound Level</td>
</tr>
<tr>
<td>L&lt;sub&gt;eq(h)&lt;/sub&gt;</td>
<td>Equivalent Sound Level over one hour</td>
</tr>
<tr>
<td>L&lt;sub&gt;max&lt;/sub&gt;</td>
<td>Maximum Sound Level</td>
</tr>
<tr>
<td>L&lt;sub&gt;xx&lt;/sub&gt;</td>
<td>Percentile-Exceeded Sound Level</td>
</tr>
<tr>
<td>mPa</td>
<td>micro-Pascals</td>
</tr>
<tr>
<td>Mph</td>
<td>miles per hour</td>
</tr>
<tr>
<td>NAC</td>
<td>noise abatement criteria</td>
</tr>
<tr>
<td>NEPA</td>
<td>National Environmental Policy Act</td>
</tr>
<tr>
<td>NSR</td>
<td>Noise Study Report</td>
</tr>
<tr>
<td>SPL</td>
<td>sound pressure level</td>
</tr>
<tr>
<td>TeNS</td>
<td>Caltrans’ Technical Noise Supplement</td>
</tr>
<tr>
<td>TNM 2.5</td>
<td>FHWA Traffic Noise Model Version 2.5</td>
</tr>
</tbody>
</table>
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Chapter 1. Introduction

The City of West Sacramento, in cooperation with the City of Sacramento and the California Department of Transportation (Caltrans), proposes to construct a new bridge over the Sacramento River south of the Pioneer Bridge (US 50/I-80) to provide local interconnectivity across the river and between neighborhoods. The new connection would serve multiple modes of transportation and comply with current American Association of State Highway and Transportation Officials (AASHTO), Caltrans, and local agency design standards.

The project is subject to state and federal environmental review requirements because of use of 2014 Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants funds from the Federal Highway Administration (FHWA). Accordingly, project documentation is being prepared in compliance with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The City of West Sacramento is the lead agency under CEQA, with the City of Sacramento as a responsible agency, and Caltrans is the lead agency under NEPA. The FHWA’s other responsibilities for environmental review, consultation, and any other action required in accordance with applicable federal laws for this project will be carried out by Caltrans under its assumption of responsibility pursuant to 23 United States Code (USC) 327 and the Memorandum of Understanding dated December 23, 2016, executed by FHWA and Caltrans. This project is included in the Sacramento Area Council of Governments (SACOG) 2016 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

The project also is identified in the 2003 Sacramento Riverfront Master Plan, the 2011 Sacramento River Crossings Alternatives Study, the 2014 Pioneer Bluff Transition Plan, the 2015 Broadway Bridge Feasibility Study, the West Sacramento General Plan 2035, the I-5 Subregional Corridor Mitigation Program, and two plans currently being prepared — West Sacramento’s Pioneer Bluff and Stone Lock Reuse Master Plan and Sacramento’s West Broadway Specific Plan.

The purpose of this Noise Study Report (NSR) is to evaluate noise impacts and abatement under the requirements of Title 23, Part 772, of the Code of Federal Regulations (CFR), “Procedures for Abatement of Highway Traffic Noise,” related to construction and operation of the Broadway Bridge Project. Specifically, 23 CFR 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and federal-aid highway projects.
According to 23 CFR 772.3, all highway projects that are developed in conformance with this regulation are deemed to be in conformance with FHWA noise standards.


1.1. Project Location

The project would be located over the Sacramento River between the cities of West Sacramento and Sacramento, approximately 1,000 feet south of the existing Pioneer Bridge. The project limits include the combined area of each of the proposed project alternatives. In general, the project limits start in West Sacramento, along 15th Street at Jefferson Boulevard continuing east and over the Sacramento River into the City of Sacramento along Broadway to the 5th Street intersection. The project limits also extend along Jefferson Boulevard approximately 1,300 feet south of the 15th Street intersection to Alameda Boulevard; along South River Road approximately 1,300 feet south and 650 feet north of 15th Street, along Marina View Drive approximately 400 feet south of Broadway, along Front Street approximately 350 feet north and south of Broadway, along 3rd Street approximately 350 feet north of Broadway to X Street, and along 5th Street approximately 200 feet north and south of Broadway. The project limits include proposed improvements to the northbound Interstate 5 (I-5) off-ramp to Broadway.

The limits of the installation of a proposed fiber optic line that would be placed in West Sacramento to connect communications of the Broadway Bridge with the proposed replacement for the I Street Bridge—the future connection over the river between C Street and Railyards Boulevard—and the existing Tower Bridge are depicted on Figure 1-1 as extending north along Riverfront Street to Tower Bridge Gateway and 3rd Street, ending at the intersection of 3rd Street and C Street. Last, staging areas that would be accessed via South River Road in West Sacramento and Front Street in Sacramento also are proposed and included in the project limits.
Chapter 2. Project Description

This section describes the proposed action and the design alternatives that were developed to meet the identified need through accomplishing the defined purpose(s) while minimizing environmental impacts where feasible. The proposed project is in both Yolo and Sacramento Counties and would cross over the Sacramento River and between the cities of West Sacramento and Sacramento. The proposed project is located approximately 400 to 1,000 feet south of the Pioneer Bridge (Figure 5-1). The total length of the project is approximately 1.0 mile from Jefferson Boulevard in West Sacramento to the 5th Street and Broadway intersection in Sacramento. The purpose of the project is to increase the number of river crossings over the Sacramento River between West Sacramento and Sacramento. The project is needed because of the existing limited connectivity and longer trip lengths currently required.

2.1. No Build Alternative

The No Build (No-Project) Alternative would not build a bridge across the Sacramento River from the Pioneer Bluff area of West Sacramento to Broadway in Sacramento.

2.2. Build Alternatives

The build alternatives under consideration are two alignments for the new bridge and approach roadways. Alternatives A and D were dropped from consideration during feasibility studies, and Alternative B and Alternative C were carried forward for consideration in the NEPA and CEQA permitting efforts.

Alternative B would realign 15th Street to connect to Jefferson Boulevard in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road and 15th Street in Pioneer Bluff.

Alternative C (a modified Alignment C from the Broadway Bridge Feasibility Study) would connect as a “T” intersection to South River Road in West Sacramento and connect to Broadway at 5th Street in Sacramento. This alignment would require modification to the planned mobility network for South River Road in Pioneer Bluff.
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Chapter 3. Fundamentals of Traffic Noise

The following is a brief discussion of fundamental traffic noise concepts. For a detailed discussion, please refer to Caltrans’ Technical Noise Supplement (TeNS) (Caltrans 2013), a technical supplement to the Protocol that is available on Caltrans Web site (http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf).

