Site Number: 1			
Recorded By: Alicia Gonzalez			
Job Number: 163182			
Date: 1/24/18			
Time: 11:40 AM			
Location: Del Taco Parking Lot on North Hollywood Way			
Source of Peak Noise: Traffic, Del Taco external music, people talking in parking lot, ambulance siren, car doors closing			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
71.3	52.2	95.5	102.1

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/27/2017**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/27/2017**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/27/2017**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/27/2017**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼ Sunny/Partly cloudy
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	<5	72°	30.12 inhg

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 4.7.2
Start Time:		01/24/2018 11:40:03
End Time:		01/24/2018 11:50:03
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.04

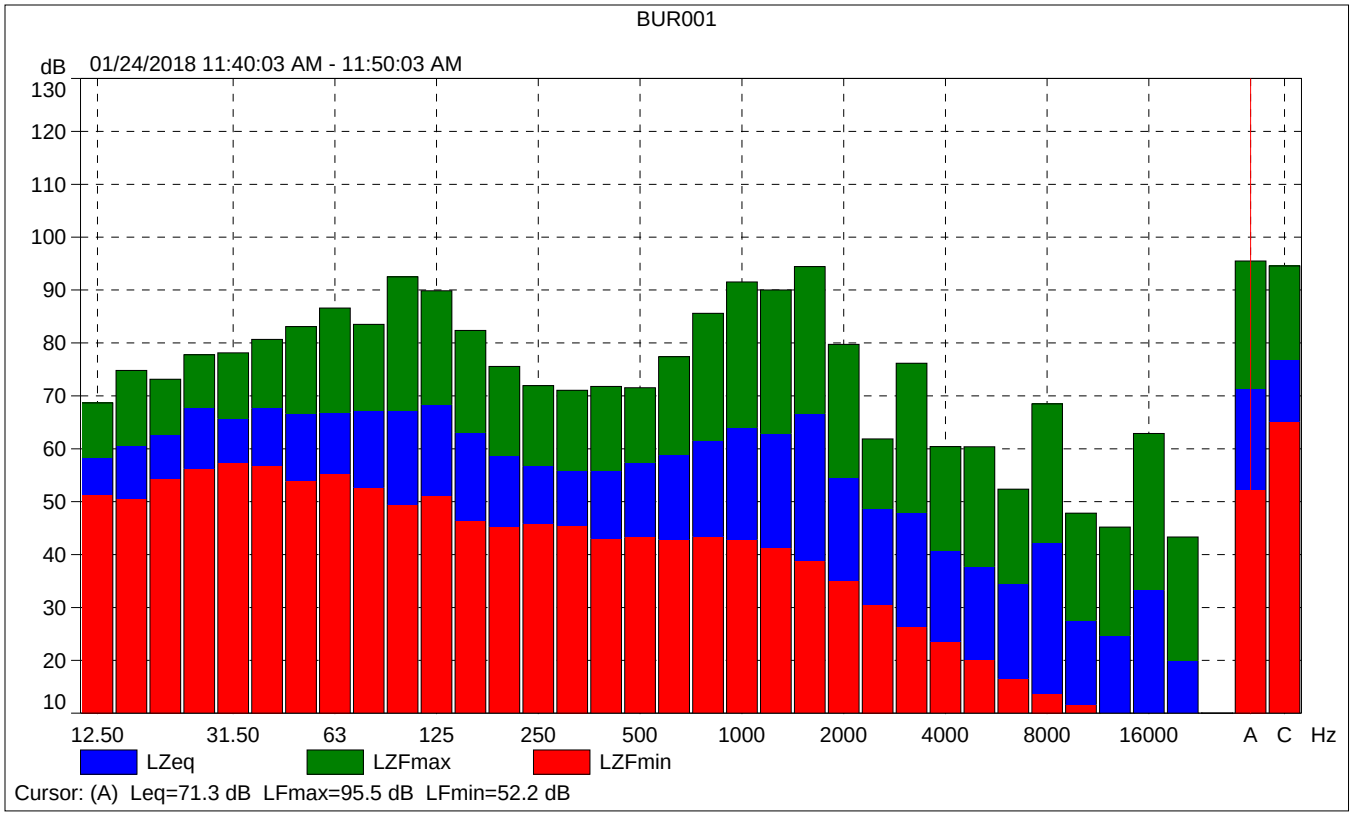
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

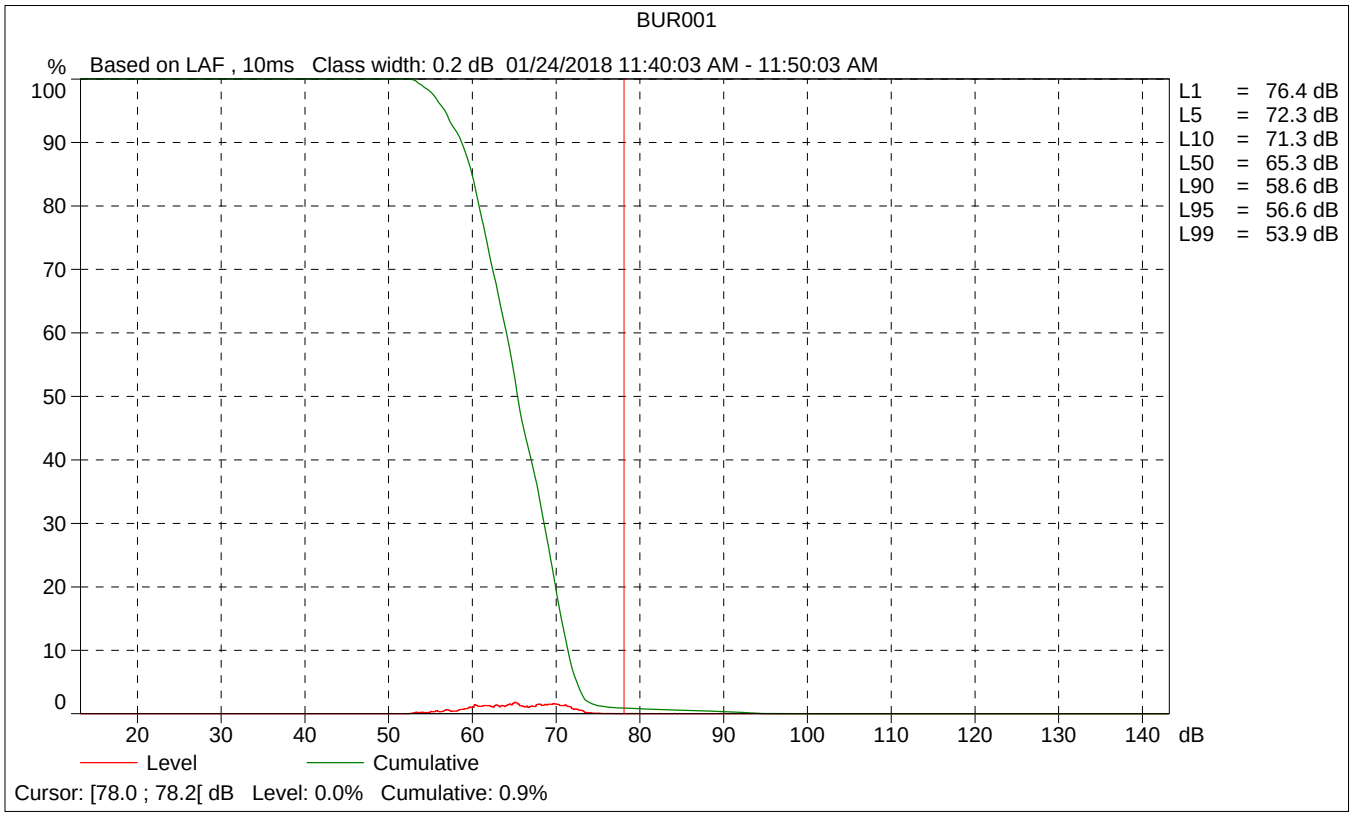
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

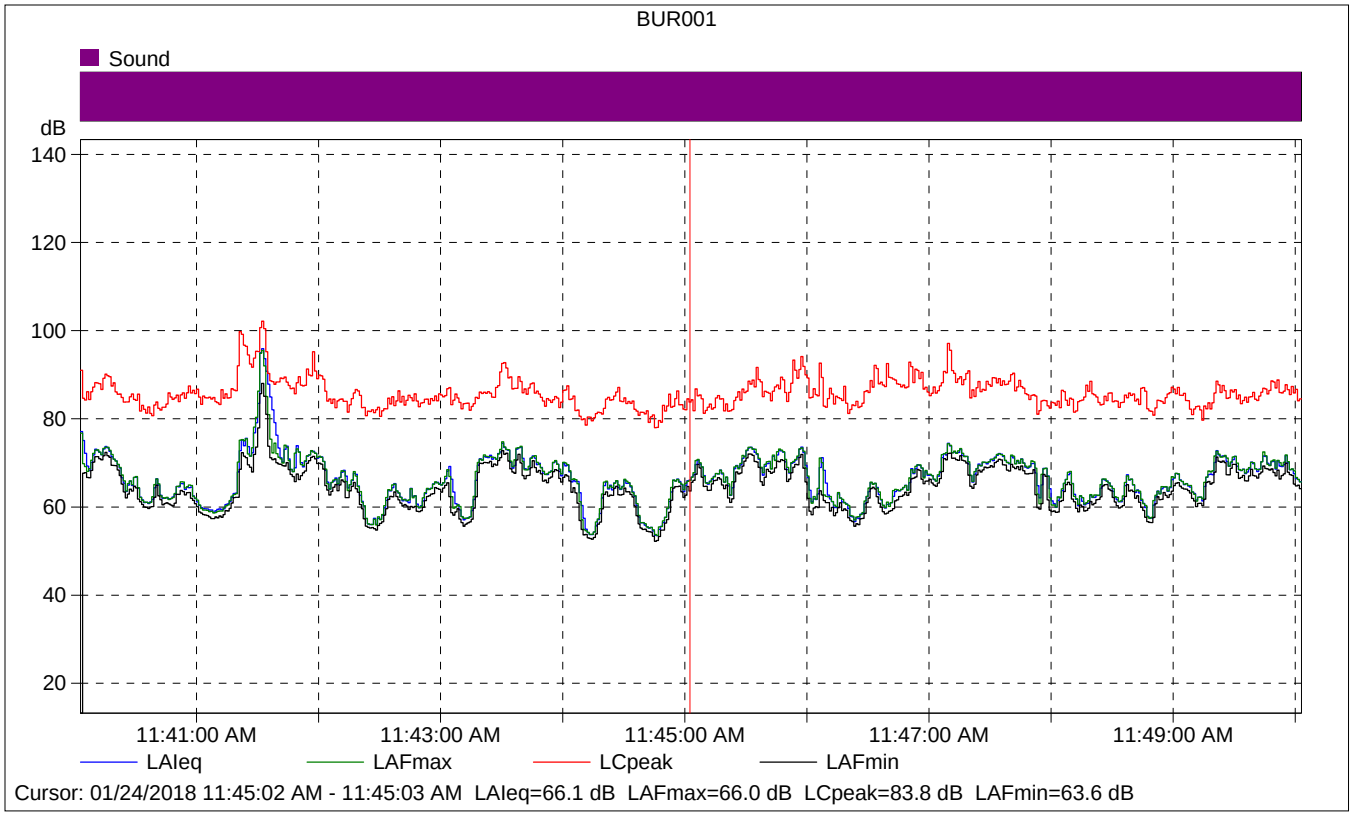
Calibration Time:		01/24/2018 08:13:21
Calibration Type:		External reference
Sensitivity:		44.051431119442 mV/Pa

BUR001

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	71.3	95.5	52.2
Time	11:40:03 AM	11:50:03 AM	0:10:00				
Date	01/24/2018	01/24/2018					

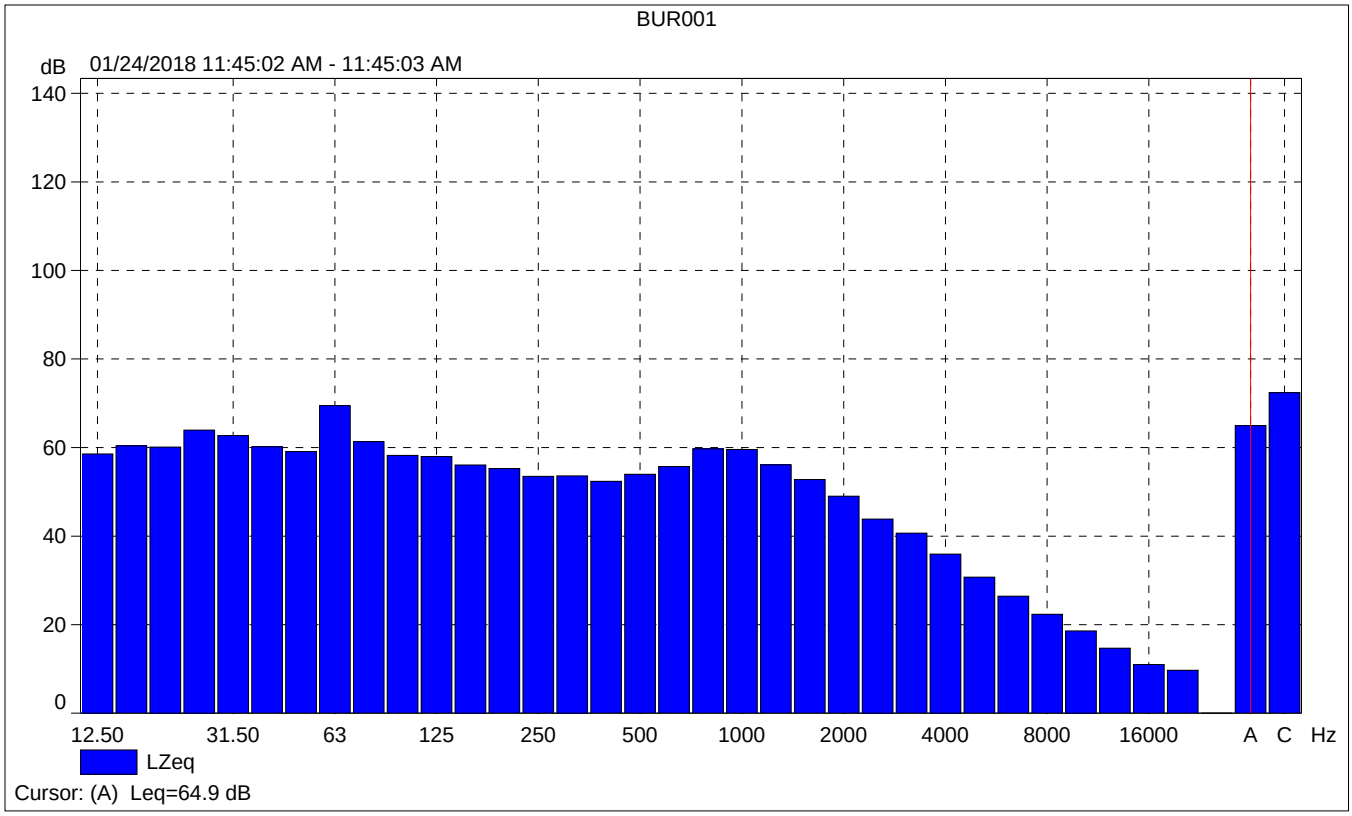

BUR001
dB
01/24/2018 11:40:03 AM - 11:50:03 AM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=71.3 dB LFmax=95.5 dB LFmin=52.2 dB

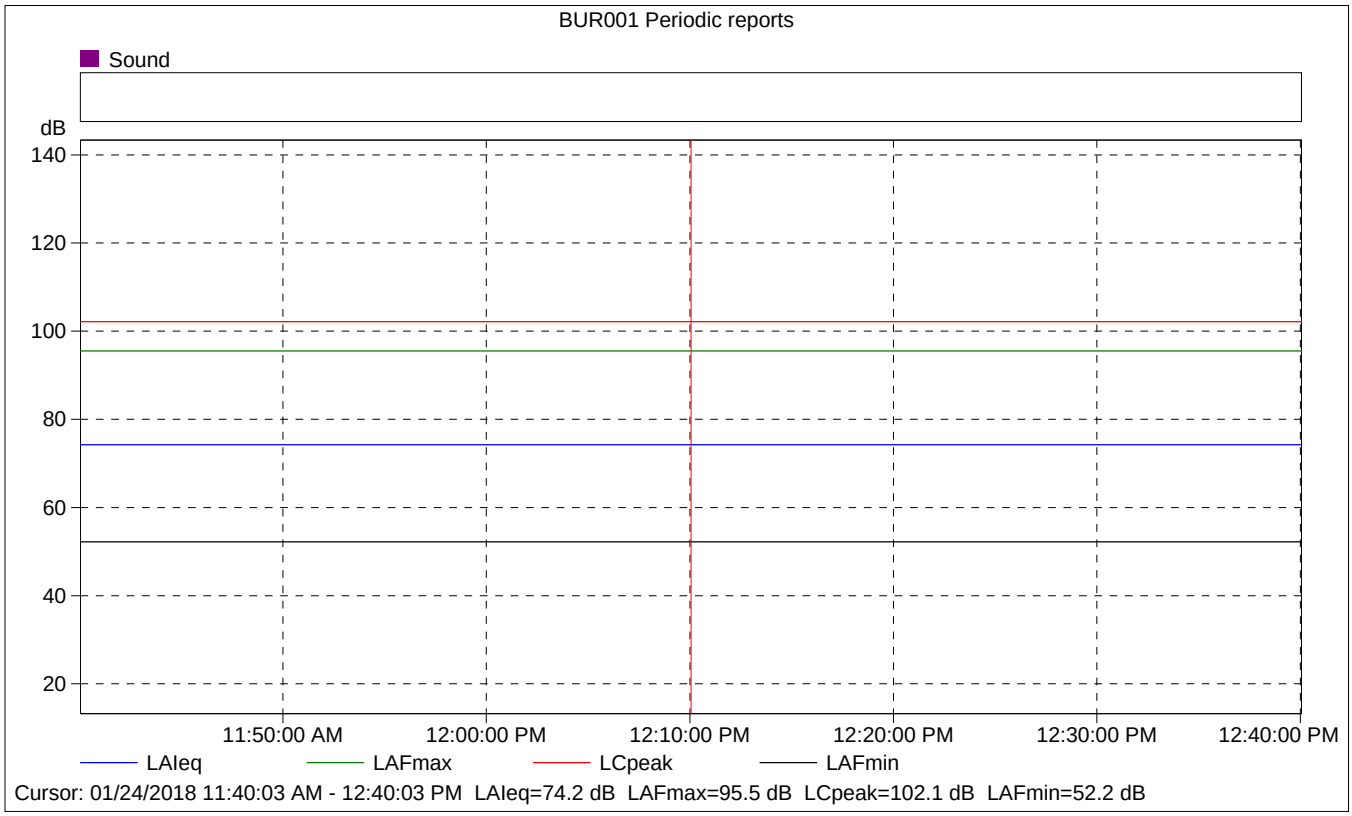

BUR001
%
Based on LAF , 10ms Class width: 0.2 dB 01/24/2018 11:40:03 AM - 11:50:03 AM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 76.4 dB
L5 = 72.3 dB
L10 = 71.3 dB
L50 = 65.3 dB
L90 = 58.6 dB
L95 = 56.6 dB
L99 = 53.9 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.9%