3.1. Sound, Noise, and Acoustics

Sound can be described as the mechanical energy of a vibrating object transmitted by pressure waves through a liquid or gaseous medium (e.g., air) to a hearing organ, such as a human ear. Noise is defined as loud, unexpected, or annoying sound.

In the science of acoustics, the fundamental model consists of a sound (or noise) source, a receptor, and the propagation path between the two. The loudness of the noise source and obstructions or atmospheric factors affecting the propagation path to the receptor determine the sound level and characteristics of the noise perceived by the receptor. The field of acoustics deals primarily with the propagation and control of sound.

3.1. Frequency

Continuous sound can be described by frequency (pitch) and amplitude (loudness). A low-frequency sound is perceived as low in pitch. Frequency is expressed in terms of cycles per second, or Hertz (Hz) (e.g., a frequency of 250 cycles per second is referred to as 250 Hz). High frequencies are sometimes more conveniently expressed in kilohertz (kHz), or thousands of Hertz. The audible frequency range for humans is generally between 20 Hz and 20,000 Hz.

3.2. Sound Pressure Levels and Decibels

The amplitude of pressure waves generated by a sound source determines the loudness of that source. Sound pressure amplitude is measured in micro-Pascals (mPa). One mPa is approximately one hundred billionth (0.00000000001) of normal atmospheric pressure. Sound pressure amplitudes for different kinds of noise environments can range from less than 100 to 100,000,000 mPa. Because of this huge range of values, sound is rarely expressed in terms of mPa. Instead, a logarithmic scale is used to describe sound pressure level (SPL) in terms of decibels (dB). The threshold of hearing for young people is about 0 dB, which corresponds to 20 mPa.
3.3. Addition of Decibels

Because decibels are logarithmic units, SPL cannot be added or subtracted through ordinary arithmetic. Under the decibel scale, a doubling of sound energy corresponds to a 3-dB increase. In other words, when two identical sources are each producing sound of the same loudness, the resulting sound level at a given distance would be 3 dB higher than one source under the same conditions. For example, if one automobile produces an SPL of 70 dB when it passes an observer, two cars passing simultaneously would not produce 140 dB—rather, they would combine to produce 73 dB. Under the decibel scale, three sources of equal loudness together produce a sound level 5 dB louder than one source.

3.4. A-Weighted Decibels

The decibel scale alone does not adequately characterize how humans perceive noise. The dominant frequencies of a sound have a substantial effect on the human response to that sound. Although the intensity (energy per unit area) of the sound is a purely physical quantity, the loudness or human response is determined by the characteristics of the human ear.

Human hearing is limited in the range of audible frequencies as well as in the way it perceives the SPL in that range. In general, people are most sensitive to the frequency range of 1,000–8,000 Hz, and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. To approximate the response of the human ear, sound levels of individual frequency bands are weighted, depending on the human sensitivity to those frequencies. Then, an “A-weighted” sound level (expressed in units of dBA) can be computed based on this information.

The A-weighting network approximates the frequency response of the average young ear when listening to most ordinary sounds. When people make judgments of the relative loudness or annoyance of a sound, their judgments correlate well with the A-scale sound levels of those sounds. Other weighting networks have been devised to address high noise levels or other special problems (e.g., B-, C-, and D-scales), but these scales are rarely used in conjunction with highway-traffic noise. Noise levels for traffic noise reports are typically reported in terms of A-weighted decibels or dBA. Table 3-1 describes typical A-weighted noise levels for various noise sources.
Table 3-1. Typical A-Weighted Noise Levels

<table>
<thead>
<tr>
<th>Common Outdoor Activities</th>
<th>Noise Level (dBA)</th>
<th>Common Indoor Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jet fly-over at 1000 feet</td>
<td>— 110 —</td>
<td>Rock band</td>
</tr>
<tr>
<td>Gas lawn mower at 3 feet</td>
<td>— 100 —</td>
<td></td>
</tr>
<tr>
<td>Diesel truck at 50 feet at 50 mph</td>
<td>— 90 —</td>
<td></td>
</tr>
<tr>
<td>Noisy urban area, daytime</td>
<td>— 80 —</td>
<td></td>
</tr>
<tr>
<td>Gas lawn mower, 100 feet</td>
<td>— 70 —</td>
<td>Vacuum cleaner at 10 feet</td>
</tr>
<tr>
<td>Commercial area</td>
<td></td>
<td>Normal speech at 3 feet</td>
</tr>
<tr>
<td>Heavy traffic at 300 feet</td>
<td>— 60 —</td>
<td>Large business office</td>
</tr>
<tr>
<td>Quiet urban daytime</td>
<td>— 50 —</td>
<td>Dishwasher next room</td>
</tr>
<tr>
<td>Quiet urban nighttime</td>
<td>— 40 —</td>
<td>Theater, large conference room</td>
</tr>
<tr>
<td>Quiet suburban nighttime</td>
<td>— 30 —</td>
<td>Library</td>
</tr>
<tr>
<td>Quiet rural nighttime</td>
<td>— 20 —</td>
<td>Bedroom at night, concert hall</td>
</tr>
<tr>
<td></td>
<td></td>
<td>(background)</td>
</tr>
<tr>
<td>Lowest threshold of human hearing</td>
<td>— 10 —</td>
<td>Broadcast/recording studio</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Lowest threshold of human hearing</td>
</tr>
</tbody>
</table>

Source: Caltrans 2013.

3.5. Human Response to Changes in Noise Levels

As discussed above, doubling sound energy results in a 3-dB increase in sound. However, given a sound level change measured with precise instrumentation, the subjective human perception of a doubling of loudness will usually be different than what is measured.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels, when exposed to steady, single-frequency
Chapter 3  Fundamentals of Traffic Noise

(“pure-tone”) signals in the midfrequency (1,000 Hz–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5-dB increase is generally perceived as a distinctly noticeable increase, and a 10-dB increase is generally perceived as a doubling of loudness. Therefore, a doubling of sound energy (e.g., doubling the volume of traffic on a highway) that would result in a 3-dB increase in sound, would generally be perceived as barely detectable.

3.6.  Noise Descriptors

Noise in our daily environment fluctuates over time. Some fluctuations are minor, but some are substantial. Some noise levels occur in regular patterns, but others are random. Some noise levels fluctuate rapidly, but others slowly. Some noise levels vary widely, but others are relatively constant. Various noise descriptors have been developed to describe time-varying noise levels. The following are the noise descriptors most commonly used in traffic noise analysis.

- **Equivalent Sound Level** ($L_{eq}$): $L_{eq}$ represents an average of the sound energy occurring over a specified period. In effect, $L_{eq}$ is the steady-state sound level containing the same acoustical energy as the time-varying sound that actually occurs during the same period. The 1-hour A-weighted equivalent sound level ($L_{eq[h]}$) is the energy average of A-weighted sound levels occurring during a one-hour period, and is the basis for noise abatement criteria (NAC) used by Caltrans and FHWA.