BUR001

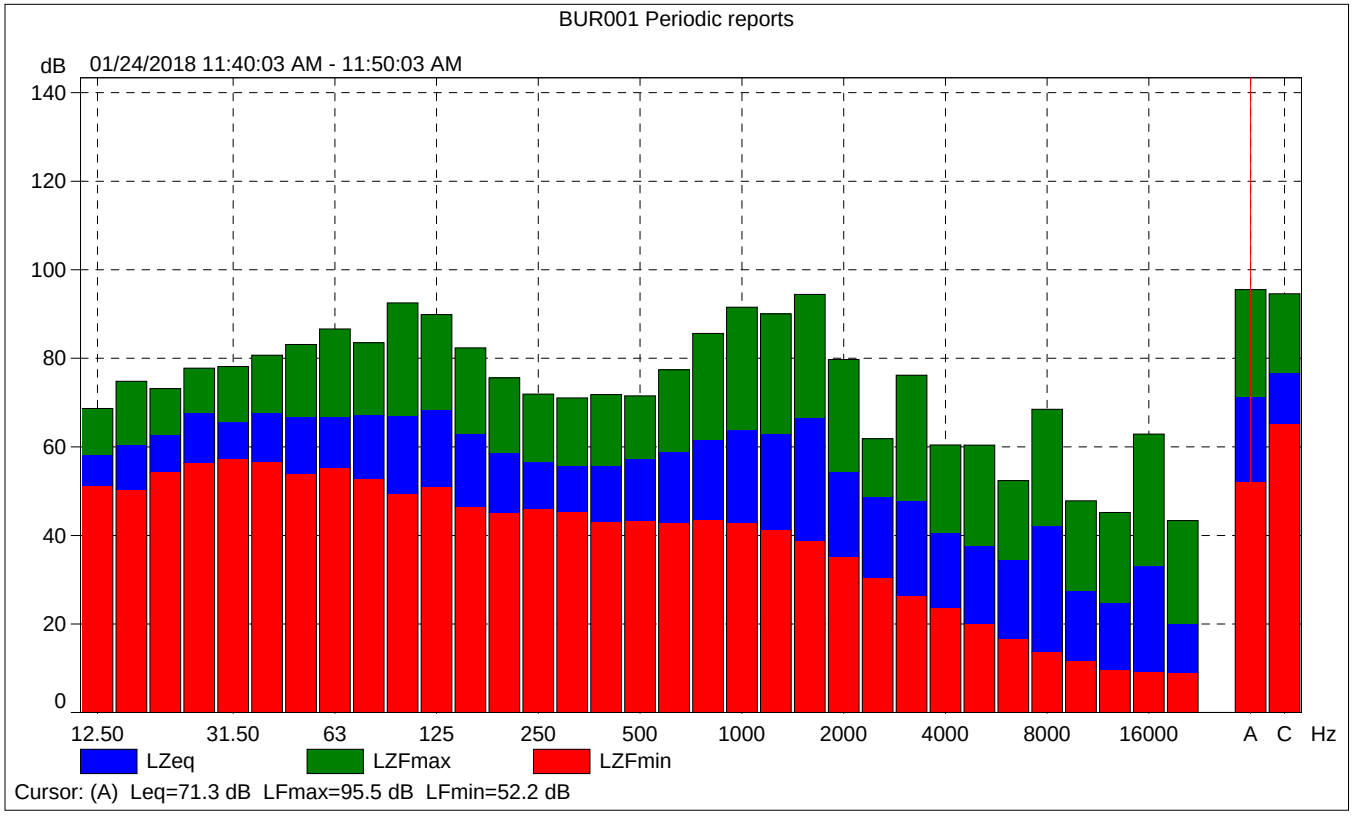
	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			66.1	66.0	63.6
Time	11:45:02 AM	0:00:01			
Date	01/24/2018				

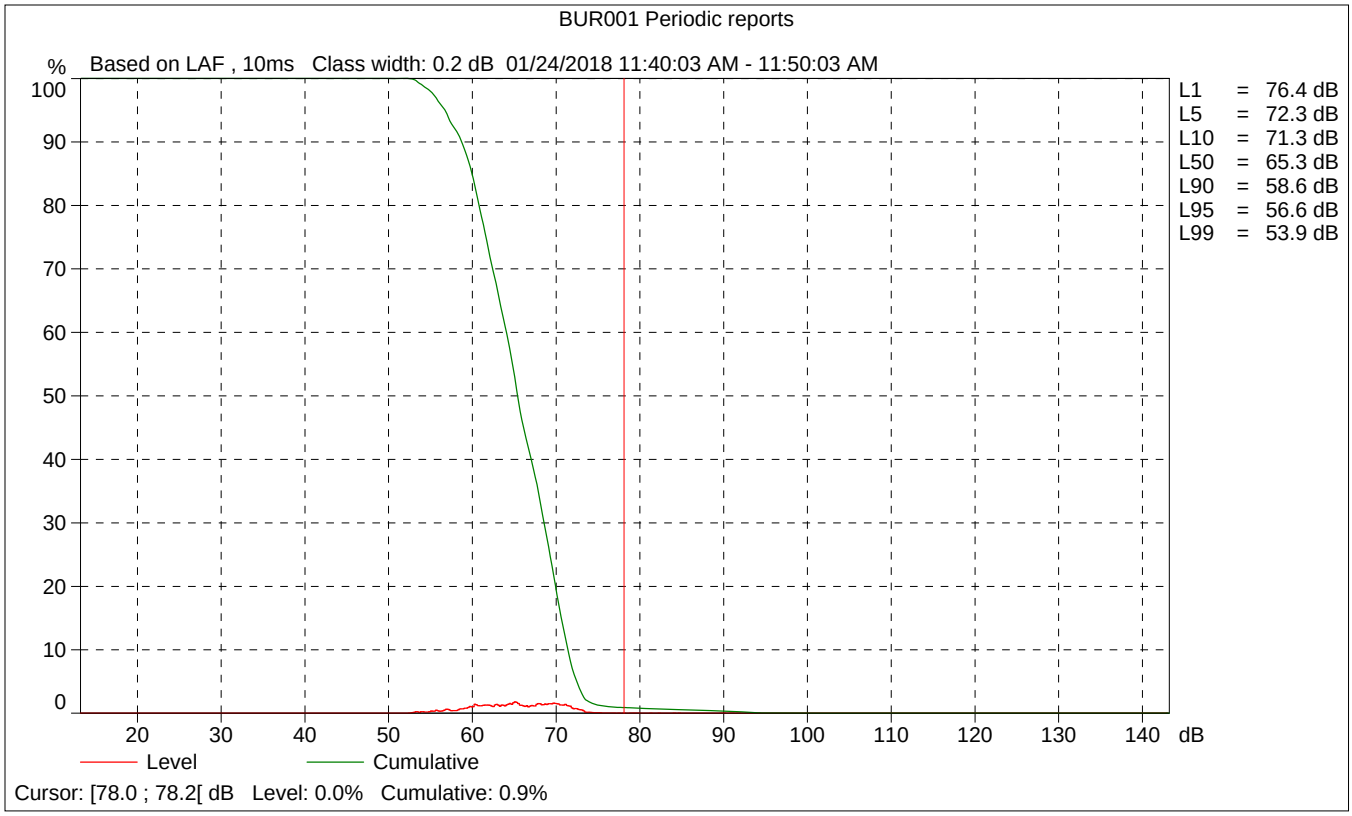

BUR001
dB
01/24/2018 11:45:02 AM - 11:45:03 AM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=64.9 dB


BUR001 Periodic reports
Sound
dB
140
120
100
80
60
40
20
11:50:00 AM
12:00:00 PM
12:10:00 PM
12:20:00 PM
12:30:00 PM
12:40:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 01/24/2018 11:40:03 AM - 12:40:03 PM LAIeq=74.2 dB LAFmax=95.5 dB LCpeak=102.1 dB LAFmin=52.2 dB

BUR001 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	74.2	95.5	52.2
Time	11:40:03 AM	0:10:00				
Date	01/24/2018					




BUR001 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 01/24/2018 11:40:03 AM - 11:50:03 AM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 76.4 dB
L5 = 72.3 dB
L10 = 71.3 dB
L50 = 65.3 dB
L90 = 58.6 dB
L95 = 56.6 dB
L99 = 53.9 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.9%

Site Number: 2			
Recorded By: Alicia Gonzalez			
Job Number: 163182			
Date: 1/24/18			
Time: 1:04 PM			
Location: Western boundary of project site along North Avon Street			
Source of Peak Noise: Vehicular traffic, Marriot Hotel HVAC, helicopter, train			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
62.5	57.4	73.9	95.0

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/27/2017**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/27/2017**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/27/2017**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/27/2017**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼ Sunny/Whispy clouds
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	<5	72°	30.10 inhg

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 4.7.2
Start Time:		01/24/2018 13:03:30
End Time:		01/24/2018 13:13:30
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.04

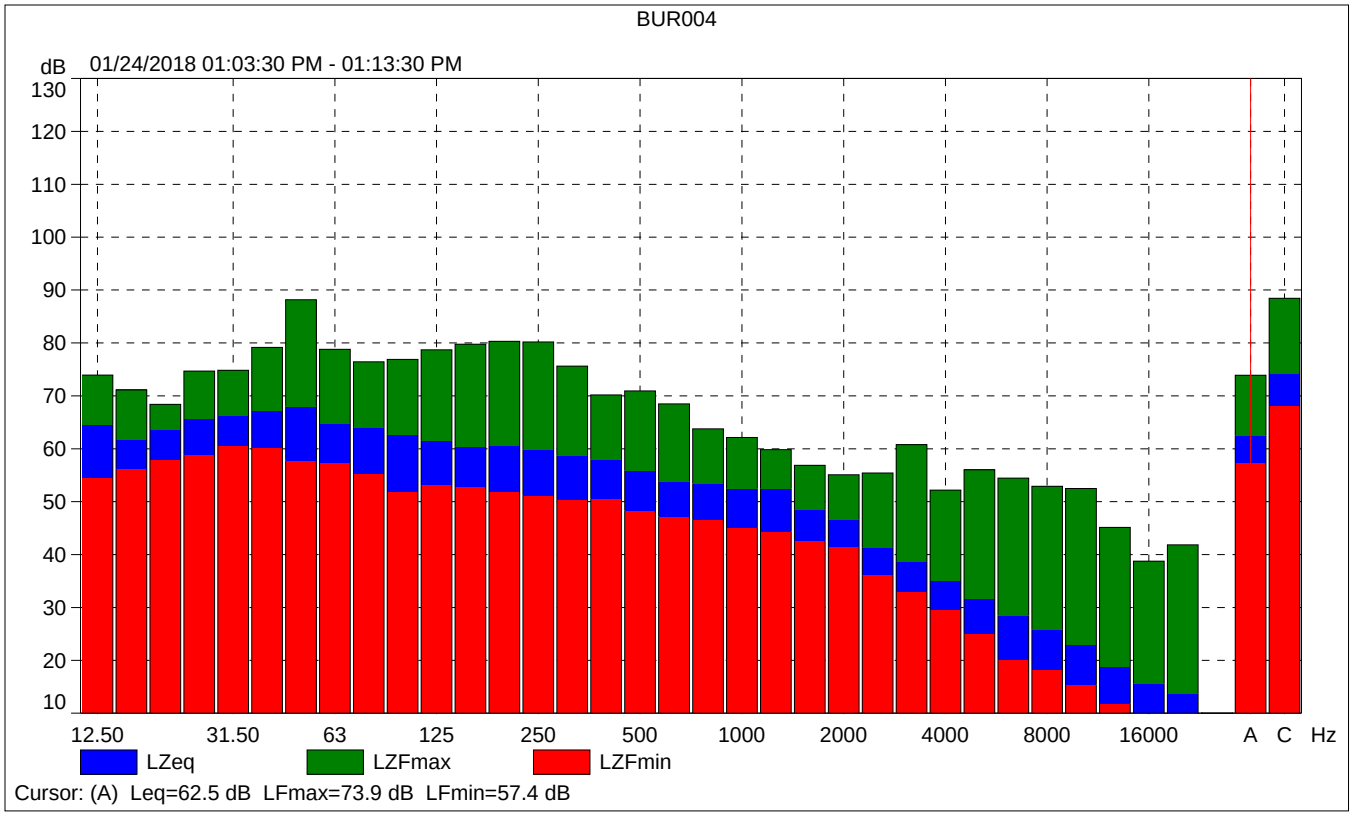
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

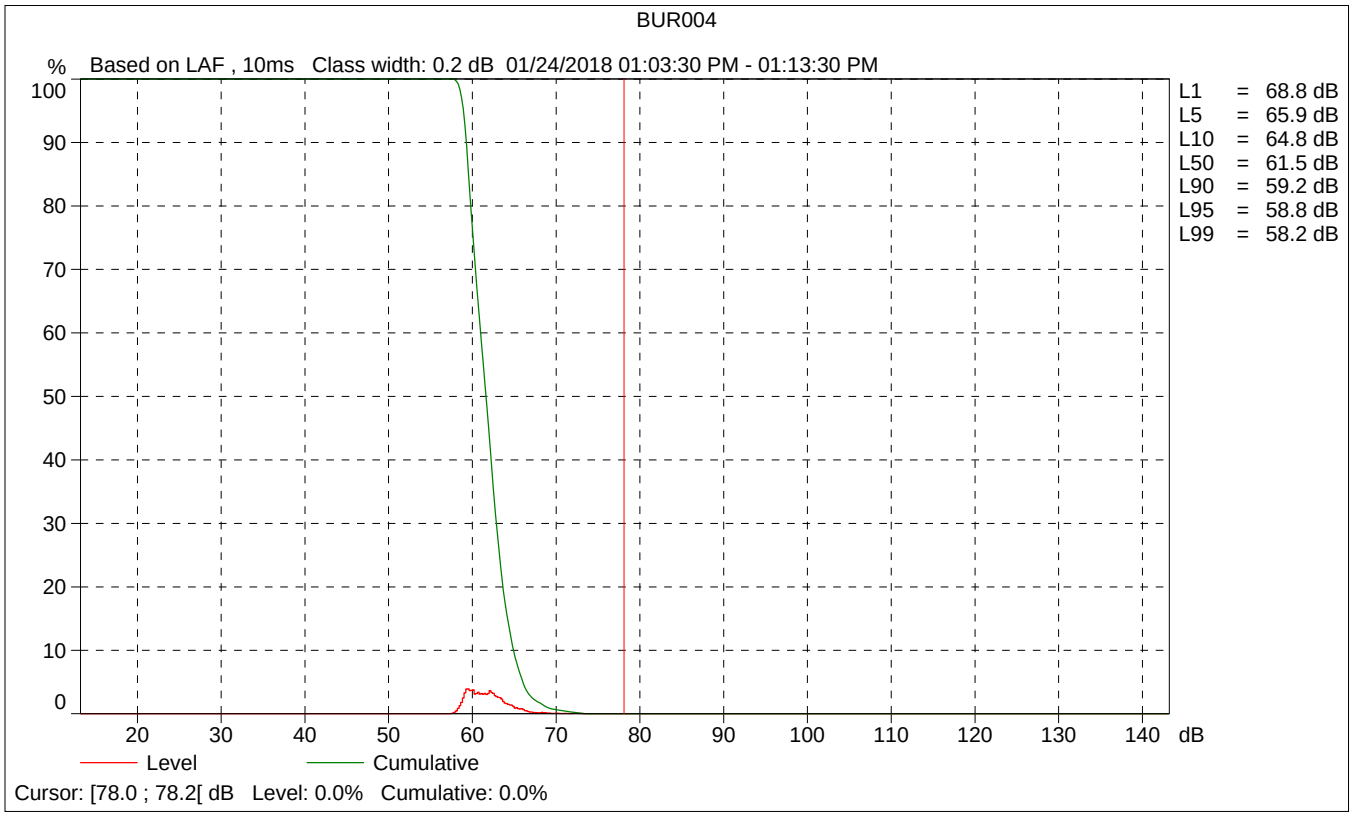
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

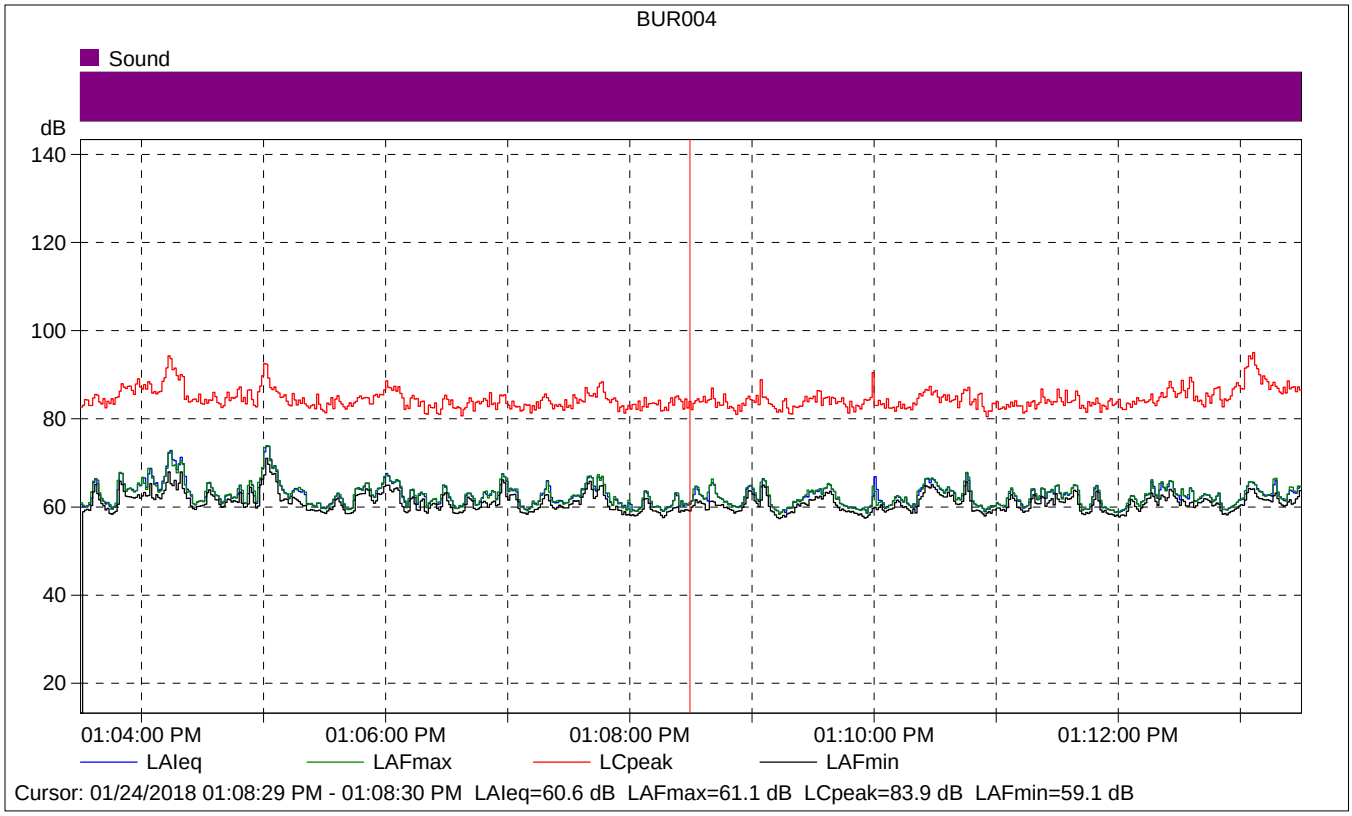
Calibration Time:		01/24/2018 08:13:21
Calibration Type:		External reference
Sensitivity:		44.051431119442 mV/Pa

BUR004

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	62.5	73.9	57.4
Time	01:03:30 PM	01:13:30 PM	0:10:00				
Date	01/24/2018	01/24/2018					

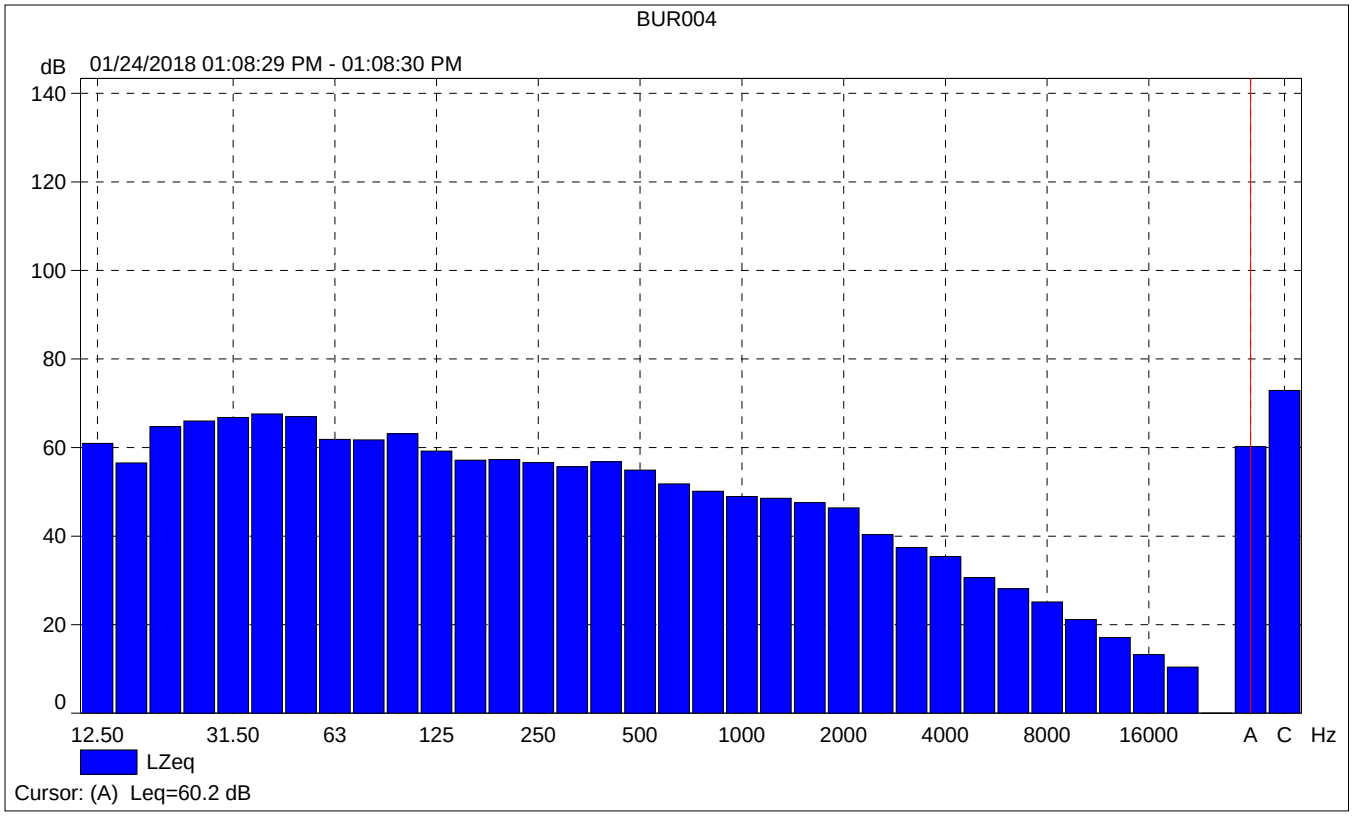

BUR004
dB
01/24/2018 01:03:30 PM - 01:13:30 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=62.5 dB LFmax=73.9 dB LFmin=57.4 dB