- **Percentile-Exceeded Sound Level** ($L_{xx}$): $L_{xx}$ represents the sound level exceeded for a given percentage of a specified period (e.g., $L_{10}$ is the sound level exceeded 10% of the time, and $L_{90}$ is the sound level exceeded 90% of the time).

- **Maximum Sound Level** ($L_{max}$): $L_{max}$ is the highest instantaneous sound level measured during a specified period.

- **Day-Night Level** ($L_{dn}$): $L_{dn}$ is the energy average of A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during nighttime hours between 10 p.m. and 7 a.m.

- **Community Noise Equivalent Level** (CNEL): Similar to $L_{dn}$, CNEL is the energy average of the A-weighted sound levels occurring over a 24-hour period, with a 10-dB penalty applied to A-weighted sound levels occurring during the nighttime hours.
between 10 p.m. and 7 a.m., and a 5-dB penalty applied to the A-weighted sound levels occurring during evening hours between 7 p.m. and 10 p.m.

3.7. Sound Propagation

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

**Geometric Spreading**

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

**Ground Absorption**

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective-wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 feet. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water,), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor, such as soft dirt, grass, or scattered bushes and trees), an excess ground-attenuation value of 1.5 decibels per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 decibels per doubling of distance.

**Atmospheric Effects**

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) from the highway due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.
Shielding by Natural or Human-Made Features
A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Natural terrain features (e.g., hills and dense woods) and human-made features (e.g., buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receptor specifically to reduce noise. A barrier that breaks the line of sight between a source and a receptor will typically result in at least 5 dB of noise reduction. Taller barriers provide increased noise reduction. Vegetation between the highway and receptor is rarely effective in reducing noise because it does not create a solid barrier.
Chapter 4. Federal Regulations and State Policies

This report focuses on the requirements of 23 CFR 772, as discussed below.

4.1. Federal Regulations

23 CFR 772

23 CFR 772 provides procedures for preparing operational and construction noise studies and evaluating noise abatement considered for federal and Federal-aid highway projects. Under 23 CFR 772.7, projects are categorized as Type I, Type II, or Type III projects.

- FHWA defines a Type I project as a proposed federal or federal-aid highway project for the construction of a highway on a new location or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment of the highway. The following projects are also considered to be Type I projects:
  - The addition of a through-traffic lane(s). This includes the addition of a through-traffic lane that functions as a high-occupancy vehicle (HOV) lane, high-occupancy toll (HOT) lane, bus lane, or truck climbing lane,
  - The addition of an auxiliary lane, except for when the auxiliary lane is a turn lane,
  - The addition or relocation of interchange lanes or ramps added to a quadrant to complete an existing partial interchange,
  - Restriping existing pavement for the purpose of adding a through traffic lane or an auxiliary lane,
  - The addition of a new or substantial alteration of a weigh station, rest stop, ride-share lot, or toll plaza.

If a project is determined to be a Type I project under this definition, the entire project area as defined in the environmental document is a Type I project. This project is a Type I project because it would construct roadway on a new location.

A Type II project is a noise barrier retrofit project that involves no changes to highway capacity or alignment. A Type III project is a project that does not meet the
classifications of a Type I or Type II project. Type III projects do not require a noise analysis.

Under 23 CFR 772.11, noise abatement must be considered for Type I projects if the project is predicted to result in a traffic noise impact. In such cases, 23 CFR 772 requires that the project sponsor “consider” noise abatement before adoption of the final NEPA document. This process involves identification of noise abatement measures that are reasonable, feasible, and likely to be incorporated into the project, and of noise impacts for which no apparent solution is available.

Traffic noise impacts, as defined in 23 CFR 772.5, occur when the predicted noise level in the design-year approaches or exceeds the NAC specified in 23 CFR 772, or a predicted noise level substantially exceeds the existing noise level (a “substantial” noise increase). 23 CFR 772 does not specifically define the terms “substantial increase” or “approach”; these criteria are defined in the Protocol, as described below.

Table 4-1 summarizes NAC corresponding to various land use activity categories. Activity categories and related traffic noise impacts are determined based on the actual or permitted land use in a given area.

**Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects**

The Protocol specifies the policies, procedures, and practices to be used by agencies that sponsor new construction or reconstruction of federal or Federal-aid highway projects. The Protocol defines a noise increase as substantial when the predicted noise levels with project implementation exceed existing noise levels by 12 dBA or more. The Protocol also states that a sound level is considered to approach an NAC level when the sound level is within 1 dB of the NAC identified in 23 CFR 772 (e.g., 66 dBA is considered to approach the NAC of 67 dBA, but 65 dBA is not).

The Technical Noise Supplement to the Protocol provides detailed technical guidance for the evaluation of highway traffic noise. This includes field measurement methods, noise modeling methods, and report preparation guidance.
Table 4-1. Activity Categories and Noise Abatement Criteria (23 CFR 772)

<table>
<thead>
<tr>
<th>Activity Category</th>
<th>Activity L_{eq[h]}</th>
<th>Evaluation Location</th>
<th>Description of Activities</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>57</td>
<td>Exterior</td>
<td>Lands on which serenity and quiet are of extraordinary significance and serve an important public need and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.</td>
</tr>
<tr>
<td>C^2</td>
<td>67</td>
<td>Exterior</td>
<td>Active sport areas, amphitheaters, auditoriums, campgrounds, cemeteries, day care centers, hospitals, libraries, medical facilities, parks, picnic areas, places of worship, playgrounds, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, recreation areas, Section 4(f) sites, schools, television studios, trails, and trail crossings.</td>
</tr>
<tr>
<td>D</td>
<td>52</td>
<td>Interior</td>
<td>Auditoriums, day care centers, hospitals, libraries, medical facilities, places of worship, public meeting rooms, public or nonprofit institutional structures, radio studios, recording studios, schools, and television studios.</td>
</tr>
<tr>
<td>E</td>
<td>72</td>
<td>Exterior</td>
<td>Hotels, motels, offices, restaurants/bars, and other developed lands, properties, or activities not included in A–D or F.</td>
</tr>
<tr>
<td>F</td>
<td></td>
<td></td>
<td>Agriculture, airports, bus yards, emergency services, industrial, logging, maintenance facilities, manufacturing, mining, rail yards, retail facilities, shipyards, utilities (water resources, water treatment, electrical), and warehousing.</td>
</tr>
<tr>
<td>G</td>
<td></td>
<td></td>
<td>Undeveloped lands that are not permitted.</td>
</tr>
</tbody>
</table>

^1 The L_{eq[h]} activity criteria values are for impact determination only and are not design standards for noise abatement measures. All values are A-weighted decibels (dBA).

^2 Includes undeveloped lands permitted for this activity category.