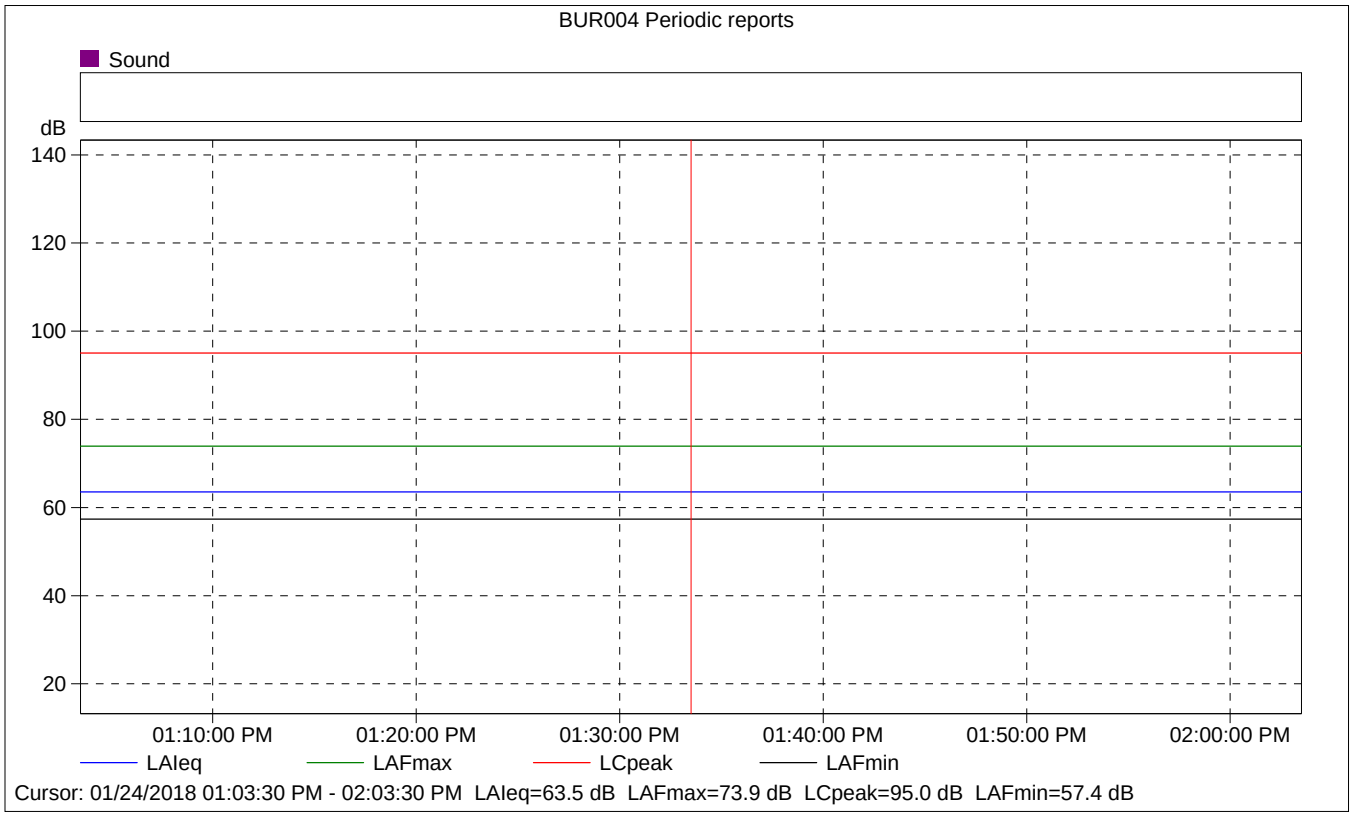

BUR004
%
Based on LAF , 10ms Class width: 0.2 dB 01/24/2018 01:03:30 PM - 01:13:30 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 68.8 dB
L5 = 65.9 dB
L10 = 64.8 dB
L50 = 61.5 dB
L90 = 59.2 dB
L95 = 58.8 dB
L99 = 58.2 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%



BUR004

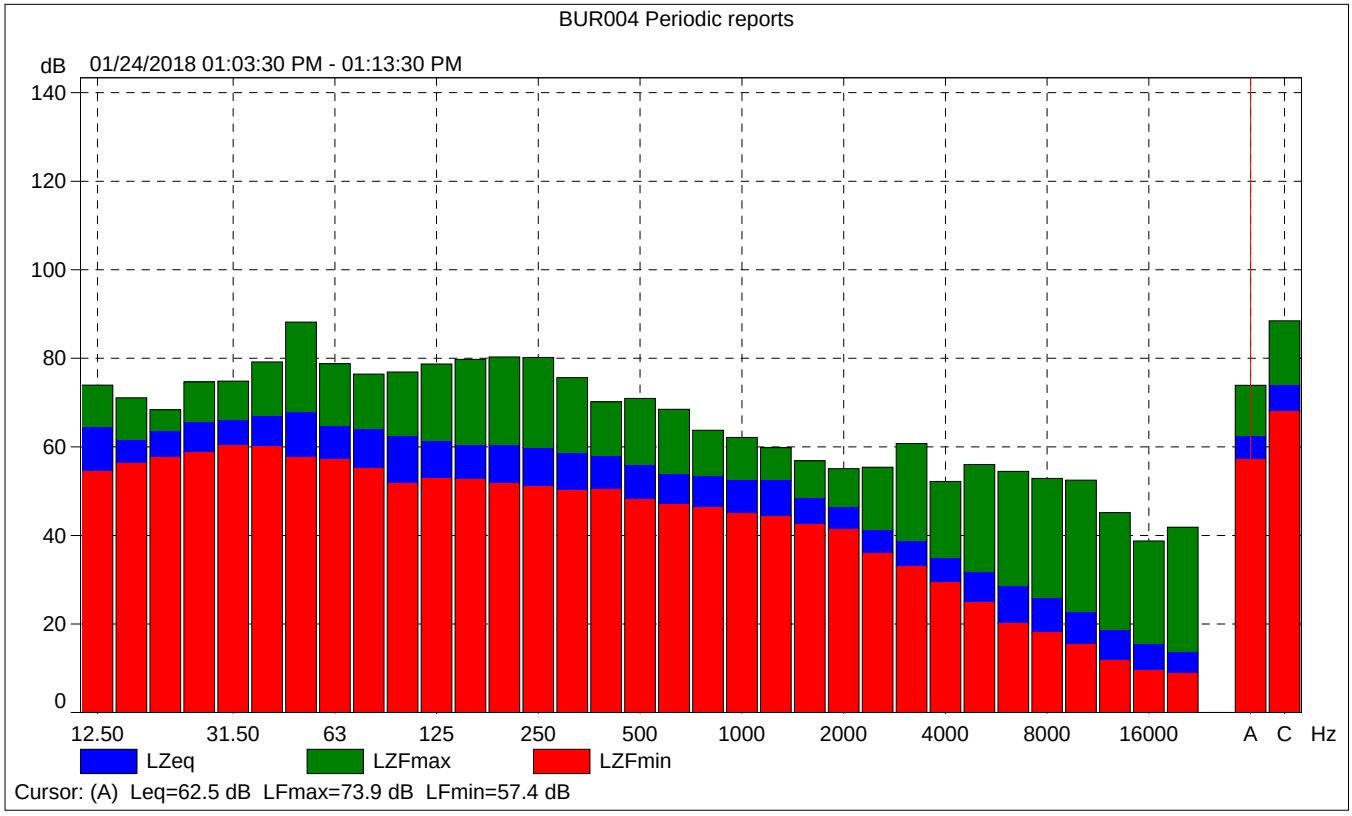
	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			60.6	61.1	59.1
Time	01:08:29 PM	0:00:01			
Date	01/24/2018				

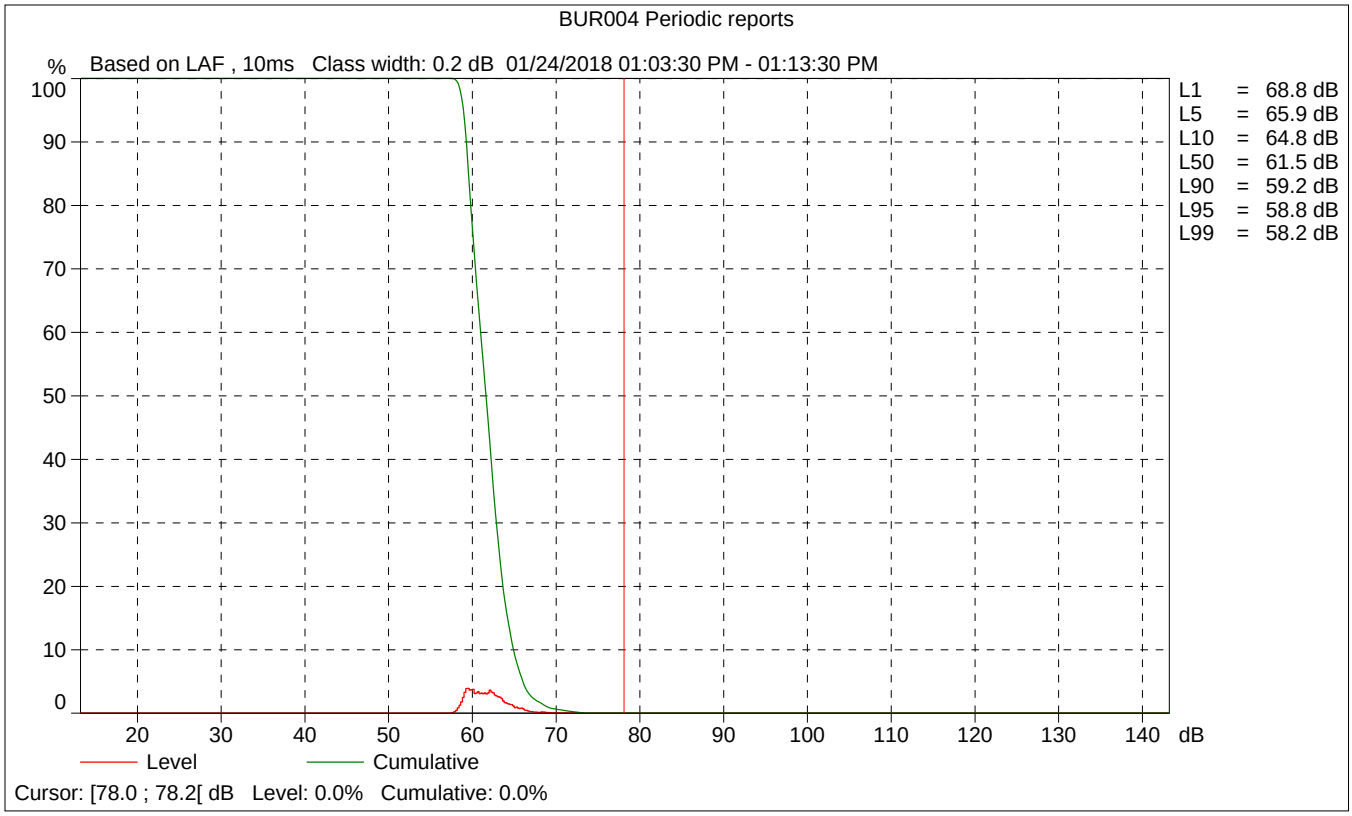

BUR004
dB
01/24/2018 01:08:29 PM - 01:08:30 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=60.2 dB


BUR004 Periodic reports
Sound
dB
140
120
100
80
60
40
20
01:10:00 PM
01:20:00 PM
01:30:00 PM
01:40:00 PM
01:50:00 PM
02:00:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 01/24/2018 01:03:30 PM - 02:03:30 PM LAIeq=63.5 dB LAFmax=73.9 dB LCpeak=95.0 dB LAFmin=57.4 dB

BUR004 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	63.5	73.9	57.4
Time	01:03:30 PM	0:10:00				
Date	01/24/2018					




BUR004 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 01/24/2018 01:03:30 PM - 01:13:30 PM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 68.8 dB
L5 = 65.9 dB
L10 = 64.8 dB
L50 = 61.5 dB
L90 = 59.2 dB
L95 = 58.8 dB
L99 = 58.2 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%

Site Number: 3			
Recorded By: Alicia Gonzalez			
Job Number: 163182			
Date: 1/24/18			
Time: 12:10 PM			
Location: Ontario Street near apartments, facing site			
Source of Peak Noise: Traffic, large trucks, airplanes, car alarm, and someone talked into mic ~ minute 9			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
60.6	46.4	77.5	96.8

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/27/2017**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/27/2017**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/27/2017**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/27/2017**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼ Sunny/Partly cloudy
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	<5	72°	30.11 inhg

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 4.7.2
Start Time:		01/24/2018 12:09:40
End Time:		01/24/2018 12:19:40
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.04

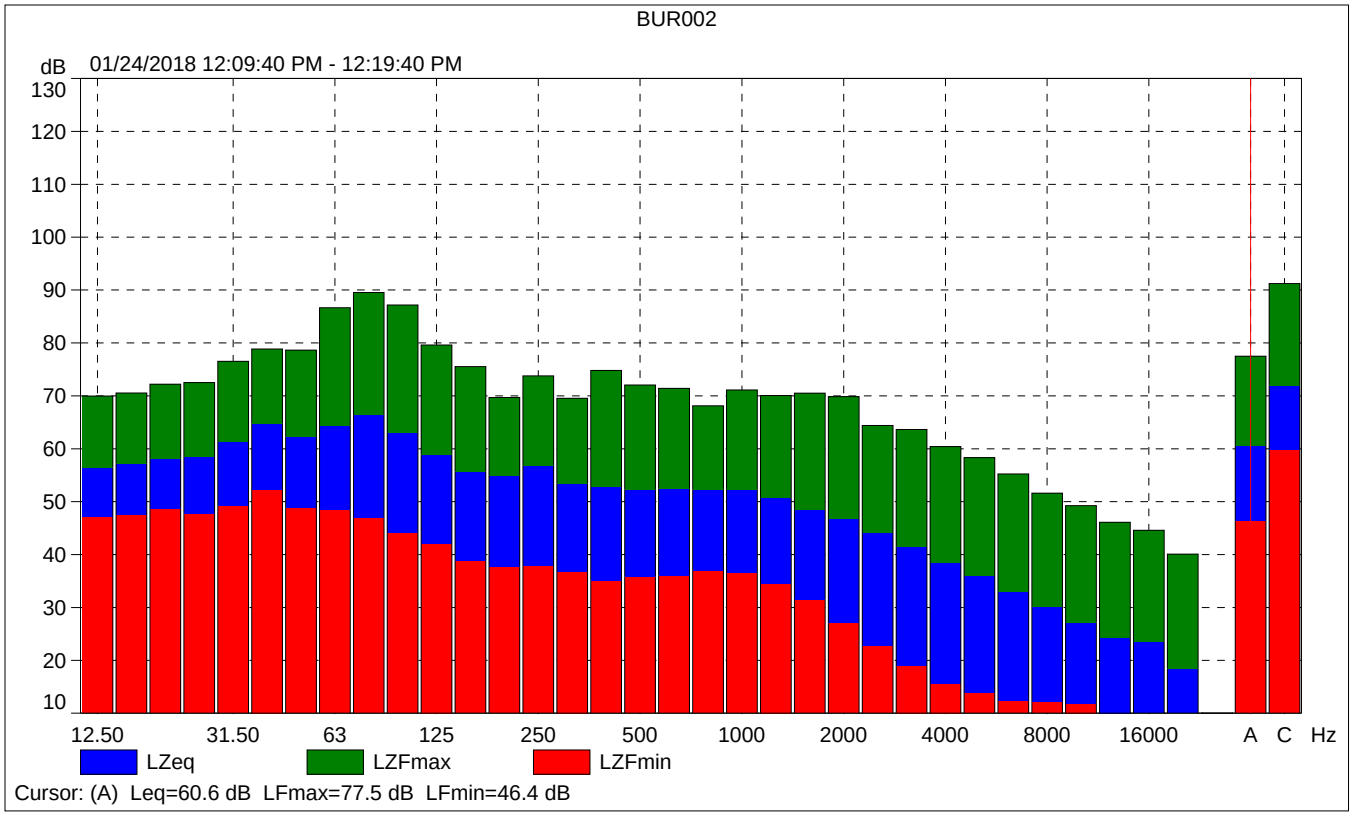
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

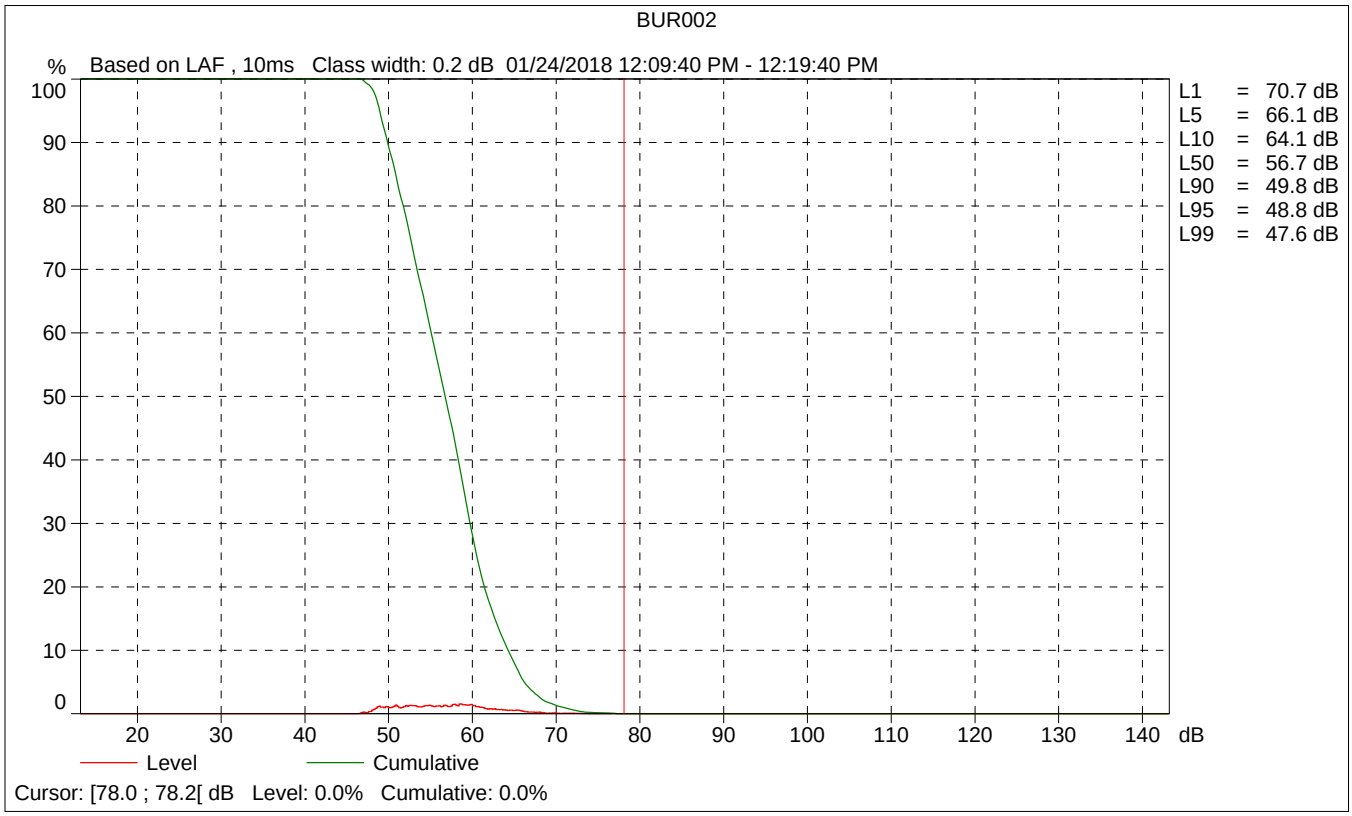
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