### 4.2. State Regulations and Policies

#### California Environmental Quality Act (CEQA)

Noise analysis under the California Environmental Quality Act (CEQA) may be required regardless of whether or not the project is a Type I project. The CEQA noise analysis is completely independent of the 23 CFR 772 analysis done for NEPA. Under CEQA, the baseline noise level is compared to the build noise level. The assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include: the uniqueness of the setting, the sensitive nature of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level.

The significance of noise impacts under CEQA are addressed in the environmental document rather than the NSR. Even though the NSR (or noise technical memorandum)
does not specifically evaluate the significance of noise impacts under CEQA, it must contain the technical information that is needed to make that determination in the environmental document.

**Section 216 of the California Streets and Highways Code**

Section 216 of the California Streets and Highways Code relates to the noise effects of a proposed freeway project on public and private elementary and secondary schools. Under this code, a noise impact occurs if, as a result of a proposed freeway project, noise levels exceed 52 dBA-$L_{eq}(h)$ in the interior of public or private elementary or secondary classrooms, libraries, multipurpose rooms, or spaces. This requirement does not replace the “approach or exceed” NAC criterion for FHWA Activity Category E for classroom interiors, but it is a requirement that must be addressed in addition to the requirements of 23 CFR 772.

If a project results in a noise impact under this code, noise abatement must be provided to reduce classroom noise to a level that is at or below 52 dBA-$L_{eq}(h)$. If the noise levels generated from freeway and roadway sources exceed 52 dBA-$L_{eq}(h)$ prior to the construction of the proposed freeway project, then noise abatement must be provided to reduce the noise to the level that existed prior to construction of the project.
Chapter 5. Study Methods and Procedures

5.1. Methods for Identifying Land Uses and Selecting Noise Measurement and Modeling Receiver Locations

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. Existing land uses in the project area were categorized by land use type and Activity Category as defined in Table 4-1, and the extent of frequent human use. Noise abatement is only considered where frequent human use occurs and where a lowered noise level would be of benefit. Although all land uses are evaluated in this analysis, the focus is on locations of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards and parks.

The geometry of the project relative to nearby existing and planned land uses was also identified.

Short-term measurement locations were selected to represent each major developed area within the project area. Short-term measurement locations were selected to serve as representative modeling locations. Several other non-measurement locations were selected as modeling locations.

5.2. Field Measurement Procedures

A field noise study was conducted in accordance with recommended Caltrans and FHWA procedures. The following is a summary of the procedures used to collect short-term sound level data.

Short-term monitoring was conducted at three locations on Monday, November 18, 2019, using a Larson Davis Model 824 Precision Type 1 sound level. The calibration of the meter was checked before and after the measurement using a Larson Davis CA250 calibrator. Measurements were taken for 15-minutes or more at each site. Short-term monitoring was conducted at Activity Category B and Activity Category C land uses. The short-term measurement locations are identified in Figure 5-1.

During the short-term measurements, field staff attended each meter. Minute-to-minute $L_{eq}$ values collected during the measurement period were logged, and dominant noise sources observed during each individual 1-minute period were also identified and logged.
Using this approach, those minutes when traffic noise was observed to be a dominant contributor to noise levels at a given measurement location could be distinguished from one-minute noise levels where other non-traffic noise sources (such as aircraft and lawn equipment) contributed significantly to existing noise levels; however, all of the measurement periods were dominated by traffic noise.

Temperature, wind speed, and humidity were recorded manually during the short-term monitoring session using a handheld Kestrel 3000 portable weather meter. During the short-term measurements, wind speeds typically ranged from 1 to 5 miles per hour (mph). Temperatures ranged from 17–23°C (63–74°F), with relative humidity typically 35–55%.

Traffic on observed roadways was classified and counted during short-term noise measurements. Vehicles were classified as automobiles, medium-duty trucks, or heavy-duty trucks. An automobile was defined as a vehicle with two axles and four tires that are designed primarily to carry passengers. Small vans and light trucks were included in this category. Medium-duty trucks included all cargo vehicles with two axles and six tires. Heavy-duty trucks included all vehicles with three or more axles. The posted speeds were 65 mph on Interstate-80 (I-80), 35 mph on Broadway and Jefferson Boulevard, and 25 mph on local roads such as 15th Street.

5.3. Traffic Noise Levels Prediction Methods

Traffic noise levels were predicted using the FHWA Traffic Noise Model Version 2.5 (TNM 2.5). TNM 2.5 is a computer model based on two FHWA reports: FHWA-PD-96-009 and FHWA-PD-96-010 (FHWA 1998a, 1998b). Key inputs to the traffic noise model were the locations of roadways, traffic mix and speed, shielding features (e.g., topography and buildings), noise barriers, ground type, and receptors. Three-dimensional representations of these inputs were developed using CAD drawings, Geographic Information Systems (GIS) data, aerials, and topographic contours provided by the County Transportation Authority.

Traffic noise was evaluated under existing conditions, design-year no-project conditions, and design-year conditions with the project alternatives. Loudest-hour traffic volumes, vehicle classification percentages, and traffic speeds under existing and design-year (2040) conditions were provided by ICF International for input into the traffic noise model. The traffic projections for I-80 were not included in these projections; however, I-80 existing and design-year volumes were estimated based on traffic counts obtained from Caltrans publication 2016 Traffic Volumes on California State Highways and an annual growth factor of 2.2% was applied to these volumes. The highest average traffic
volumes on area roadways are predicted to occur during the PM peak hour; therefore, PM peak hour traffic volumes were used in the model. Appendix A provides the traffic data used for modeling existing and design-year conditions with and without the project alternative.

To validate the accuracy of the model calculations, TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at field measurement locations. For each receptor, traffic volumes counted during the short-term measurement periods were normalized to 1-hour volumes. These normalized volumes were assigned to the corresponding project area roadways to simulate the noise source strength at the roadways during the actual measurement period. Modeled and measured sound levels were then compared to determine the accuracy of the model and if additional adjustment of the model was necessary. Observed traffic volumes are provided in Appendix A.

**Figure 5-1. Noise Sensitive Areas, Noise Monitoring Positions, and Noise Analysis Locations**

## 5.4. Methods for Identifying Traffic Noise Impacts and Consideration of Abatement

Traffic noise impacts are considered to occur at receptor locations where predicted design-year noise levels are 12 dB or more greater than existing noise levels, or where
predicted design-year noise levels approach or exceed the NAC for the applicable activity category. Where traffic noise impacts are identified, noise abatement must be considered for reasonableness and feasibility as required by 23 CFR 772 and the Protocol.