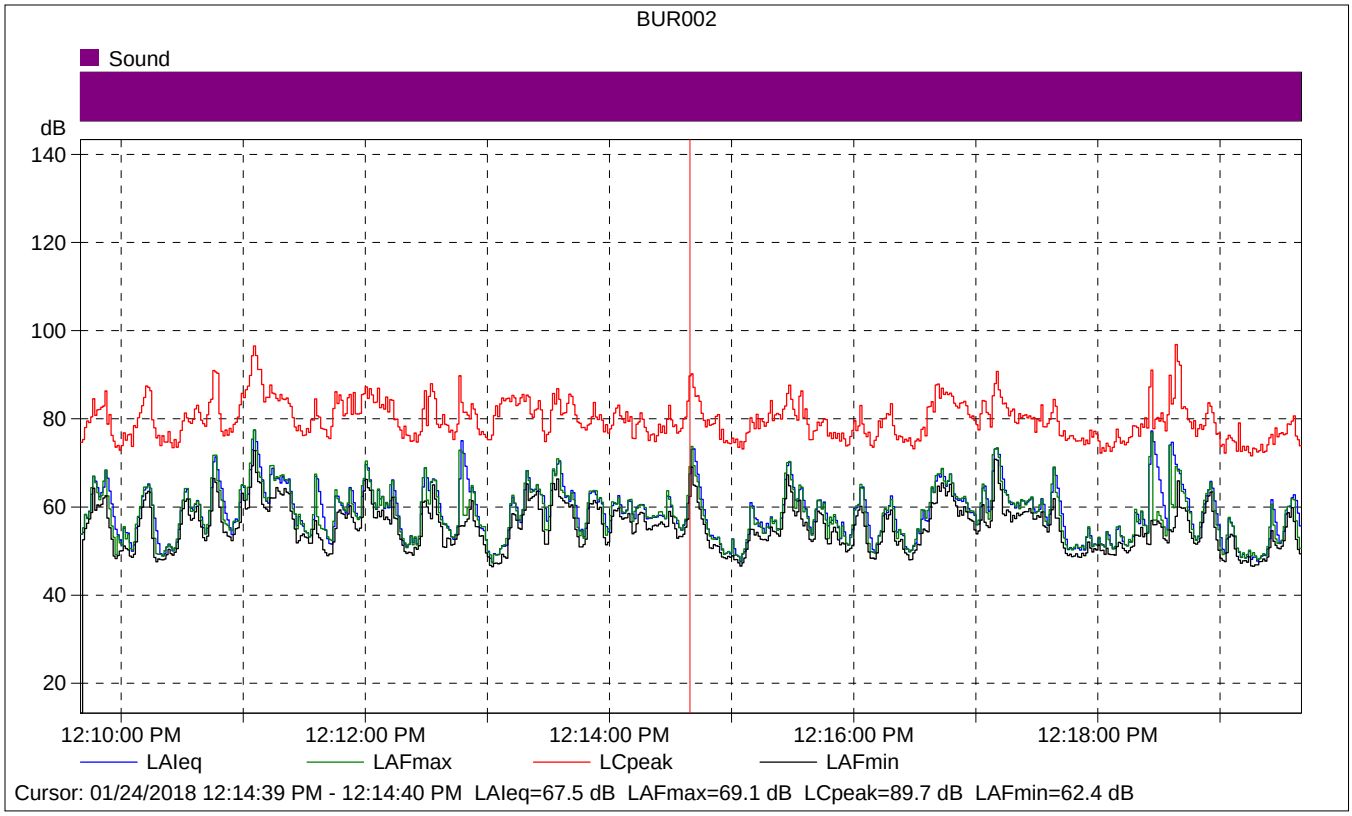
Calibration Time:		01/24/2018 08:13:21
Calibration Type:		External reference
Sensitivity:		44.051431119442 mV/Pa

BUR002

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	60.6	77.5	46.4
Time	12:09:40 PM	12:19:40 PM	0:10:00				
Date	01/24/2018	01/24/2018					

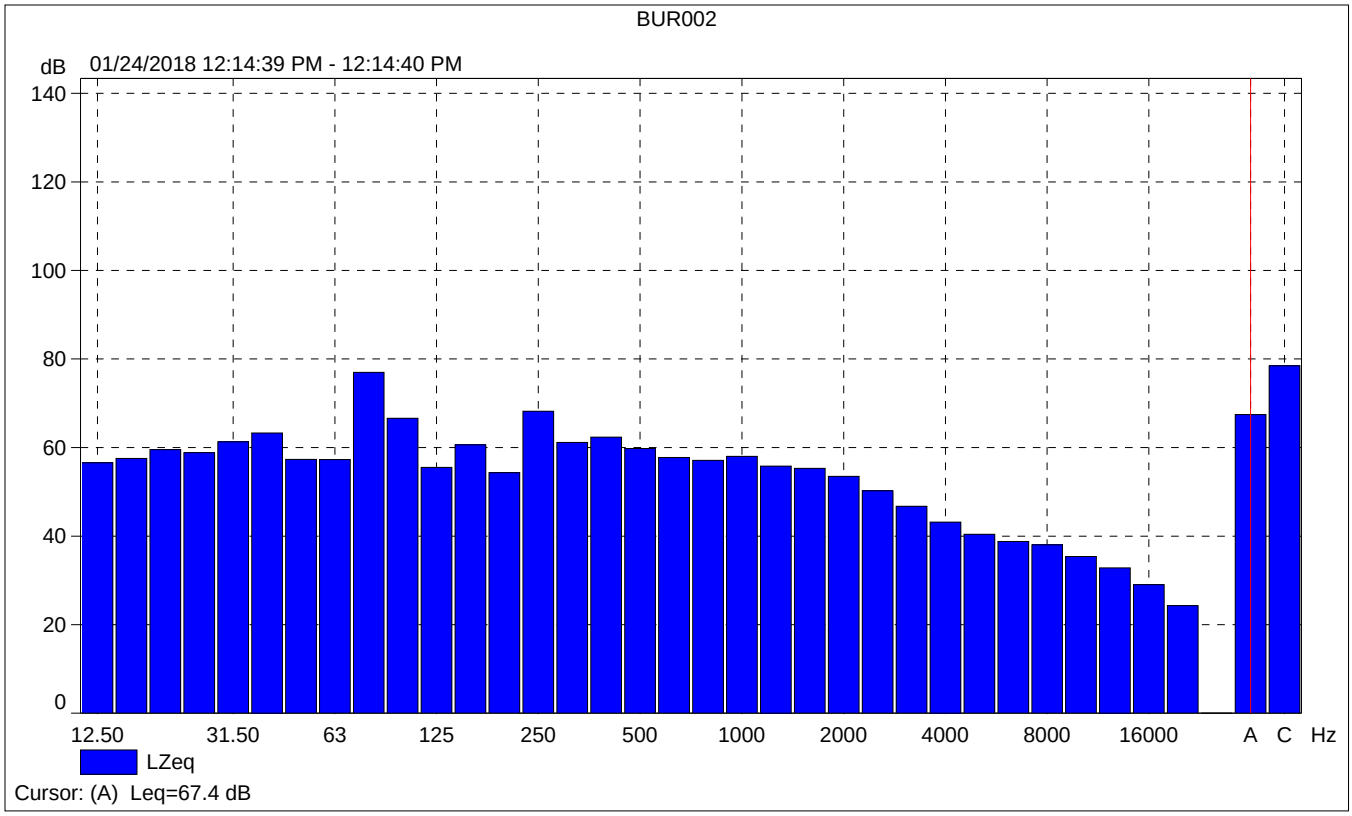

BUR002
dB
01/24/2018 12:09:40 PM - 12:19:40 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=60.6 dB LFmax=77.5 dB LFmin=46.4 dB

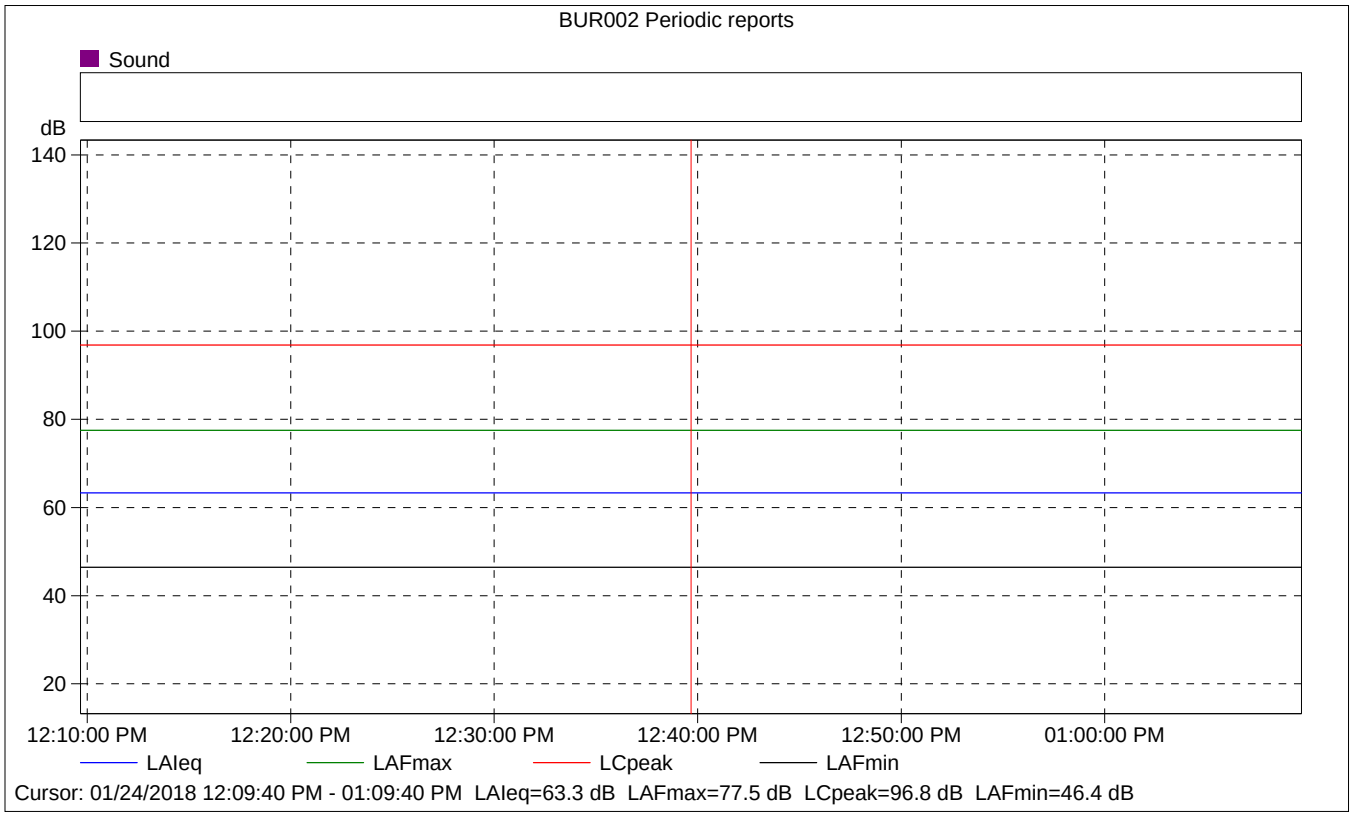

BUR002
%
Based on LAF , 10ms Class width: 0.2 dB 01/24/2018 12:09:40 PM - 12:19:40 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 70.7 dB
L5 = 66.1 dB
L10 = 64.1 dB
L50 = 56.7 dB
L90 = 49.8 dB
L95 = 48.8 dB
L99 = 47.6 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%



BUR002

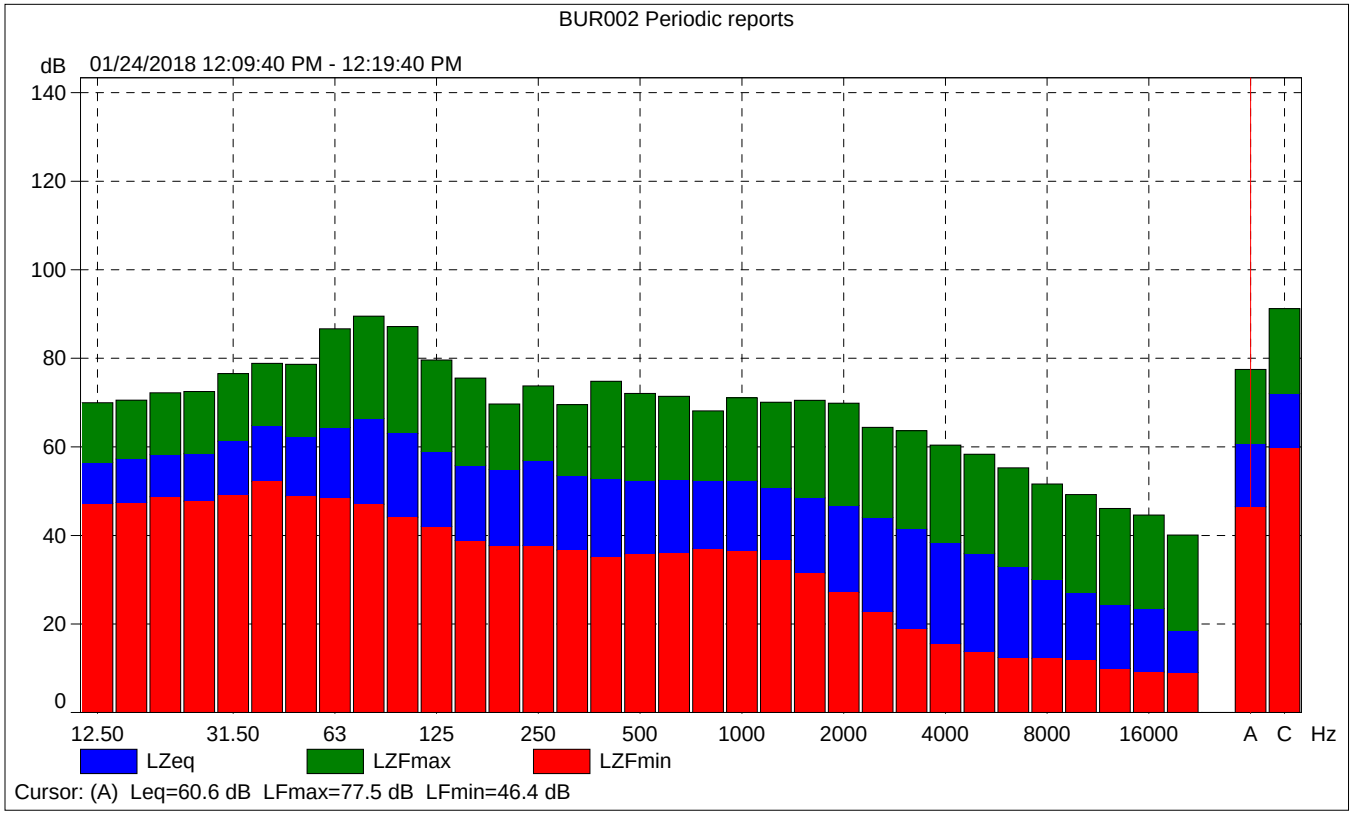
	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			67.5	69.1	62.4
Time	12:14:39 PM	0:00:01			
Date	01/24/2018				

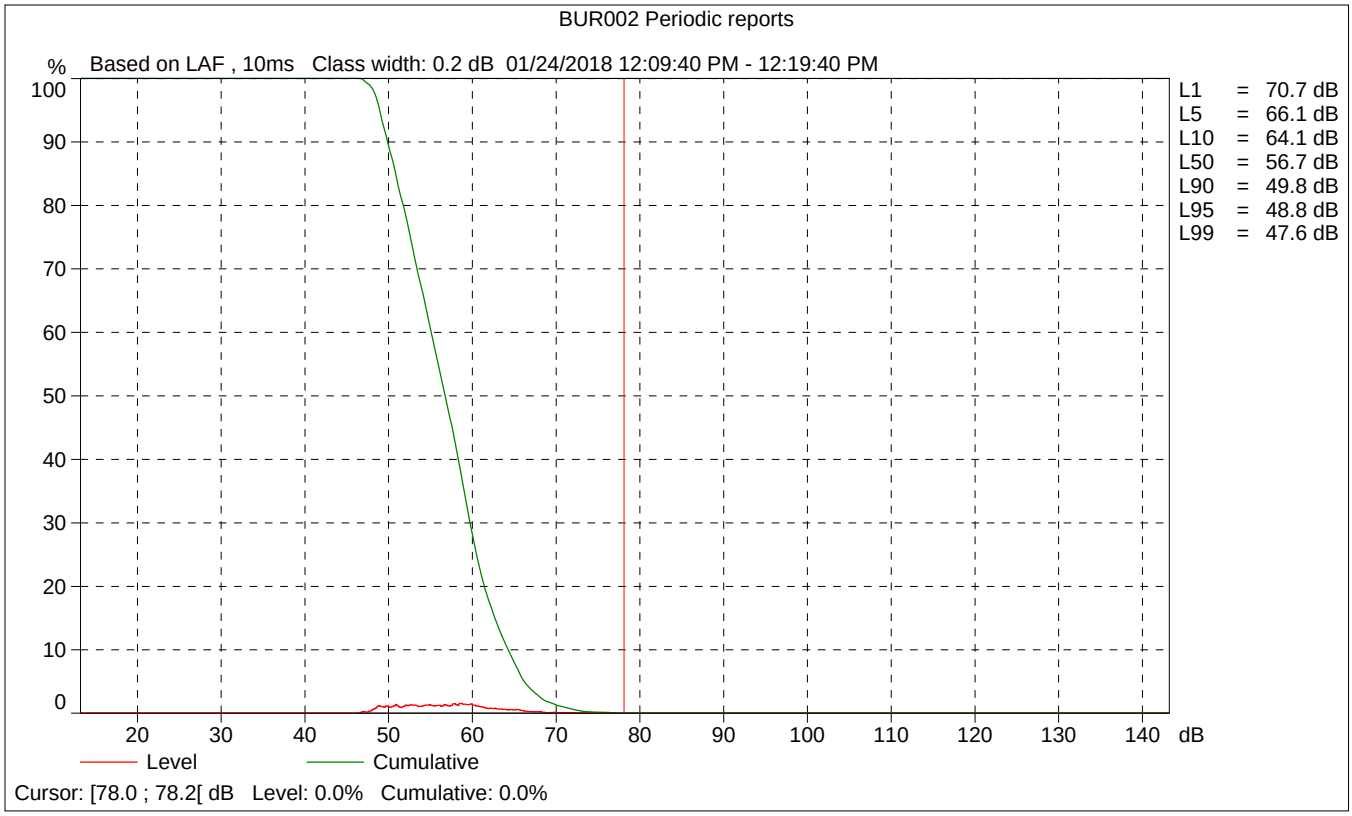

BUR002
dB
01/24/2018 12:14:39 PM - 12:14:40 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=67.4 dB


BUR002 Periodic reports
Sound
dB
140
120
100
80
60
40
20
12:10:00 PM
12:20:00 PM
12:30:00 PM
12:40:00 PM
12:50:00 PM
01:00:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 01/24/2018 12:09:40 PM - 01:09:40 PM LAIeq=63.3 dB LAFmax=77.5 dB LCpeak=96.8 dB LAFmin=46.4 dB

BUR002 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	63.3	77.5	46.4
Time	12:09:40 PM	0:10:00				
Date	01/24/2018					




BUR002 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 01/24/2018 12:09:40 PM - 12:19:40 PM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
Level
Cumulative
L1 = 70.7 dB
L5 = 66.1 dB
L10 = 64.1 dB
L50 = 56.7 dB
L90 = 49.8 dB
L95 = 48.8 dB
L99 = 47.6 dB
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%

Site Number: 4			
Recorded By: Alicia Gonzalez			
Job Number: 163182			
Date: 1/24/18			
Time: 12:32 PM			
Location: Media Studios Campus courtyard			
Source of Peak Noise: People talking/walking through courtyard, planes, birds			
Noise Data			
Leq (dB)	**Lmin (dB)**	**Lmax (dB)**	**Peak (dB)**
54.4	47.0	67.3	90.1

Equipment						
Category	**Type**	**Vendor**	**Model**	**Serial No.**	**Cert. Date**	**Note**
Sound	Sound Level Meter	**Brüel & Kjær**	**2250**	**3011133**	**3/27/2017**	
	Microphone	**Brüel & Kjær**	**4189**	**3086765**	**3/27/2017**	
	Preamp	**Brüel & Kjær**	**ZC 0032**	**25380**	**3/27/2017**	
	Calibrator	**Brüel & Kjær**	**4231**	**2545667**	**3/27/2017**	

Weather Data			
Est.	**Duration:** 10 minutes		**Sky:** ☼ Sunny/Partly cloudy
	Note: dBA Offset = 0.01		**Sensor Height (ft):** 5 ft
	Wind Ave Speed (mph / m/s)	**Temperature (degrees Fahrenheit)**	**Barometer Pressure (inches)**
	<5	72°	30.10 inhg

Photo of Measurement Location

2250

Instrument:		2250
Application:		BZ7225 Version 4.7.2
Start Time:		01/24/2018 12:31:36
End Time:		01/24/2018 12:41:36
Elapsed Time:		00:10:00
Bandwidth:		1/3-octave
Max Input Level:		142.04

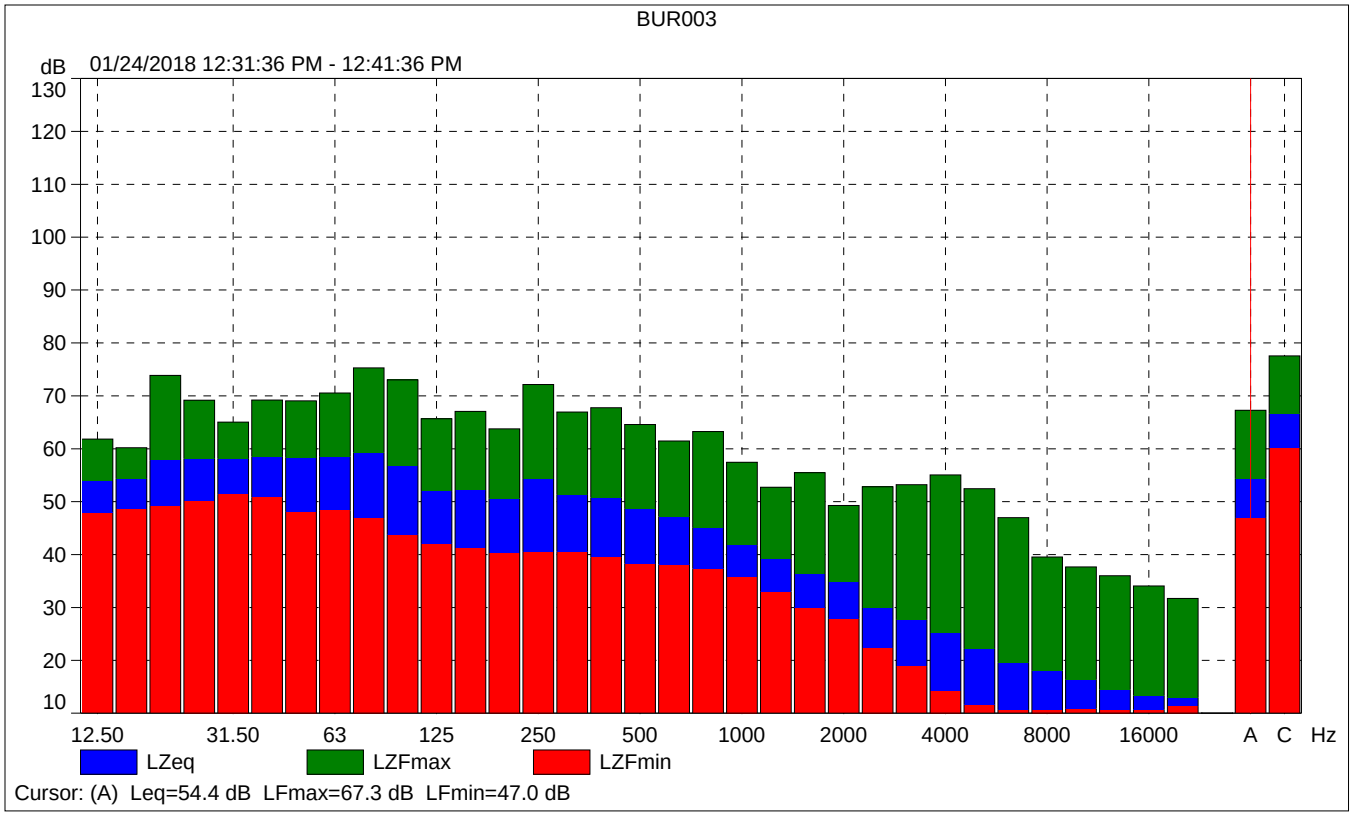
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

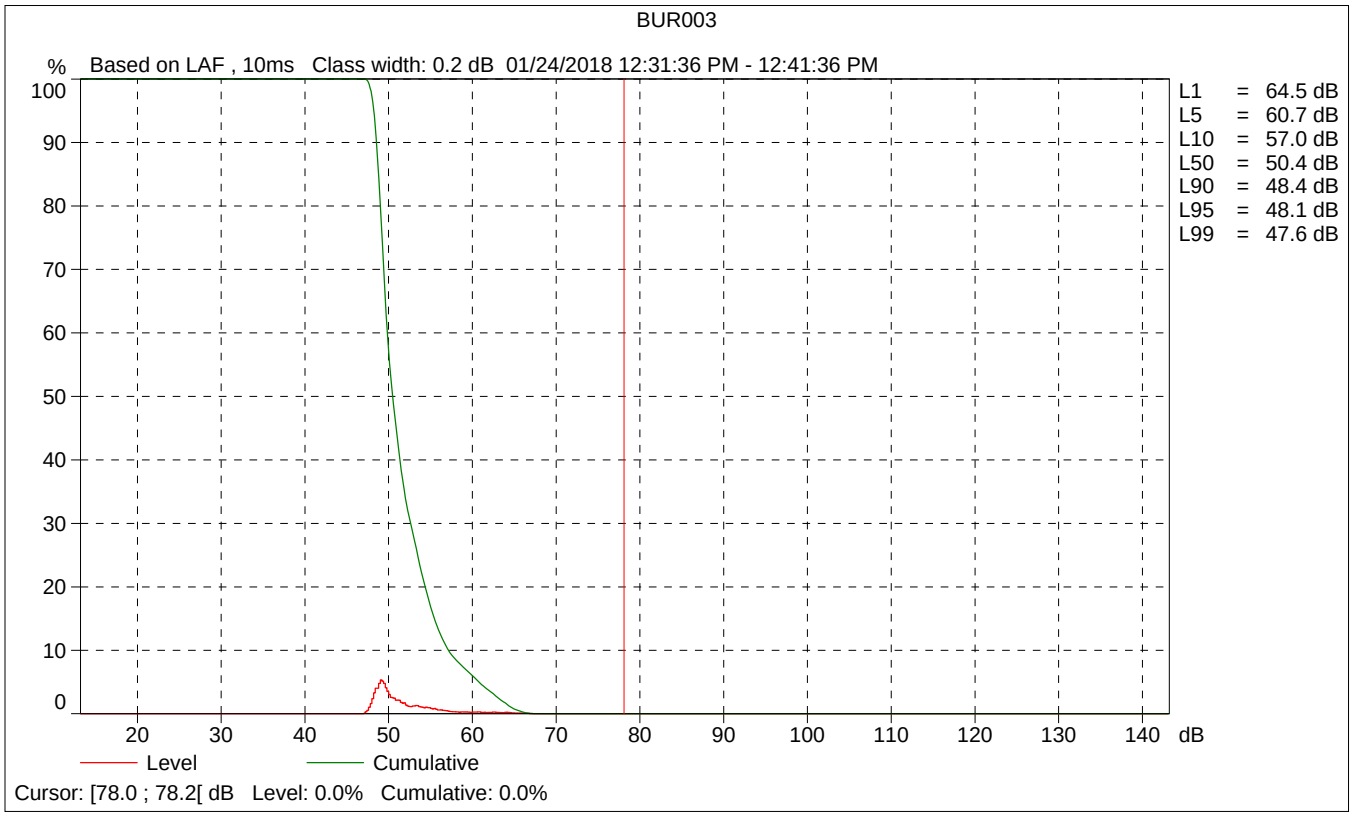
Instrument Serial Number:		3011133
Microphone Serial Number:		3086765
Input:		Top Socket
Windscreen Correction:		UA-1650
Sound Field Correction:		Free-field

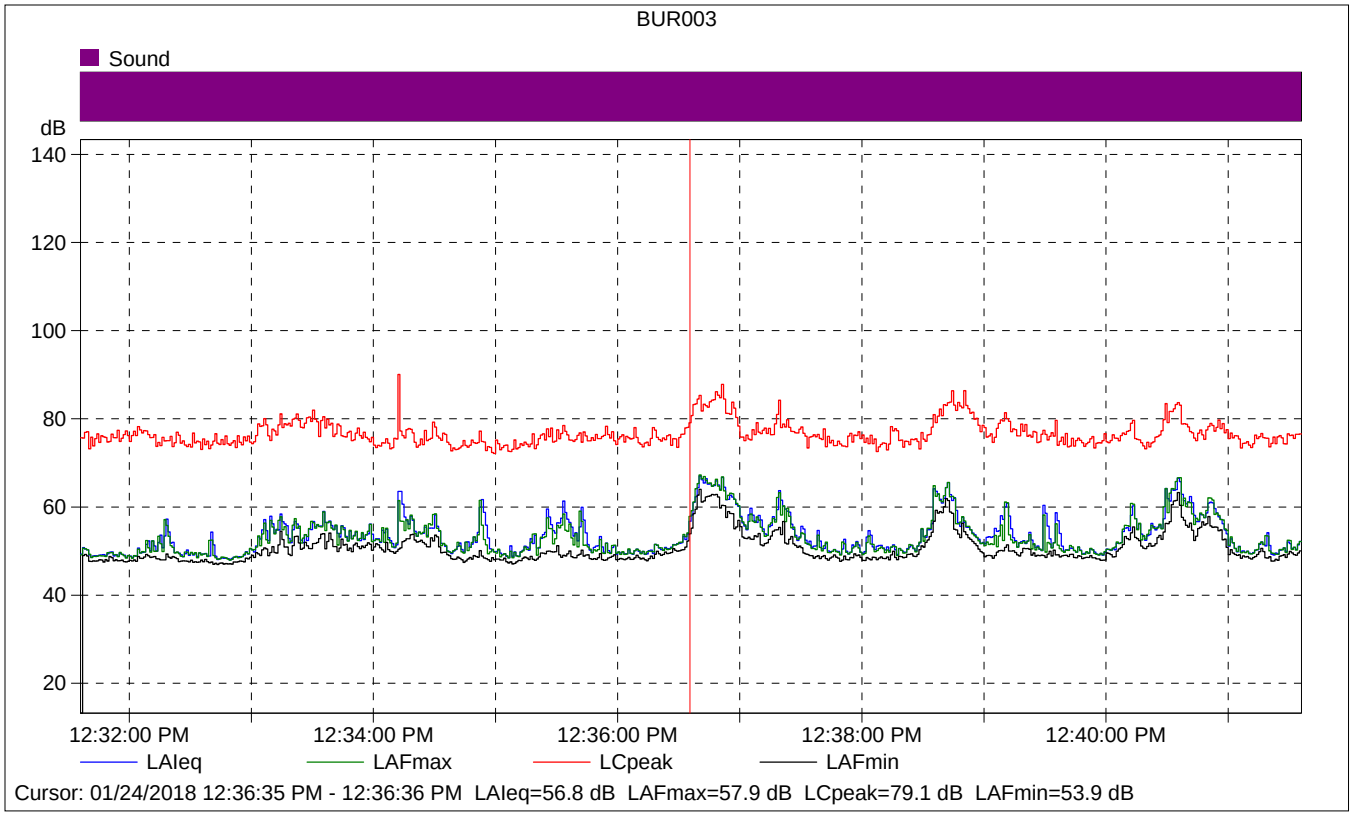
Calibration Time:		01/24/2018 08:13:21
Calibration Type:		External reference
Sensitivity:		44.051431119442 mV/Pa

BUR003

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	54.4	67.3	47.0
Time	12:31:36 PM	12:41:36 PM	0:10:00				
Date	01/24/2018	01/24/2018					

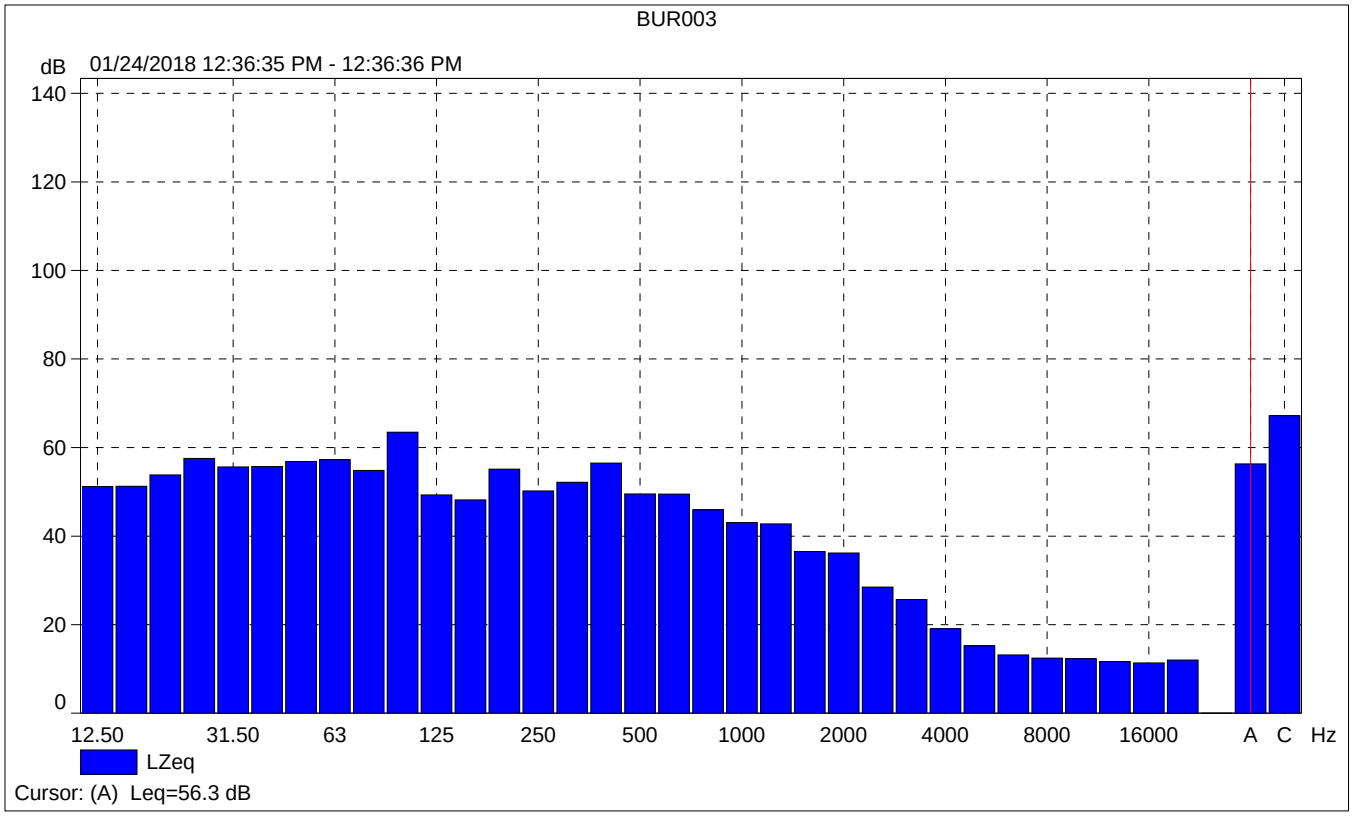

BUR003
dB
01/24/2018 12:31:36 PM - 12:41:36 PM
130
120
110
100
90
80
70
60
50
40
30
20
10
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
LZFmax
LZFmin
Cursor: (A) Leq=54.4 dB LFmax=67.3 dB LFmin=47.0 dB

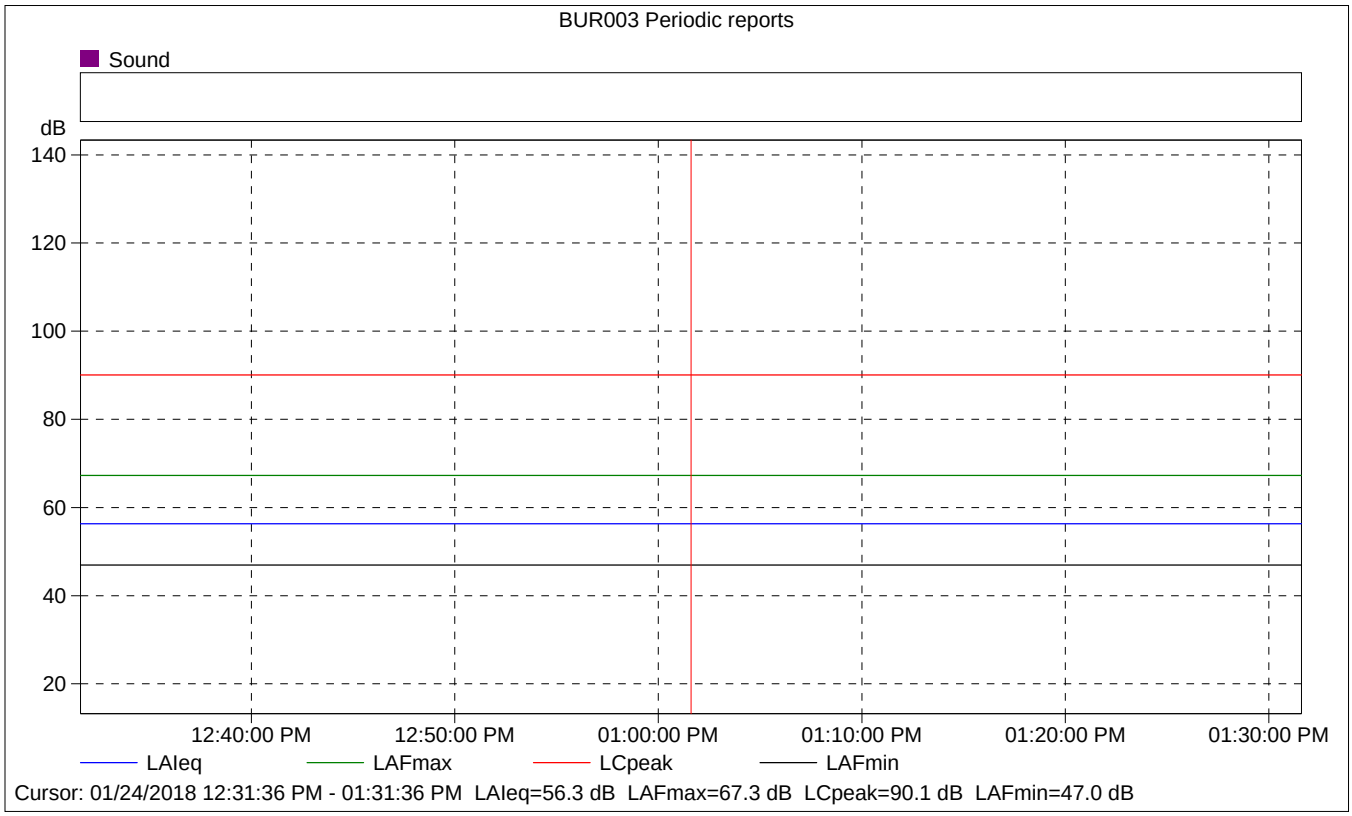

BUR003
%
Based on LAF , 10ms Class width: 0.2 dB 01/24/2018 12:31:36 PM - 12:41:36 PM
100
90
80
70
60
50
40
30
20
10
0
20
30
40
50
60
70
80
90
100
110
120
130
140
dB
L1 = 64.5 dB
L5 = 60.7 dB
L10 = 57.0 dB
L50 = 50.4 dB
L90 = 48.4 dB
L95 = 48.1 dB
L99 = 47.6 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%