Abatement measures are considered acoustically feasible if a minimum noise reduction of 5 dB at impacted receptor locations is predicted with implementation of the abatement measures. In addition, barriers should be designed to intercept the line-of-sight from the exhaust stack of a truck to the first tier of receptors, as required by the Highway Design Manual, Chapter 1100. Other factors that affect feasibility include topography, access requirements for driveways and ramps, presence of local cross streets, utility conflicts, other noise sources in the area, and safety considerations.

The overall reasonableness of noise abatement is determined by the following three factors:

- The noise reduction design goal.
- The cost of noise abatement.
- The viewpoints of benefited receptors (including property owners and residents of the benefited receptors).

The Caltrans’ acoustical design goal is that a barrier must be predicted to provide at least 7 dB of noise reduction at one benefited receptor. This design goal applies to any receptor and is not limited to impacted receptors.

Caltrans defines the process for assessing reasonableness of noise barriers from a cost perspective. Based on 2019 Caltrans noise barrier estimated construction costs, an allowance of $107,000 is provided for each benefited receptor (i.e., receptors that receive at least 5 dB of noise reduction from a noise barrier) (Caltrans, 2019). The total allowance for each barrier is calculated by multiplying the number of benefited receptors by $107,000. The construction cost of noise abatement is evaluated in the NADR if abatement is found to be feasible at reducing noise levels. The viewpoints of benefits receptors are determined by a survey that is typically conducted after completion of the noise study report. The process for conducting the survey is described in detail in the Protocol.

The noise study report identifies traffic noise impacts and evaluates noise abatement for acoustical feasibility. It also reports information that will be used in the reasonableness analysis including if the 7 dB design goal reduction in noise can be achieved and the
abatement allowances. The noise study report does not make any conclusions regarding reasonableness. The feasibility and reasonableness of noise abatement is reported in the Noise Abatement Decision Report.
Chapter 6. Existing Noise Environment

6.1. Existing Land Uses

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the proposed project. The following land uses were identified in the project area:

- Single-family residences: Activity Category B
- Parks: Activity Category C
- Commercial: Activity Category F

Although all developed land uses are evaluated in this analysis, noise abatement is only considered for areas of frequent human use that would benefit from a lowered noise level. Accordingly, this impact analysis focuses on locations with defined outdoor activity areas, such as residential backyards, liveaboards and parks.

Land uses in the project area have been grouped into a series of noise sensitive areas (NSAs) that are identified in Figure 5-1. Regarding Activity Category F uses, a representative location 100 feet from edge of pavement on the new bridge was evaluated, but not included in the noise sensitive areas since it is not noise sensitive.

- **NSA A:** NSA A is located on the south side of Broadway east of the Sacramento River. A park (Activity Category C) is located in this NSA and a marina where it was assumed that the vessels are liveaboards which have been considered single-family residential uses for the purposes of this analysis (Activity Category B). This NSA is generally flat. (Refer to Figure 5-1.) North of NSA A are Activity Category F uses that have no outdoor use and are not noise sensitive.

- **NSA B:** NSA B is located on the west side of Jefferson Boulevard north of 13th Street. A residential subdivision (Activity Category B) is located in this NSA. This NSA is generally flat. Rows of non-noise sensitive buildings provide some shielding from Jefferson Boulevard, the dominant noise source in this NSA. (Refer to Figure 5-1.) Within NSA B are Activity Category F uses that have no outdoor use and are not noise sensitive.
• NSA C: NSA C is located on the west side of Jefferson Boulevard north of 15th Street. A residential subdivision (Activity Category B) is located in this NSA. This NSA is generally flat. Rows of non-noise sensitive buildings provide some shielding from Jefferson Boulevard, the dominant noise source in this NSA. (Refer to Figure 5-1.) Within NSA C are Activity Category F uses that have no outdoor use and are not noise sensitive.

• NSA D: NSA D is located on the west side of Jefferson Boulevard north of Circle Street. A residential subdivision (Activity Category B) is located in this NSA. This NSA is generally flat. Back yards of the first row of receptors face Jefferson Boulevard and there is a concrete privacy wall located along some of the home’s property lines. Rows of building also provide some shielding from Jefferson Boulevard, the dominant noise source in this NSA. (Refer to Figure 5-1.)

• NSA E: NSA E is located on the west side of Jefferson Boulevard north of Alameda Boulevard. A residential subdivision (Activity Category B) is located in this NSA. This NSA is generally flat. Rows of building provide some shielding from Jefferson Boulevard, the dominant noise source in this NSA. (Refer to Figure 5-1.) Within NSA C are Activity Category F uses that have no outdoor use and are not noise sensitive.

6.2. Noise Measurement Results

The existing noise environment in the project area is characterized below based on short-term noise monitoring that was conducted.

Short-Term Monitoring
Table 6-1 summarizes the results of the short-term noise monitoring conducted in the project area.
Table 6-1. Summary of Short-Term Measurements

<table>
<thead>
<tr>
<th>Position</th>
<th>NSA</th>
<th>Land Uses</th>
<th>Start Time</th>
<th>Duration (minutes)</th>
<th>Measured Sound Level $L_{eq}$ (dBA)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>A</td>
<td>Park</td>
<td>10:52 a.m.</td>
<td>23</td>
<td>56.3</td>
</tr>
<tr>
<td>M2</td>
<td>B</td>
<td>Residential</td>
<td>11:43 a.m.</td>
<td>25</td>
<td>64.4</td>
</tr>
<tr>
<td>M3</td>
<td>D</td>
<td>Residential</td>
<td>12:29 p.m.</td>
<td>16</td>
<td>61.4</td>
</tr>
</tbody>
</table>

*Note:* Refer to Figure 5-1 for measurement locations and boundaries of each area.

TNM 2.5 was used to compare measured traffic noise levels to modeled noise levels at field measurement locations. Table 6-2 compares measured and modeled noise levels at each measurement location (see Figure 5-1). The predicted sound levels are within 2 dB of the measured sound levels and are, therefore, considered to be in reasonable agreement with the measured sound levels. Therefore, no further adjustment of the model was necessary.
Table 6-3. Comparison of Measured to Predicted Sound Levels in the TNM Model

<table>
<thead>
<tr>
<th>Measurement Position</th>
<th>Measured Sound Level $L_{eq}$ (dBA)</th>
<th>Predicted Sound Level $L_{eq}$ (dBA)</th>
<th>Measured minus Predicted (dB)</th>
</tr>
</thead>
<tbody>
<tr>
<td>M1</td>
<td>56.3</td>
<td>57.3</td>
<td>1</td>
</tr>
<tr>
<td>M2</td>
<td>64.4</td>
<td>63.5</td>
<td>-0.9</td>
</tr>
<tr>
<td>M3</td>
<td>61.4</td>
<td>62.7</td>
<td>1.3</td>
</tr>
</tbody>
</table>

Table B-1 in Appendix B presents existing noise levels at each receptor.
Chapter 7. Future Noise Environment, Impacts, and Considered Abatement

7.1. Future Noise Environment and Impacts

Table B-1 in Appendix B summarizes the traffic noise modeling results for existing conditions and design-year conditions with and without the project. The predictions are provided for the design-year conditions with Alternative B or Alternative C implemented. The Alternative B project alignment is shown in Figure 7-1 and the Alternative C alignment is shown in Figure 7-2. The following subsections provide narrative discussions of sound levels under these alternatives for each of the areas analyzed.