BUR003

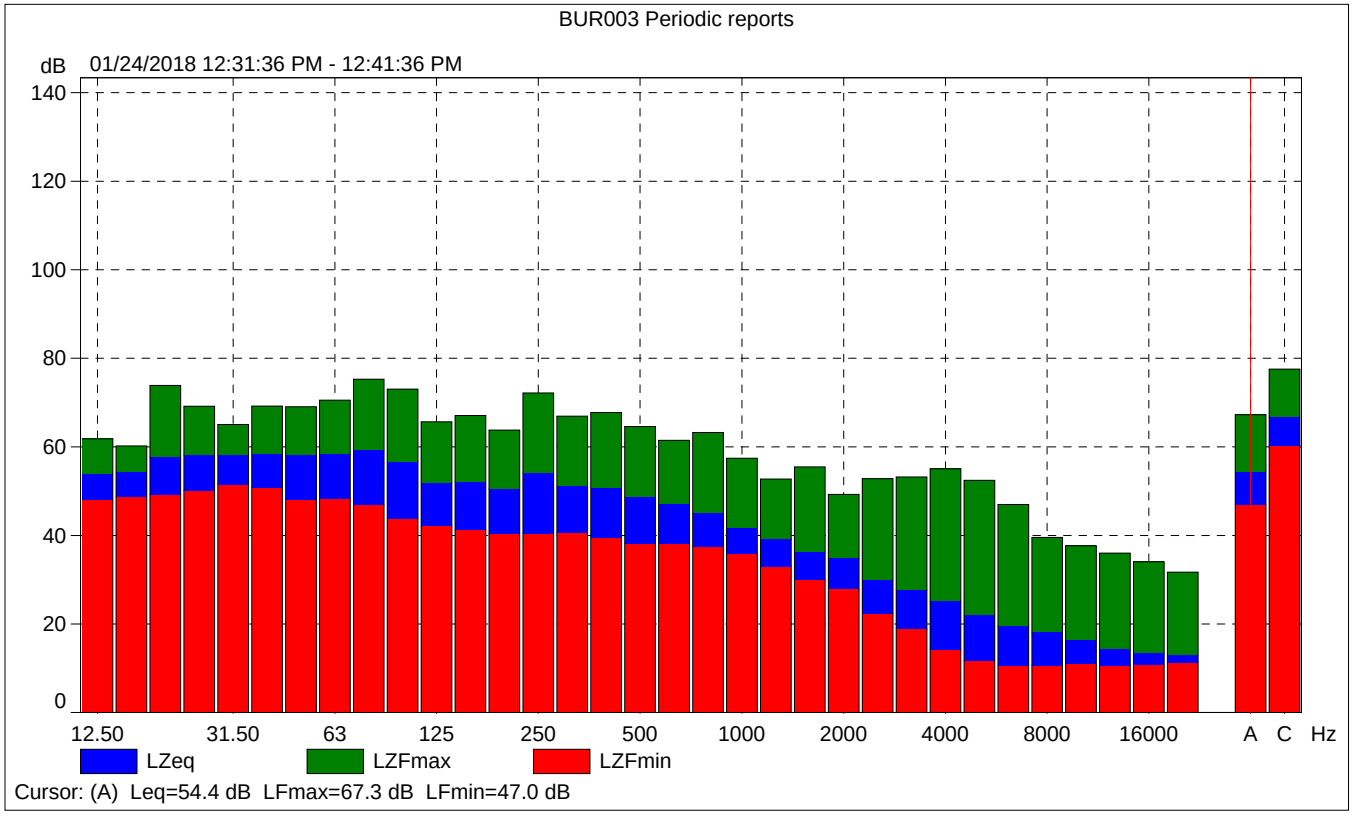
	Start time	Elapsed time	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			56.8	57.9	53.9
Time	12:36:35 PM	0:00:01			
Date	01/24/2018				

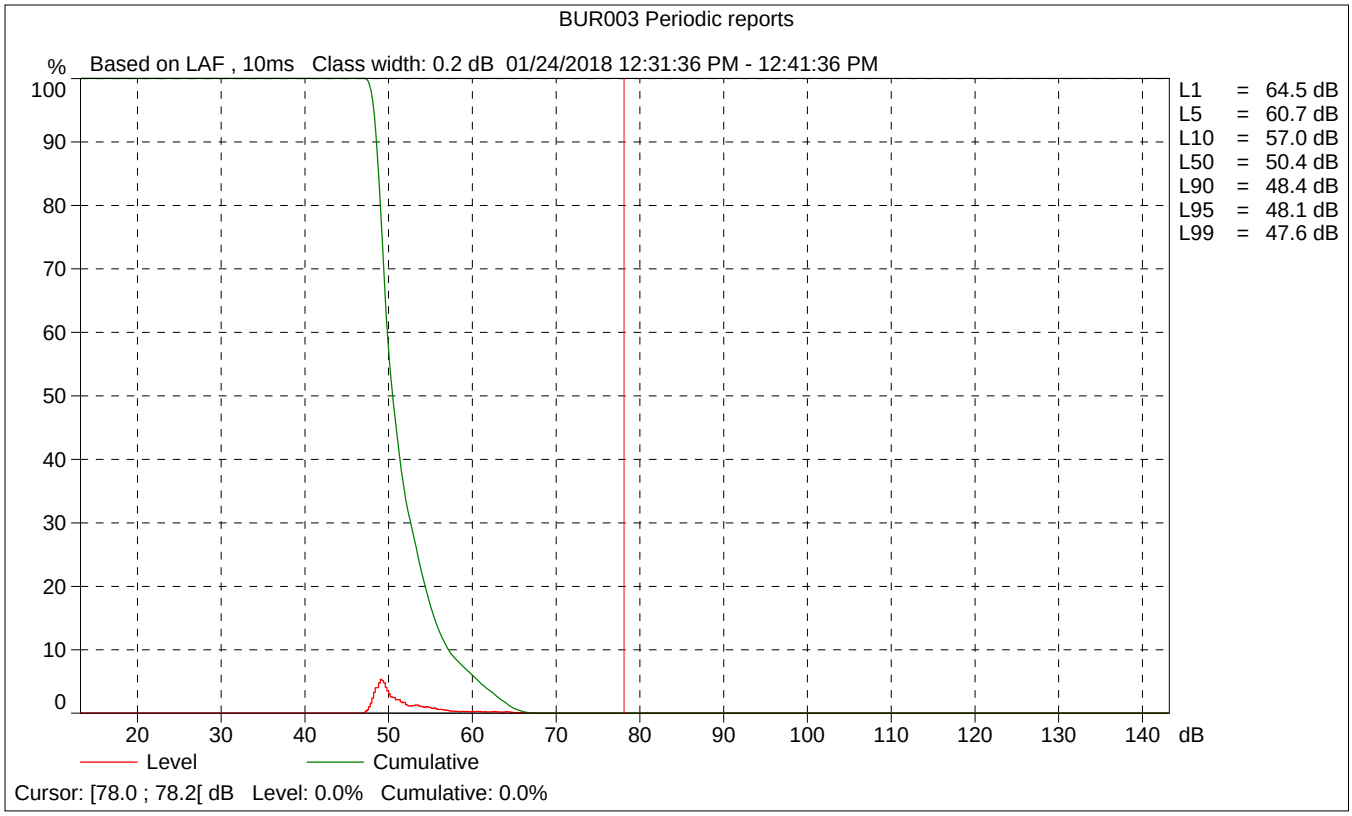

BUR003
dB
01/24/2018 12:36:35 PM - 12:36:36 PM
140
120
100
80
60
40
20
0
12.50
31.50
63
125
250
500
1000
2000
4000
8000
16000
A
C
Hz
LZeq
Cursor: (A) Leq=56.3 dB


BUR003 Periodic reports
Sound
dB
140
120
100
80
60
40
20
12:40:00 PM
12:50:00 PM
01:00:00 PM
01:10:00 PM
01:20:00 PM
01:30:00 PM
LAIeq
LAFmax
LCpeak
LAFmin
Cursor: 01/24/2018 12:31:36 PM - 01:31:36 PM LAIeq=56.3 dB LAFmax=67.3 dB LCpeak=90.1 dB LAFmin=47.0 dB

BUR003 Periodic reports

	Start time	Elapsed time	Overload [%]	LAIeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	56.3	67.3	47.0
Time	12:31:36 PM	0:10:00				
Date	01/24/2018					




BUR003 Periodic reports
% Based on LAF , 10ms Class width: 0.2 dB 01/24/2018 12:31:36 PM - 12:41:36 PM
100
90
80
70
60
50
40
30
20
10
0
20 30 40 50 60 70 80 90 100 110 120 130 140 dB
L1 = 64.5 dB
L5 = 60.7 dB
L10 = 57.0 dB
L50 = 50.4 dB
L90 = 48.4 dB
L95 = 48.1 dB
L99 = 47.6 dB
Level
Cumulative
Cursor: [78.0 ; 78.2[dB Level: 0.0% Cumulative: 0.0%

Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	Thornton Avenue to Avon Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	37,172
Peak Hour Traffic:	**3717.2**
Vehicle Speed:	40
Centerline Separation:	36

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

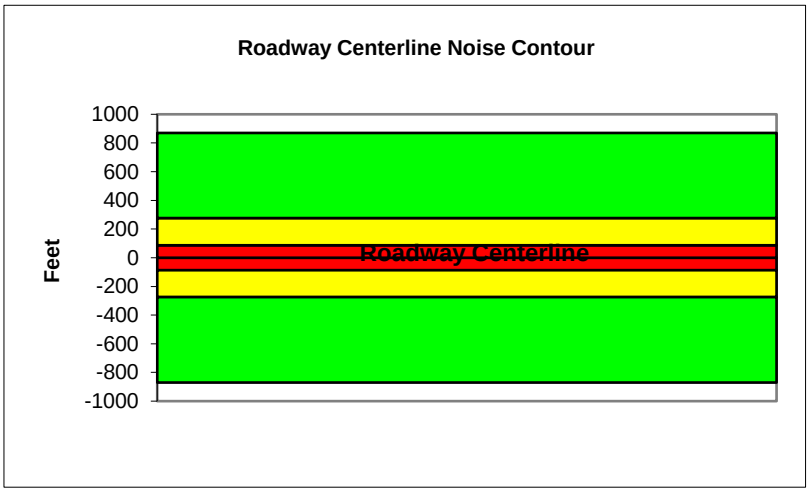
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.2	66.0	64.2	58.1	66.7	67.4
Medium Trucks:	66.1	58.1	51.7	50.1	58.6	58.8
Heavy Trucks:	71.0	59.1	50.0	51.2	60.9	61.1
Vehicle Noise:	**73.4**	**67.5**	**64.6**	**59.7**	**68.3**	**68.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	871
65 dBA	275
70 dBA	87
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	Avon Street to Empire Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**

Rt View: **90** Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	40,476
Peak Hour Traffic:	**4047.6**
Vehicle Speed:	40
Centerline Separation:	26

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

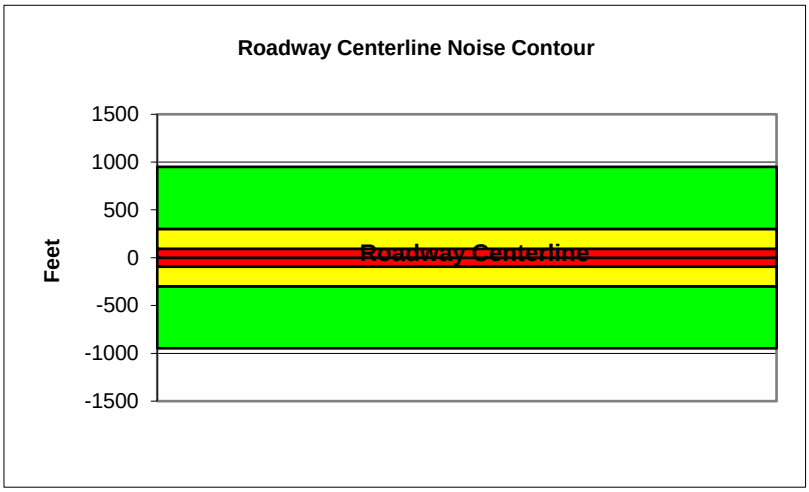
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.7	66.5	64.7	58.6	67.3	67.9
Medium Trucks:	66.7	58.6	52.2	50.7	59.1	59.4
Heavy Trucks:	71.5	59.6	50.5	51.8	61.5	61.6
Vehicle Noise:	**73.9**	**68.1**	**65.2**	**60.2**	**68.8**	**69.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	949
65 dBA	300
70 dBA	95
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	South of Empire Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**

Rt View: **90** Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	40,476
Peak Hour Traffic:	**4047.6**
Vehicle Speed:	40
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

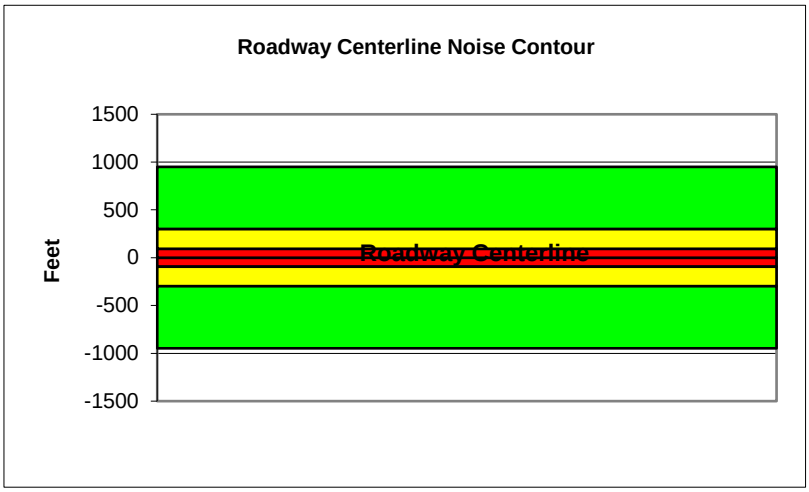
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.7	66.4	64.6	58.6	67.2	67.8
Medium Trucks:	66.6	58.5	52.2	50.6	59.1	59.3
Heavy Trucks:	71.5	59.5	50.5	51.7	61.4	61.5
Vehicle Noise:	**73.8**	**68.0**	**65.1**	**60.1**	**68.7**	**69.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	948
65 dBA	300
70 dBA	95
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Ontario Street		
Road Segment:	Thornton Avenue to Empire Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**

Rt View: **90** Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	3,530
Peak Hour Traffic:	**353**
Vehicle Speed:	25
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

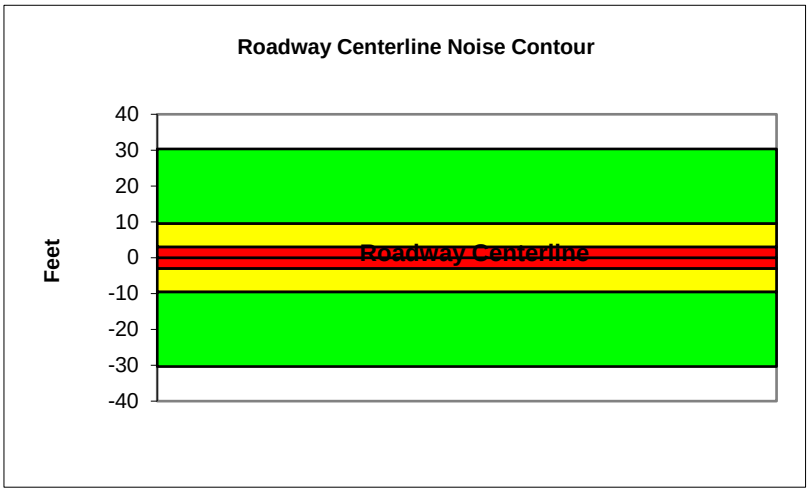
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	41.3	50.1	48.3	42.2	50.8	51.5
Medium Trucks:	52.9	44.9	38.5	36.9	45.4	45.6
Heavy Trucks:	59.1	47.1	38.1	39.3	49.7	49.8
Vehicle Noise:	**61.7**	**53.3**	**49.3**	**45.4**	**54.0**	**54.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	30
65 dBA	10
70 dBA	3
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	North Hollywood Way to Ontario Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	9,627
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**962.7**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	30
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	26
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

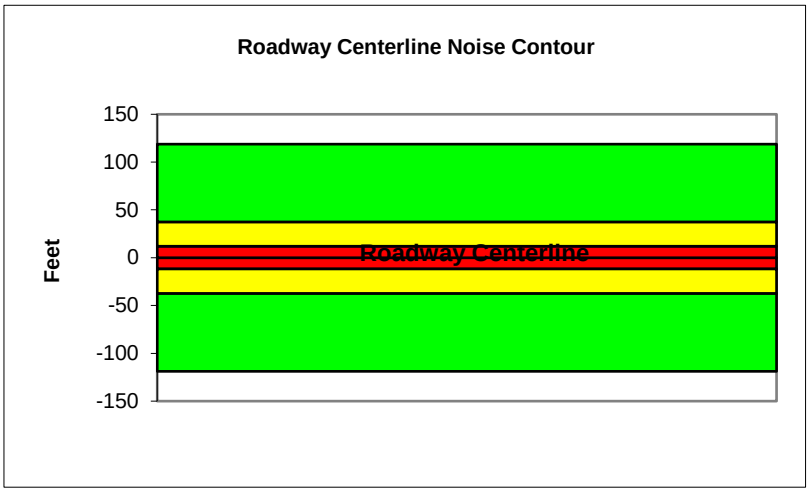
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.9	56.7	54.9	48.8	57.4	58.1
Medium Trucks:	58.5	50.4	44.0	42.5	51.0	51.2
Heavy Trucks:	64.1	52.2	43.1	44.4	54.5	54.6
Vehicle Noise:	**66.7**	**59.2**	**55.6**	**51.3**	**59.8**	**60.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	119
65 dBA	38
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	Ontario Street to Buena Vista Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	9,744
Peak Hour Traffic:	**974.4**
Vehicle Speed:	30
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

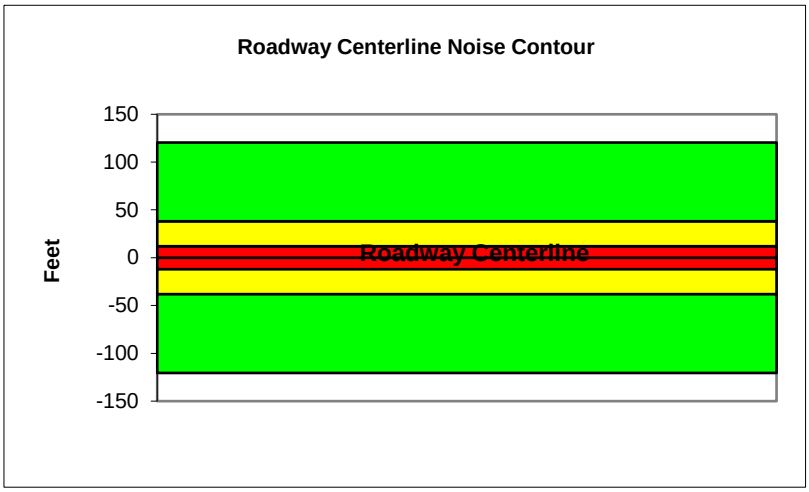
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.0	56.8	55.0	48.9	57.5	58.1
Medium Trucks:	58.6	50.5	44.1	42.6	51.0	51.3
Heavy Trucks:	64.2	52.3	43.2	44.5	54.6	54.7
Vehicle Noise:	**66.8**	**59.2**	**55.7**	**51.4**	**59.9**	**60.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	120
65 dBA	38
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	East of Buena Vista Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	5,048
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**504.8**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	30
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

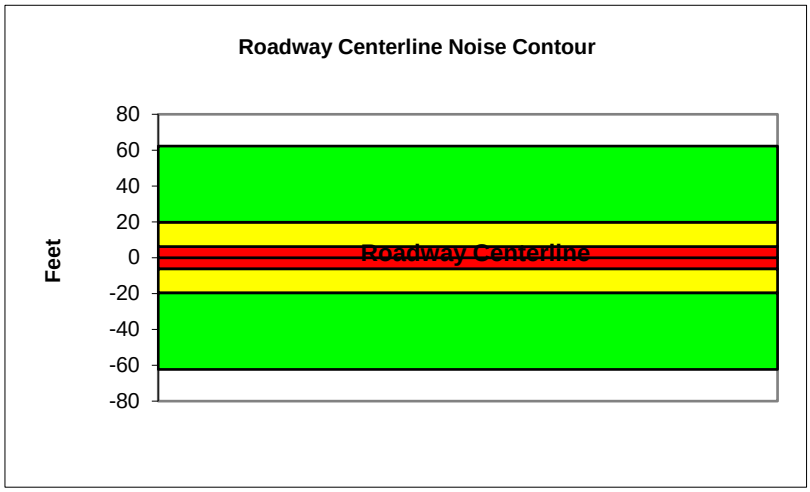
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	45.1	53.9	52.1	46.0	54.7	55.3
Medium Trucks:	55.7	47.7	41.3	39.7	48.2	48.4
Heavy Trucks:	61.4	49.4	40.4	41.6	51.7	51.8
Vehicle Noise:	**63.9**	**56.4**	**52.8**	**48.5**	**57.1**	**57.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	62
65 dBA	20
70 dBA	6
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	West of Hollywood Way		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**

Rt View: **90** Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	11,913
Peak Hour Traffic:	**1191.3**
Vehicle Speed:	40
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

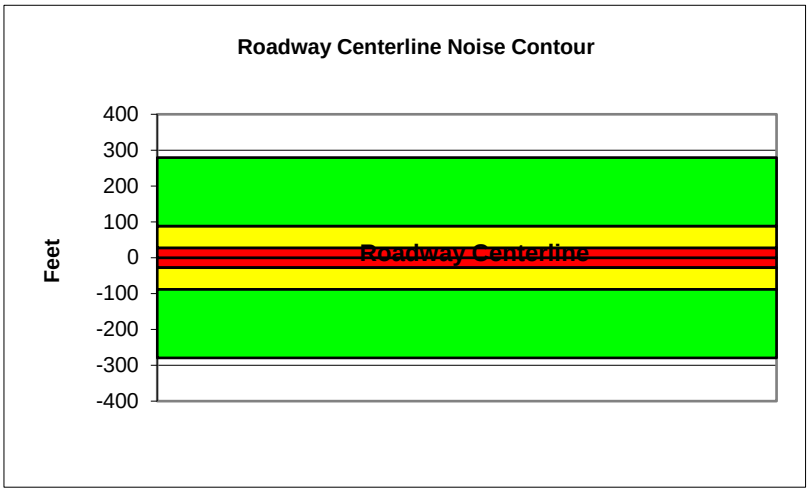
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.3	61.1	59.3	53.2	61.9	62.5
Medium Trucks:	61.3	53.2	46.8	45.2	53.7	54.0
Heavy Trucks:	66.1	54.2	45.1	46.3	56.1	56.2
Vehicle Noise:	**68.5**	**62.7**	**59.8**	**54.8**	**63.4**	**63.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	279
65 dBA	88
70 dBA	28
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	Hollywood Way to Avon Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**

Rt View: **90** Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,359
Peak Hour Traffic:	**1035.9**
Vehicle Speed:	40
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

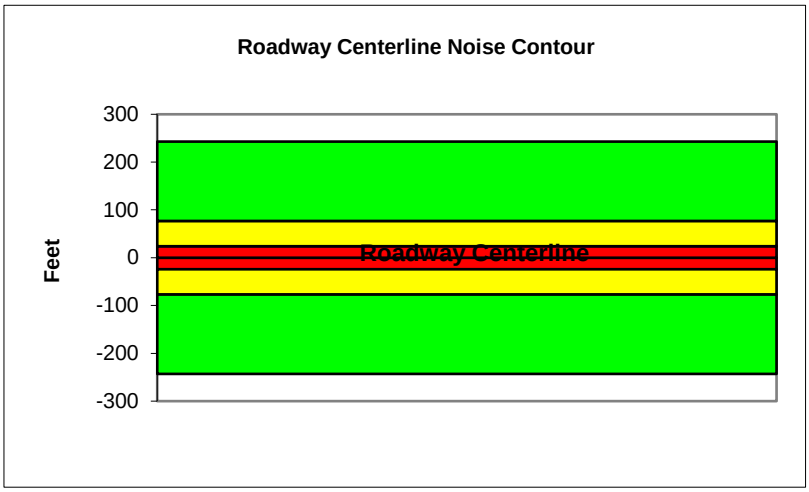
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.7	60.5	58.7	52.6	61.3	61.9
Medium Trucks:	60.7	52.6	46.2	44.6	53.1	53.4
Heavy Trucks:	65.5	53.6	44.5	45.7	55.4	55.6
Vehicle Noise:	**67.9**	**62.1**	**59.1**	**54.2**	**62.8**	**63.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	243
65 dBA	77
70 dBA	24
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	Avon Street to Ontario Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**

Rt View: **90** Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,894
Peak Hour Traffic:	**1089.4**
Vehicle Speed:	35
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

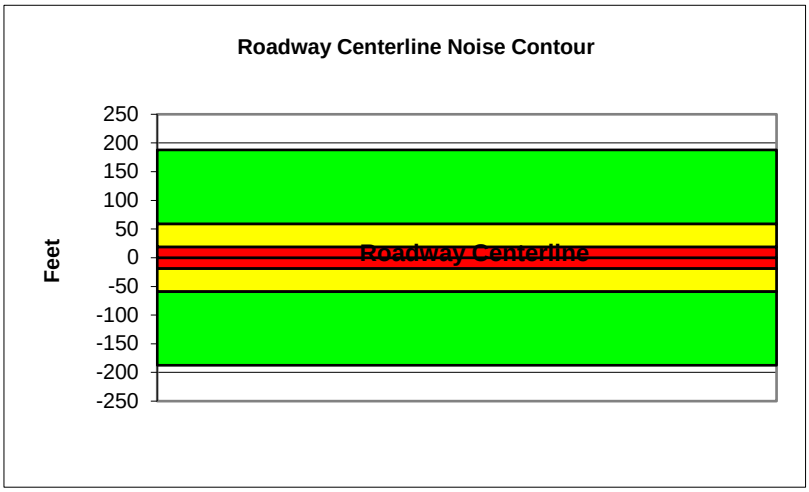
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.3	59.0	57.2	51.2	59.8	60.4
Medium Trucks:	60.0	51.9	45.5	43.9	52.4	52.7
Heavy Trucks:	65.2	53.3	44.2	45.4	55.3	55.4
Vehicle Noise:	**67.6**	**61.0**	**57.8**	**53.1**	**61.7**	**62.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	188
65 dBA	59
70 dBA	19
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	East of Ontario Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	10,653
Peak Hour Traffic:	**1065.3**
Vehicle Speed:	35
Centerline Separation:	32

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

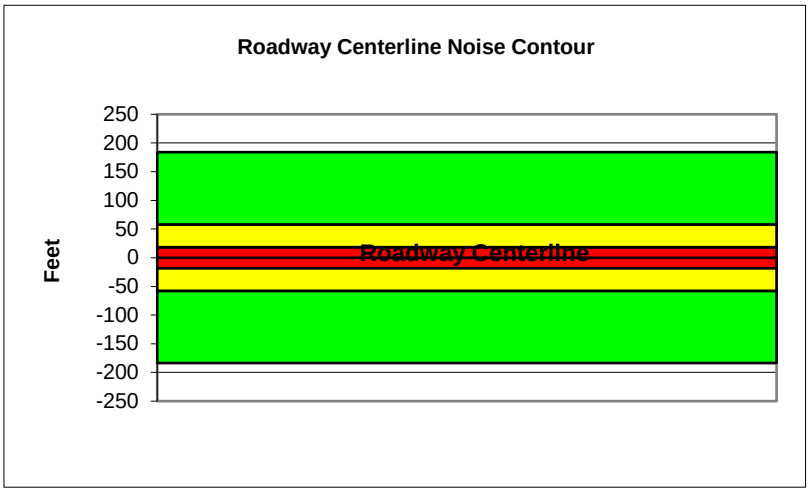
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.2	58.9	57.1	51.1	59.7	60.3
Medium Trucks:	59.9	51.8	45.4	43.9	52.3	52.6
Heavy Trucks:	65.1	53.2	44.1	45.3	55.2	55.4
Vehicle Noise:	**67.5**	**60.9**	**57.7**	**53.0**	**61.6**	**62.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	184
65 dBA	58
70 dBA	18
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Existing
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Avon Street		
Road Segment:	North Hollywood Way to Empire Avenue		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	4,787
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**478.7**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	25
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

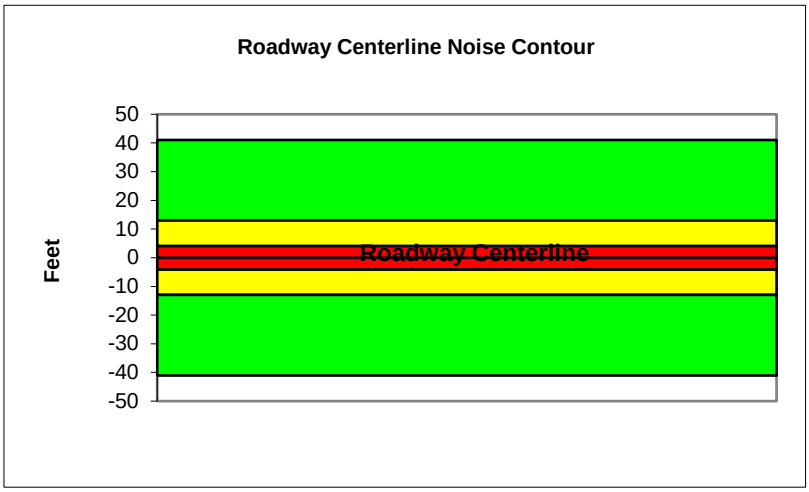
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.6	51.4	49.6	43.5	52.2	52.8
Medium Trucks:	54.3	46.2	39.8	38.2	46.7	47.0
Heavy Trucks:	60.4	48.5	39.4	40.6	51.0	51.2
Vehicle Noise:	**63.1**	**54.6**	**50.6**	**46.8**	**55.3**	**55.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	41
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	Thornton Avenue to Avon Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	47,298
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**4729.8**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	40
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	36
Barrier Far lane CL Dist:	**0**	**NOISE INPUTS**	
Pad Elevation:	**0.5**	Site conditions **HARD SITE**	
Road Elevation:	**0**	**FLEET MIX**	
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

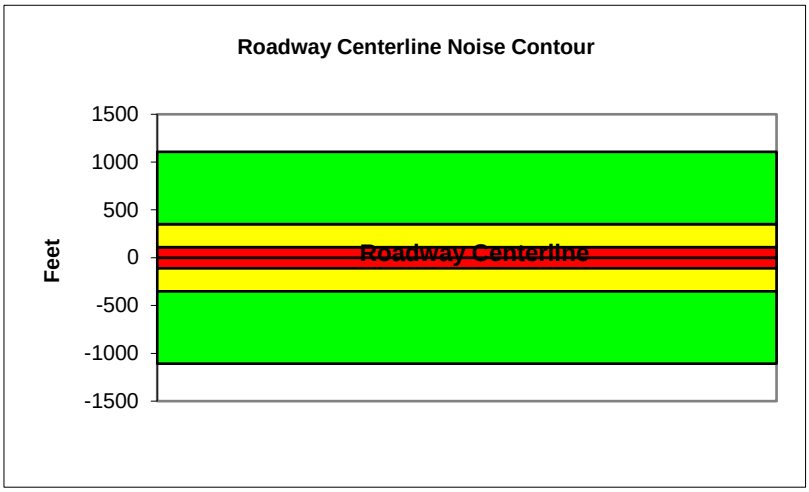
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.2	67.0	65.2	59.1	67.8	68.4
Medium Trucks:	67.2	59.1	52.7	51.2	59.7	59.9
Heavy Trucks:	72.0	60.1	51.0	52.3	62.0	62.1
Vehicle Noise:	**74.4**	**68.6**	**65.7**	**60.7**	**69.3**	**69.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1109
65 dBA	351
70 dBA	111
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	Avon Street to Empire Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**

Rt View: **90** Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	49,517
Peak Hour Traffic:	**4951.7**
Vehicle Speed:	40
Centerline Separation:	26

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

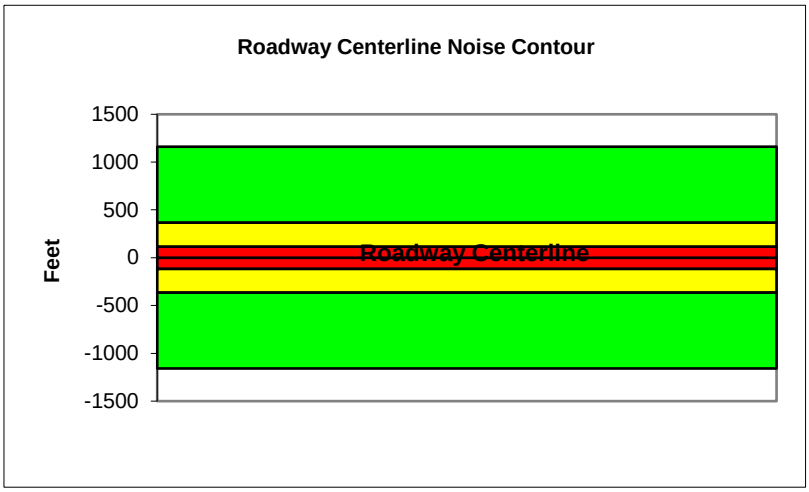
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.6	67.4	65.6	59.5	68.2	68.8
Medium Trucks:	67.6	59.5	53.1	51.5	60.0	60.3
Heavy Trucks:	72.4	60.5	51.4	52.6	62.3	62.5
Vehicle Noise:	**74.8**	**69.0**	**66.0**	**61.1**	**69.7**	**70.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1159
65 dBA	367
70 dBA	116
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	South of Empire Avenue		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	48,899
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**4889.9**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	40
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	30
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

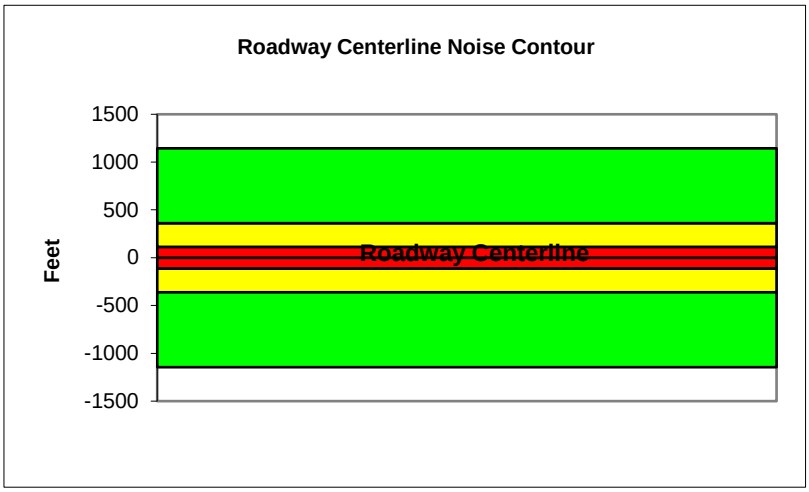
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.5	67.3	65.5	59.4	68.0	68.6
Medium Trucks:	67.4	59.4	53.0	51.4	59.9	60.1
Heavy Trucks:	72.3	60.3	51.3	52.5	62.2	62.3
Vehicle Noise:	**74.7**	**68.8**	**65.9**	**61.0**	**69.5**	**70.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	1145
65 dBA	362
70 dBA	115
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Ontario Street		
Road Segment:	Thornton Avenue to Empire Avenue		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	4,952
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**495.2**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	25
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**	**NOISE INPUTS**	
Pad Elevation:	**0.5**	Site conditions **HARD SITE**	
Road Elevation:	**0**	**FLEET MIX**	
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

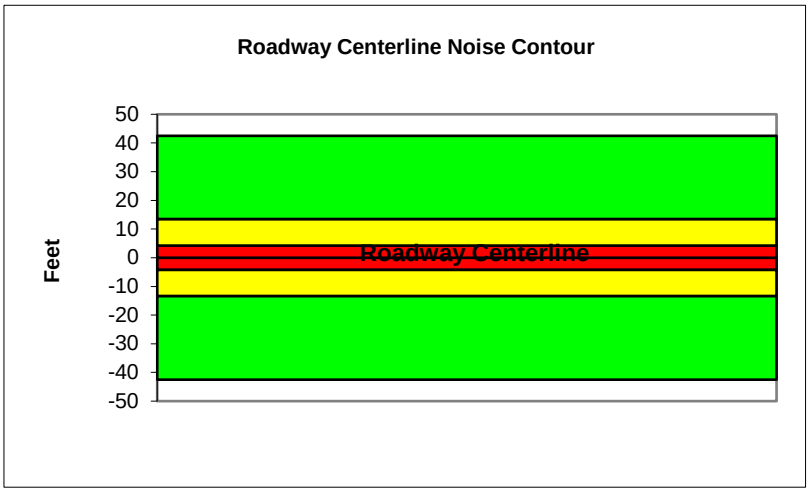
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.8	51.5	49.7	43.7	52.3	52.9
Medium Trucks:	54.4	46.3	40.0	38.4	46.9	47.1
Heavy Trucks:	60.6	48.6	39.6	40.8	51.2	51.3
Vehicle Noise:	**63.2**	**54.8**	**50.7**	**46.9**	**55.4**	**55.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	43
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	North Hollywood Way to Ontario Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	12,757
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1275.7**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	30
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	26
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

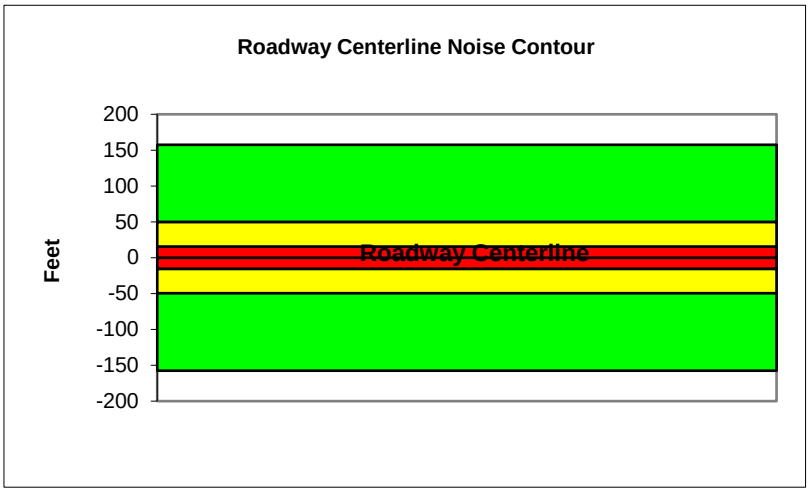
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.1	57.9	56.1	50.0	58.7	59.3
Medium Trucks:	59.7	51.6	45.3	43.7	52.2	52.4
Heavy Trucks:	65.4	53.4	44.4	45.6	55.7	55.8
Vehicle Noise:	**67.9**	**60.4**	**56.8**	**52.5**	**61.1**	**61.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	157
65 dBA	50
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	Ontario Street to Buena Vista Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	9,612
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**961.2**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	30
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

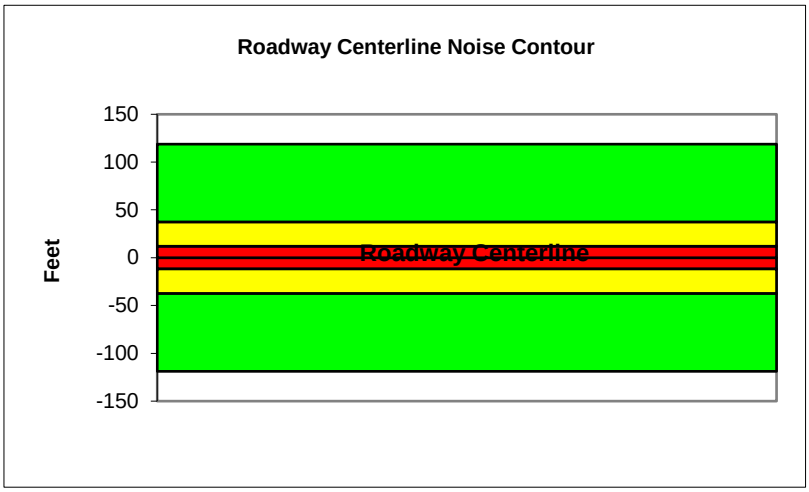
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.9	56.7	54.9	48.8	57.5	58.1
Medium Trucks:	58.5	50.5	44.1	42.5	51.0	51.2
Heavy Trucks:	64.2	52.2	43.2	44.4	54.5	54.6
Vehicle Noise:	**66.7**	**59.2**	**55.6**	**51.3**	**59.9**	**60.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	119
65 dBA	38
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	East of Buena Vista Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	4,198
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**419.8**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	30
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

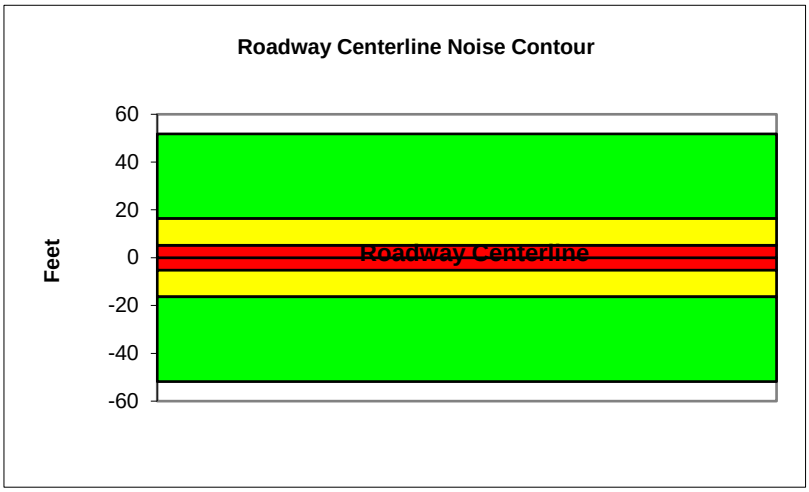
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.3	53.1	51.3	45.2	53.9	54.5
Medium Trucks:	54.9	46.9	40.5	38.9	47.4	47.6
Heavy Trucks:	60.6	48.6	39.6	40.8	50.9	51.0
Vehicle Noise:	**63.1**	**55.6**	**52.0**	**47.7**	**56.3**	**56.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	52
65 dBA	16
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	West of Hollywood Way		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	12,383
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1238.3**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	40
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	32
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