Alternative B

Predicted design-year traffic noise levels with Alternative B are compared to existing conditions and to design-year no-project conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts as defined under 23 CFR 772. The comparison to no-project conditions indicates the direct effect of the project.

Modeling results in Table B-1 indicate the following:

NSA A

The traffic noise modeling results in Table B-1 indicate that traffic noise levels at residences in NSA A are predicted to be in the range of 59 to 64 dBA $L_{eq}(h)$ in the design-year under Alternative B. The results also indicate that the increase in noise between existing conditions and the design-year is predicted to be up to 3 dB. Because the predicted noise levels in the design-year are not predicted to approach or exceed the noise abatement criterion (67 dBA $L_{eq}[h]$) or result in a substantial increase in noise, no traffic noise impacts are predicted in NSA A; therefore, noise abatement is not considered.

NSA B

The traffic noise modeling results in Table B-1 indicate traffic noise levels at residences in NSA B are predicted to be in the range of 64 to 67 dBA $L_{eq}(h)$ in the design-year under Alternative B, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq}(h)$, traffic noise
impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

**NSA C**
The traffic noise modeling results in Table B-1 indicate traffic noise levels at residences in NSA C are predicted to be in the range of 65 to 69 dBA $L_{eq}(h)$ in the design-year under Alternative B, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq}(h)$, traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

**NSA D**
The traffic noise modeling results in Table B-1 indicate traffic noise levels at residences in NSA D are predicted to be in the range of 64 to 71 dBA $L_{eq}(h)$ in the design-year under Alternative B, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq}(h)$, traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

**NSA E**
The traffic noise modeling results in Table B-1 indicate traffic noise levels at residences in NSA E are predicted to be in the range of 63 to 69 dBA $L_{eq}(h)$ in the design-year under Alternative B, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq}(h)$, traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

**Alternative C**
Predicted design-year traffic noise levels with Alternative C are compared to existing conditions and to design-year no-project conditions. The comparison to existing conditions is included in the analysis to identify traffic noise impacts as defined under 23 CFR 772. The comparison to no-project conditions indicates the direct effect of the project.

Modeling results in Table B-2 indicate the following:

**NSA A**
The traffic noise modeling results in Table B-2 indicate that traffic noise levels at residences in NSA A are predicted to be in the range of 62 to 65 dBA $L_{eq}(h)$ in the
design-year under Alternative C. The results also indicate that the increase in noise between existing conditions and the design-year is predicted to be up to 3 dB. Because the predicted noise levels in the design-year are not predicted to approach or exceed the noise abatement criterion (67 dBA $L_{eq(h)}$) or result in a substantial increase in noise, no traffic noise impacts are predicted in NSA A.

**NSA B**
The traffic noise modeling results in Table B-2 indicate traffic noise levels at residences in NSA B are predicted to be in the range of 64 to 67 dBA $L_{eq(h)}$ in the design-year under Alternative C, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq(h)}$, traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

**NSA C**
The traffic noise modeling results in Table B-2 indicate traffic noise levels at residences in NSA C are predicted to be in the range of 65 to 69 dBA $L_{eq(h)}$ in the design-year under Alternative C, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq(h)}$, traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

**NSA D**
The traffic noise modeling results in Table B-2 indicate traffic noise levels at residences in NSA D are predicted to be in the range of 64 to 71 dBA $L_{eq(h)}$ in the design-year under Alternative C, and that the increase in noise will be up to 2 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq(h)}$, traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.

**NSA E**
The traffic noise modeling results in Table B-2 indicate traffic noise levels at residences in NSA E are predicted to be in the range of 62 to 69 dBA $L_{eq(h)}$ in the design-year under Alternative C, and that the increase in noise will be up to 3 dB in the design-year. Because the predicted noise level in the design-year exceeds 67 dBA $L_{eq(h)}$, traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered in this NSA.
Figure 7-1. NSA’s, Noise Monitoring Positions and Alternative B Alignment
7.2. Preliminary Noise Abatement Analysis

Noise abatement is considered where noise impacts are predicted in areas of frequent human use that would benefit from a lowered noise level. According to 23 CFR 772(13)(c) and 772(15)(c), federal funding may be used for the following abatement measures:

- Construction of noise barriers, including acquisition of property rights, either within or outside the highway right-of-way.
- Traffic management measures including, but not limited to, traffic control devices and signing for prohibition of certain vehicle types, time-use restrictions for certain vehicle types, modified speed limits, and exclusive lane designations.
- Alteration of horizontal and vertical alignments.
• Acquisition of real property or interests therein (predominantly unimproved property) to serve as a buffer zone to preempt development which would be adversely impacted by traffic noise.

• Noise insulation of Activity Category D land use facilities listed in Table 4-1. Post-installation maintenance and operational costs for noise insulation are not eligible for Federal-aid funding.

Noise barriers are the only form of noise abatement considered for this project. Each noise barrier evaluated has been evaluated for feasibility based on achievable noise reduction. For each noise barrier found to be acoustically feasible, reasonable cost allowances were calculated by multiplying the number of benefited receptors by $107,000. Tables B-1 and B-2 in Appendix B summarize results at receptor locations for the single noise barrier (Barrier NB-1) that has been evaluated for each alternative in detail for this project.

For any noise barrier to be considered reasonable from a cost perspective the estimated cost of the noise barrier should be equal to or less than the total cost allowance calculated for the barrier. The cost calculations of the noise barrier must include all items appropriate and necessary for construction of the barrier, such as traffic control, drainage modification, retaining walls, landscaping for graffiti abatement, and right-of-way costs. Construction cost estimates are not provided in this NSR, but are presented in the NADR. The NADR is a design responsibility and is prepared to compile information from the NSR, other relevant environmental studies, and design considerations into a single, comprehensive document before public review of the project. The NADR is prepared by the project engineer after completion of the NSR and prior to publication of the draft environmental document. The NADR includes noise abatement construction cost estimates that have been prepared and signed by the project engineer based on site-specific conditions. Construction cost estimates are compared to reasonableness allowances in the NADR to identify which wall configurations are reasonable from a cost perspective.

The design of noise barriers presented in this report is preliminary and has been conducted at a level appropriate for environmental review and not for final design of the project. Preliminary information on the physical location, length, and height of noise barriers is provided in this report. If pertinent parameters change substantially during the final project design, preliminary noise barrier designs may be modified or eliminated.
from the final project. A final decision on the construction of the noise abatement will be made upon completion of the project design.

**Alternative B**
The following is a discussion of noise abatement considered for each evaluation NSA for Alternative B where traffic noise impacts are predicted.

**NSA A**
No traffic noise impacts are predicted for NSA A. Accordingly, noise abatement does not need to be considered in this NSA.

**NSA B**
Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors M2, 39, 40, and 41 represent a total of four residences in NSA B. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

**NSA C**
Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 31, 32, 33, 35, and 36 represent a total of five residences in NSA C. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

**NSA D**
Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 24, 26, 27, 28, and 30 represent a total of five residences in NSA D. There is a vacant parcel that is zoned for commercial use, that could be redeveloped, and is located between Jefferson Boulevard and the impacted residences. An access point would need to be maintained to the undeveloped parcel, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gap unabated. Because of driveway access requirements, a barrier is not feasible.
NSA E
Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 1, 3 to 8, 10, and 11 represent a total of 10 residences in NSA E. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. For this reason, detailed modeling analysis was not conducted for a barrier.

Alternative C
The following is a discussion of noise abatement considered for each evaluation NSA for Alternative C where traffic noise impacts are predicted.

NSA A
No traffic noise impacts are predicted for NSA A. Accordingly, noise abatement does not need to be considered in this NSA.

NSA B
Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors M2 and 39 to 41 represent a total of four residences in NSA B. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

NSA C
Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 31 to 33, 35 and 36 represent a total of five residences in NSA C. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.

NSA D
Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors M3, 24, and 26 to 28 represent a total of six residences in NSA D. There is a vacant parcel that is zoned for commercial use, that could be redeveloped,
and is located between Jefferson Boulevard and the impacted residences. An access point would need to be maintained to the undeveloped parcel, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gap unabated. Because of driveway access requirements, a barrier is not feasible.

**NSA E**

Traffic noise impacts are predicted at residences in this NSA, and noise abatement must be considered. Receptors 1 to 8, 10, and 11 represent a total of 10 residences in NSA E. There are a number of access points between the dominant noise source (Jefferson Boulevard) and the receptors that provide for driveway access points and an alley. These access points would require gaps in any noise wall in this NSA, which means that noise cannot be feasibly abated with a noise wall because noise would pass through the gaps unabated. Because of driveway and alley access requirements, a barrier is not feasible.
Chapter 8. Construction Noise

During construction of the project, noise from construction activities may intermittently dominate the noise environment in the immediate area of construction. Noise associated with construction is controlled by Caltrans Standard Specification Section 14-8.02, “Noise Control,” which states the following:

Do not exceed 86 dBA $L_{\text{max}}$ at 50 feet from the job site activities from 9 p.m. to 6 a.m.

Equip an internal combustion engine with the manufacturer-recommended muffler. Do not operate an internal combustion engine on the job site without the appropriate muffler.

Table 8-1 summarizes noise levels produced by construction equipment that is commonly used on roadway construction projects. Construction equipment is expected to generate noise levels ranging from 70 to 90 dB at a distance of 50 feet, and noise produced by construction equipment would be reduced over distance at a rate of about 6 dB per doubling of distance.

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No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans Standard Specifications Section 14.8-02. Construction noise would be short-term, intermittent, and overshadowed by local traffic noise.
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Chapter 9. References


Chapter 9  References

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# Appendix A  Traffic Data

## Broadway Bridge Noise Study Report

### INPUT: TRAFFIC FOR LANE Volumes

**City of Sacramento**

**LR/DRN**

**INPUT: TRAFFIC FOR LANE Volumes**

**PROJECT/CONTRACT:** 300650

**RUN:** Broadway Bridge AmB Future

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C:\TNM_Temp\Broadway_AHB
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## Appendix A  Traffic Data

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C:\TNM_Temp\Broadway_HHB  | 10  | 18 August |
### Appendix A  Traffic Data

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| Invoice | 627 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 626 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 625 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 624 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 623 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 622 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 621 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 620 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 619 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 618 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 617 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 616 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 615 | 755 | 35 | 28 | 35 | 24 | 35 | 0 | 0 | 0 | 0 |

| River Rd NS-2 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
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| Invoice | 783 | 783 | 35 | 30 | 35 | 25 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 782 | 783 | 35 | 30 | 35 | 25 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 781 | 783 | 35 | 30 | 35 | 25 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 780 | 790 | 35 | 30 | 35 | 25 | 35 | 0 | 0 | 0 | 0 |

| River Rd SB | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
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| Invoice | 632 | 1110 | 35 | 42 | 35 | 35 | 35 | 0 | 0 | 0 | 0 |
| Invoice | 790 | 790 | | | | | | | | | |
## Appendix A Traffic Data

**INPUT: TRAFFIC FOR LANE Volumes**

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**INPUT: TRAFFIC FOR LANE Volumes**

**PROJECT/CONTRACT:** Broadway Bridge No Build Future

**RUN:** Broadway Bridge No Build Future

**City of Sacramento**

**16 August 2020**

**TNM 2.5**
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## Appendix A  Traffic Data

### INPUT: TRAFFIC FOR LANeith Volumes

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C:\TMM_Temp\Broadway_AIRC
## Appendix A  Traffic Data

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### Appendix A  Traffic Data

#### INPUT: TRAFFIC FOR LENGTH VOLUMES

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C:\TMM_Temp\Broadway_AHC 9 18 August
### Appendix A  Traffic Data

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CITNM_SHP_Temp/Broadway_Existing 2 24 April 2020

Broadway Bridge Noise Study Report 67
### Appendix A  Traffic Data

#### Broadway Bridge Noise Study Report

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CITNM_SRN_Temp/Broadway_Existing 4 24 April 2020
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*Note: All values are in dB.*

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**Highway 50 WB 1**

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*Note: All values are in dB.*
## Appendix A  Traffic Data

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CITM_SPF_Temp/Broadway_Existing 6 24 April 2020
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CITNM_SN0_TempBroadway_Existing 8 24 April 2020
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CITNM_SRN_TempBroadway_Existing 15 24 April 2020

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**Broadway Bridge Noise Study Report**

80
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CITMN_SRN_Temp\Broadway_NoBuild 2 21 April 2020
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CITNM_SRN_Temp/Broadway_NoBuild 4 24 April 2020
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CITNM_SR11_Temp/Broadway_NoBuild 6 24 April 2020
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CITNM_SPN_Temp/Broadway_NoBuild 9 24 April 2020

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CITNM_SRN_Temp/Broadway_NoBuild  11  24 April 2020

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CITNM_SPN_Temp/Broadway_NoBuild 12 26 April 2020

Broadway Bridge Noise Study Report 94
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CITNM_SAN_TempBroadway_NoBuild  13  24 April 2020
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### Table B-1. Predicted Future Noise Alternative B

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Note: All NAC are exterior unless note. A/E= Future noise conditions approach or exceed the Noise Abatement Criteria; SI = Substantial Increase
### Table B-2. Predicted Future Noise Alternative C

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Note: All NAC are exterior unless note. A/E= Future noise conditions approach or exceed the Noise Abatement Criteria; SI = Substantial Increase
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# SHORT-TERM NOISE MEASUREMENT DATA SHEET

**PROJECT:** Broadway Bridge  
**JOB NO.:** 309060

**MEASUREMENT SITE NO.:** M1  
**ADDRESS/DESCRIPTION:** Fredrick Miller Regional Park  
**DATE:** 11/18/19

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**TOTAL Leq = 56.3**  
**SUBSET Leq = N/A**

√ = Other sources contributed to Leq  
X = Excludes period - contaminated by non-characteristic sources

---

**HARRIS MILLER MILLER & HANSON INC.**
**PROJECT:** Broadway Bridge  
**JOB NO.:** 309060

## SHORT-TERM NOISE MEASUREMENT SITE LOG

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**SITE SKETCH:** Show roadway, homes, local roads, reference distances, arrows for North & wind direction, where roadway is in cut, at grade, elevated, where direct lines of sight exist.

![Site Sketch Diagram]

**HARRIS MILLER MILLER & HANSON INC.**
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HARRIS MILLER MILLER & HANSON INC.
## SHORT-TERM NOISE MEASUREMENT DATA SHEET

**PROJECT:** Broadway Bridge  
**JOB NO.:** 309060  
**MEASUREMENT SITE NO.:** M2  
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**DATE:** 11/18/19

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TOTAL Leq = 64.4  
SUBSET Leq = N/A

√ = Other sources contributed to Leq  
X = Excludes period - contaminated by non-characteristic sources

**HARRIS MILLER MILLER & HANSON INC.**
**Appendix C  Supplemental Data**

**PROJECT:** Broadway Bridge  
**JOB NO.:** 309060  

**SHORT-TERM NOISE MEASUREMENT SITE LOG**

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**SITE SKETCH:** Show roadway, homes, local roads, reference distances, arrows for North & wind direction, where roadway is in cut, at grade, elevated, where direct lines of sight exist.

![Site Sketch Image]

**HARRIS MILLER MILLER & HANSON INC.**
HARRIS MILLER MILLER & HANSON INC.
HARRIS MILLER MILLER & HANSON INC.
## SHORT-TERM NOISE MEASUREMENT DATA SHEET

**PROJECT:** Broadway Bridge  
**JOB NO.:** 309060  
**MEASUREMENT SITE NO.:** M3  
**ADDRESS/DESCRIPTION:** 1511 Virginia Avenue, West Sacramento, CA  
**DATE:** 11/18/19

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**TOTAL Leq = 61.4**  
**SUBSET Leq = N/A**

√ = Other sources contributed to Leq  
X = Excludes period - contaminated by non-characteristic sources

---

**HARMS MILLER MILLER & HANSON INC.**
PROJECT: Broadway Bridge
JOB NO.: 309060

SHORT-TERM NOISE MEASUREMENT SITE LOG

ASSESSMENT AREA: D
MEASUREMENT SITE NO.: M3
ADDRESS: 1511 VIRGINIA AVENUE, WEST SACRAMENTO, CA 95691
OWNER: PRIVATE
DESCRIPTION: SINGLE-FAMILY RESIDENCE
NOISE SOURCES: ROADWAY NOISE

NOISE MONITOR: LD824
S/N: KIT 1
MICROPHONE: LD
S/N: KIT 1
CALIBRATOR: LD250
S/N: KIT 1
TEMP. RANGE (°F): 66
WEATHER CONDITIONS: SUNNY

SITE SKETCH: Show roadway, homes, local roads, reference distances, arrows for North & wind direction, where roadway is in cut, at grade, elevated, where direct lines of sight exist.

Masonry wall located between north neighbor and receptor. Concrete wall (maybe for retaining soil) at westernmost end of back yard. Both provide some shielding.

HARRIS MILLER MILLER & HANSON INC.
# Calibration Certificate No. 42283

**Instrumentation and Test Results**

<table>
<thead>
<tr>
<th>Instrument / Manufacturer</th>
<th>Description</th>
<th>S/N</th>
<th>Cal. Date</th>
<th>Traceability evidence</th>
<th>Cal. Lab / Accreditation</th>
<th>Cal. Due</th>
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<tbody>
<tr>
<td>Bausch &amp; Lomb Instruments</td>
<td>Spectroline</td>
<td>B-1200</td>
<td>Sep 24, 2013</td>
<td>Traceable to NIST</td>
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*Environmental Conditions:*

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<tr>
<th>Temperature (°C)</th>
<th>Barometric Pressure (kPa)</th>
<th>Relative Humidity (%)</th>
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<tbody>
<tr>
<td>23.0</td>
<td>100.78</td>
<td>38.7</td>
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*Calibrated by:*

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<tr>
<th>Lydon Dawkins</th>
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*Authorized Signatory:*

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<th>Steven E. Marshall</th>
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*Date:*

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<th>2/11/2019</th>
<th>2/1/2019</th>
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*Calibration Certificate or Test Reports shall not be reproduced, except in full, without written approval of the laboratory. This Calibration Certificate or Test Reports shall only be used to claim product certification, approval or endorsement by NVLAP, NIST, or any agency of the federal government.*
Appendix C  Supplemental Data

Calibration Certificate No. 42291

Instrument: Acoustical Calibrator
Model: CAL230
Manufacturer: Larson Davis
Serial number: 4182
Class (IEC 65943): 1L
Biometer type: 
Biometer s/n: 
Customer: Harris Miller Miller & Hanson Inc.
Address: 77 South Bedford Street, Burlington, MA 01803
Tested in accordance with the following procedures and standards:
Calibration of Acoustical Calibrators, Scantek Inc., Rev. 10/1/2010

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<tr>
<th>Instrument - Manufacturer</th>
<th>Description</th>
<th>S/N</th>
<th>Cal. Date</th>
<th>Instrumentation used for calibration: Nor-1504 Norsonic Test System</th>
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<tr>
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<td>Mekko Station</td>
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<tr>
<td>PC Program 108Norsonik</td>
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Instrumentation and test results are traceable to SI (International System of Units) through standards maintained by NIST (USA) and NPL (UK)

Calibrated by: Lynne Dawkins
Authorized signatory: Steven E. Marshall

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Document stored as: 422914_calibration_Nov2019_03CAL230_4182_M1.pdf

Broadway Bridge Noise Study Report 122