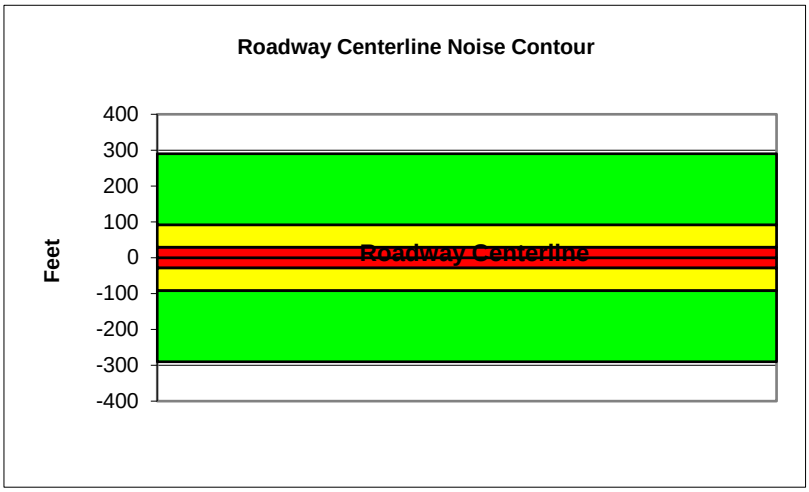
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.5	61.3	59.5	53.4	62.0	62.6
Medium Trucks:	61.4	53.4	47.0	45.4	53.9	54.1
Heavy Trucks:	66.3	54.3	45.3	46.5	56.2	56.3
Vehicle Noise:	**68.7**	**62.8**	**59.9**	**55.0**	**63.5**	**64.0**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	290
65 dBA	92
70 dBA	29
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	Hollywood Way to Avon Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	10,483
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1048.3**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	40
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	32
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

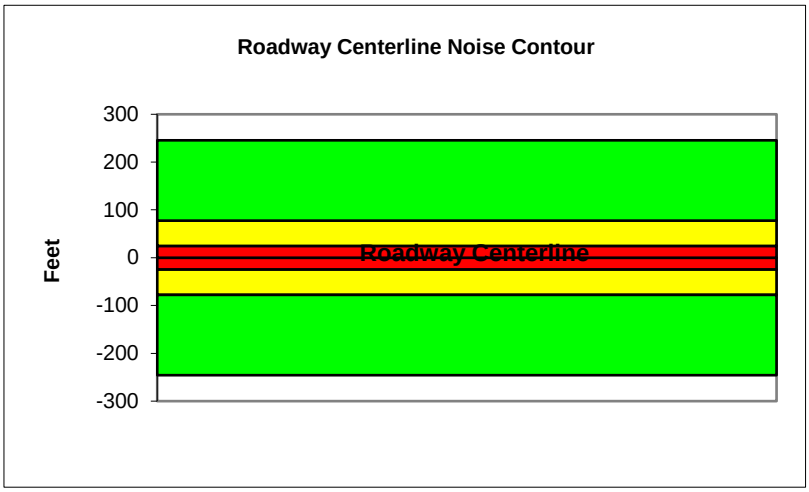
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.8	60.5	58.7	52.7	61.3	61.9
Medium Trucks:	60.7	52.6	46.3	44.7	53.2	53.4
Heavy Trucks:	65.6	53.6	44.6	45.8	55.5	55.6
Vehicle Noise:	**67.9**	**62.1**	**59.2**	**54.2**	**62.8**	**63.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	246
65 dBA	78
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	Avon Street to Ontario Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	12,743
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1274.3**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	35
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	32
Barrier Far lane CL Dist:	**0**	**NOISE INPUTS**	
Pad Elevation:	**0.5**	Site conditions **HARD SITE**	
Road Elevation:	**0**	**FLEET MIX**	
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

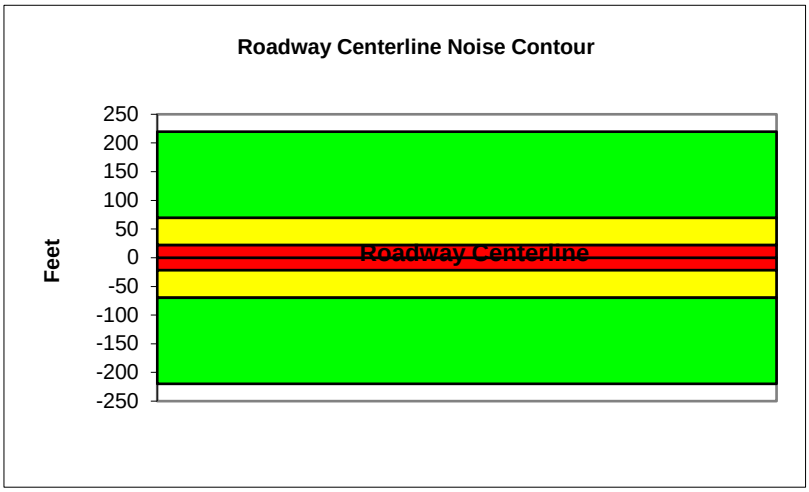
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	50.9	59.7	57.9	51.8	60.5	61.1
Medium Trucks:	60.7	52.6	46.2	44.6	53.1	53.4
Heavy Trucks:	65.9	53.9	44.9	46.1	56.0	56.1
Vehicle Noise:	**68.3**	**61.7**	**58.5**	**53.8**	**62.4**	**62.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	220
65 dBA	70
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	East of Ontario Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	14,284
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1428.4**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	35
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	32
Barrier Far lane CL Dist:	**0**	**NOISE INPUTS**	
Pad Elevation:	**0.5**	Site conditions **HARD SITE**	
Road Elevation:	**0**	**FLEET MIX**	
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

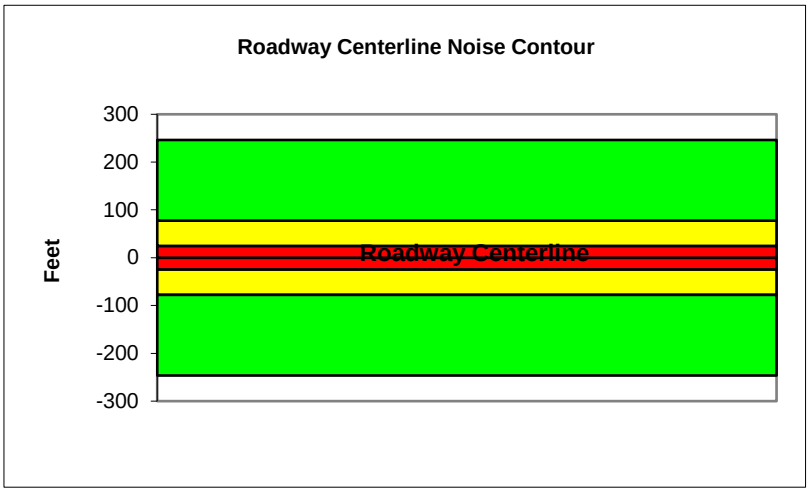
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.4	60.2	58.4	52.3	61.0	61.6
Medium Trucks:	61.1	53.1	46.7	45.1	53.6	53.8
Heavy Trucks:	66.4	54.4	45.4	46.6	56.5	56.6
Vehicle Noise:	**68.8**	**62.2**	**59.0**	**54.3**	**62.9**	**63.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	246
65 dBA	78
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Avon Street		
Road Segment:	North Hollywood Way to Empire Avenue		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	4,443
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**444.3**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	25
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

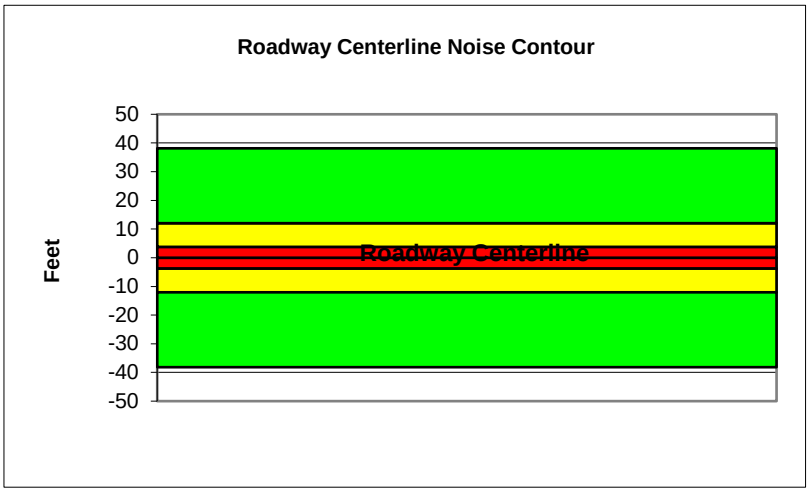
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.3	51.1	49.3	43.2	51.8	52.5
Medium Trucks:	53.9	45.9	39.5	37.9	46.4	46.6
Heavy Trucks:	60.1	48.1	39.1	40.3	50.7	50.8
Vehicle Noise:	**62.7**	**54.3**	**50.3**	**46.4**	**55.0**	**55.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	38
65 dBA	12
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	Thornton Avenue to Avon Street		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	47,517
Peak Hour Traffic:	**4751.7**
Vehicle Speed:	40
Centerline Separation:	36

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

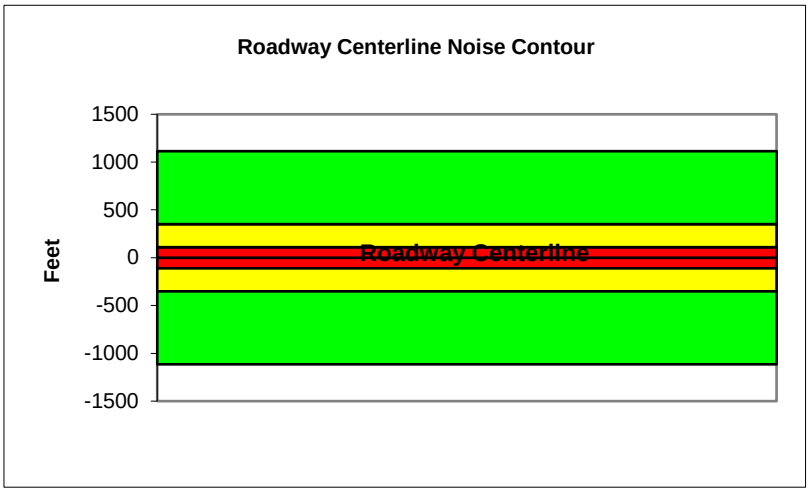
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.3	67.0	65.2	59.2	67.8	68.4
Medium Trucks:	67.2	59.1	52.8	51.2	59.7	59.9
Heavy Trucks:	72.1	60.1	51.1	52.3	62.0	62.1
Vehicle Noise:	**74.4**	**68.6**	**65.7**	**60.7**	**69.3**	**69.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1114
65 dBA	352
70 dBA	111
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	Avon Street to Empire Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	49,808
Peak Hour Traffic:	**4980.8**
Vehicle Speed:	40
Centerline Separation:	26

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

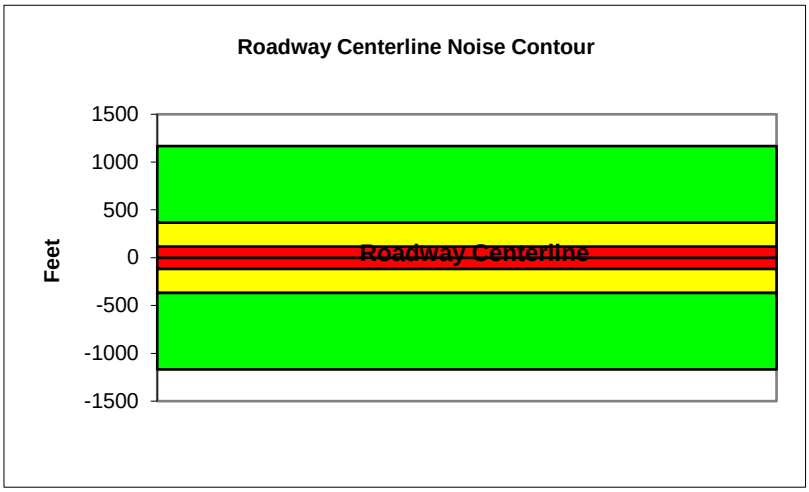
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.6	67.4	65.6	59.5	68.2	68.8
Medium Trucks:	67.6	59.5	53.1	51.6	60.0	60.3
Heavy Trucks:	72.4	60.5	51.4	52.7	62.4	62.5
Vehicle Noise:	**74.8**	**69.0**	**66.1**	**61.1**	**69.7**	**70.2**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1167
65 dBA	369
70 dBA	117
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Hollywood Way		
Road Segment:	South of Empire Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**

Rt View: **90** Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	49,190
Peak Hour Traffic:	**4919**
Vehicle Speed:	40
Centerline Separation:	30

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

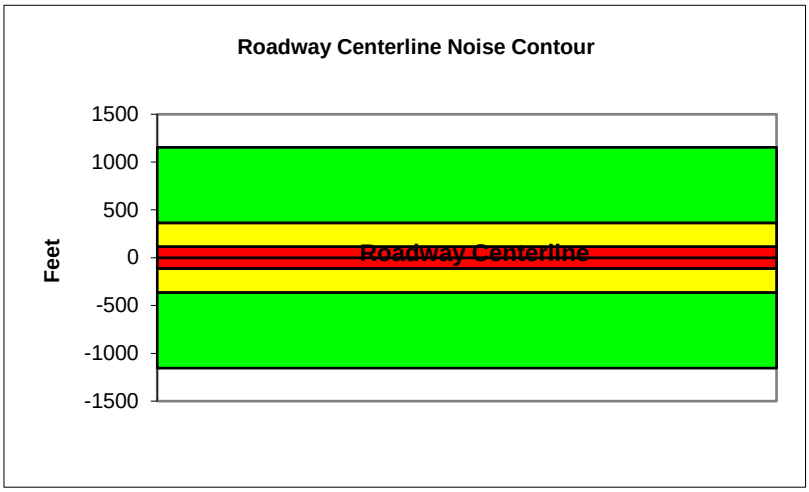
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	58.5	67.3	65.5	59.4	68.1	68.7
Medium Trucks:	67.5	59.4	53.0	51.4	59.9	60.2
Heavy Trucks:	72.3	60.4	51.3	52.5	62.2	62.4
Vehicle Noise:	**74.7**	**68.9**	**65.9**	**61.0**	**69.6**	**70.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	1153
65 dBA	365
70 dBA	115
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Ontario Street		
Road Segment:	Thornton Avenue to Empire Avenue		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	4,959
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**495.9**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	25
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

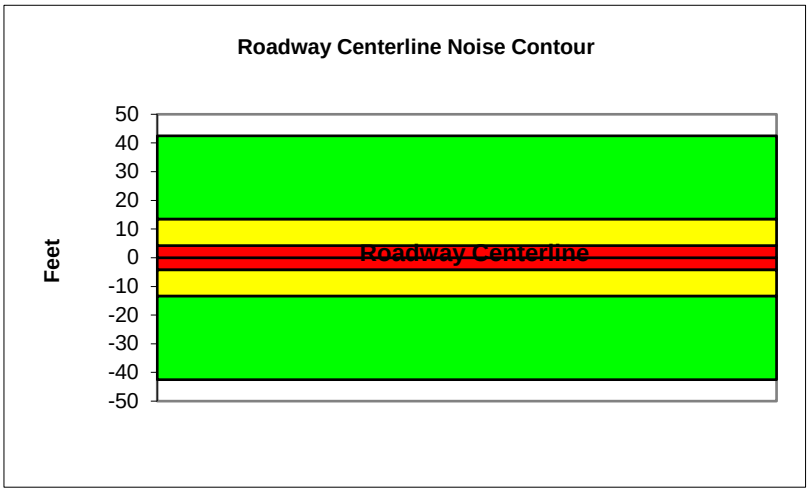
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.8	51.5	49.8	43.7	52.3	52.9
Medium Trucks:	54.4	46.3	40.0	38.4	46.9	47.1
Heavy Trucks:	60.6	48.6	39.6	40.8	51.2	51.3
Vehicle Noise:	**63.2**	**54.8**	**50.7**	**46.9**	**55.4**	**55.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	43
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	North Hollywood Way to Ontario Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	12,717
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1271.7**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	30
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	26
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

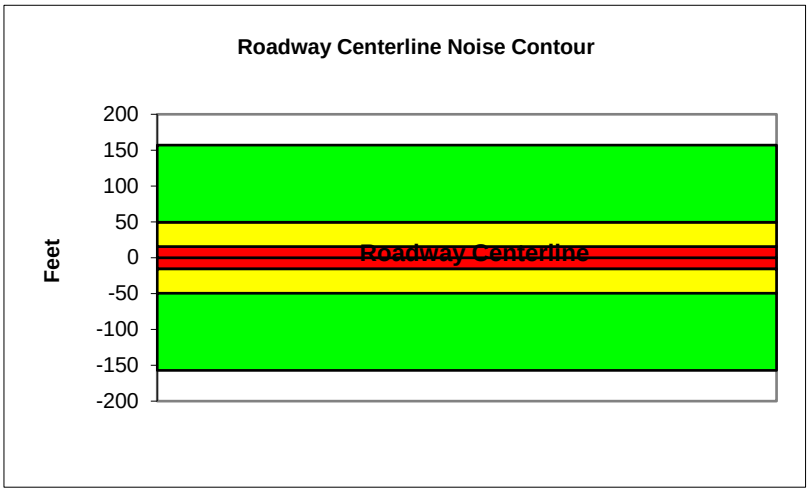
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.1	57.9	56.1	50.0	58.7	59.3
Medium Trucks:	59.7	51.6	45.3	43.7	52.2	52.4
Heavy Trucks:	65.3	53.4	44.4	45.6	55.7	55.8
Vehicle Noise:	**67.9**	**60.4**	**56.8**	**52.5**	**61.0**	**61.5**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	157
65 dBA	50
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	Ontario Street to Buena Vista Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	9,640
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**964**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	30
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

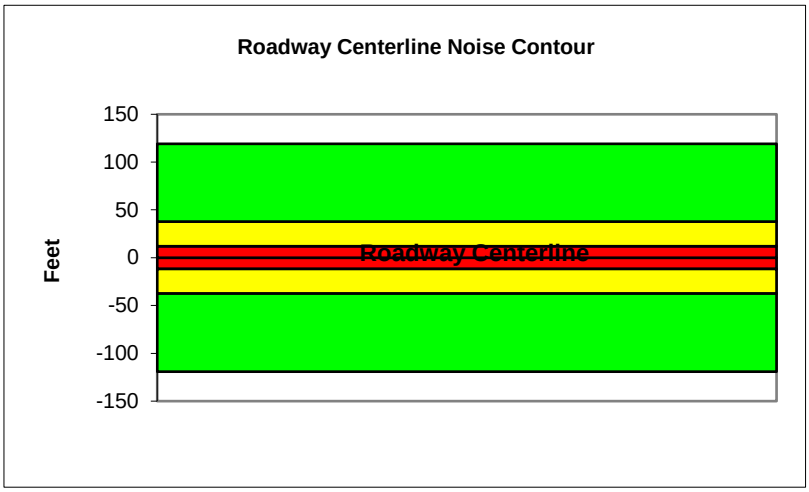
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.9	56.7	54.9	48.8	57.5	58.1
Medium Trucks:	58.5	50.5	44.1	42.5	51.0	51.2
Heavy Trucks:	64.2	52.2	43.2	44.4	54.5	54.7
Vehicle Noise:	**66.7**	**59.2**	**55.7**	**51.3**	**59.9**	**60.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	119
65 dBA	38
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Thornton Avenue		
Road Segment:	East of Buena Vista Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	4,198
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**419.8**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	30
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	24
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE SOURCE ELEVATIONS (Feet)	
Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

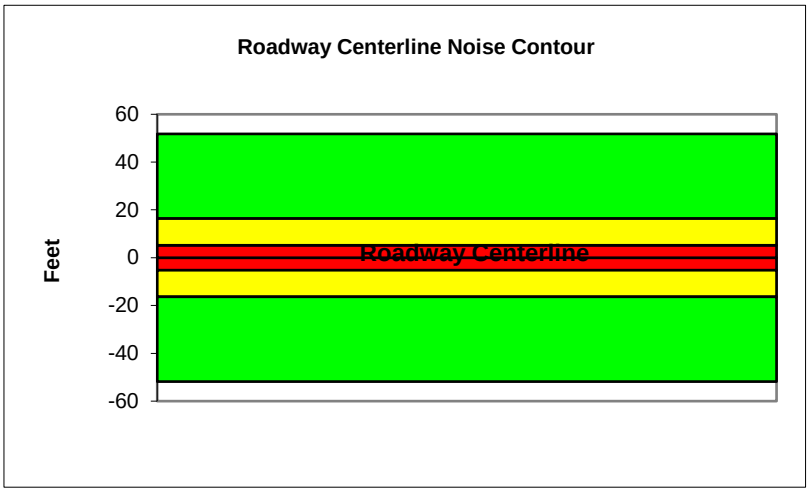
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.3	53.1	51.3	45.2	53.9	54.5
Medium Trucks:	54.9	46.9	40.5	38.9	47.4	47.6
Heavy Trucks:	60.6	48.6	39.6	40.8	50.9	51.0
Vehicle Noise:	**63.1**	**55.6**	**52.0**	**47.7**	**56.3**	**56.7**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	52
65 dBA	16
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	West of Hollywood Way		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	12,473
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1247.3**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	40
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	32
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

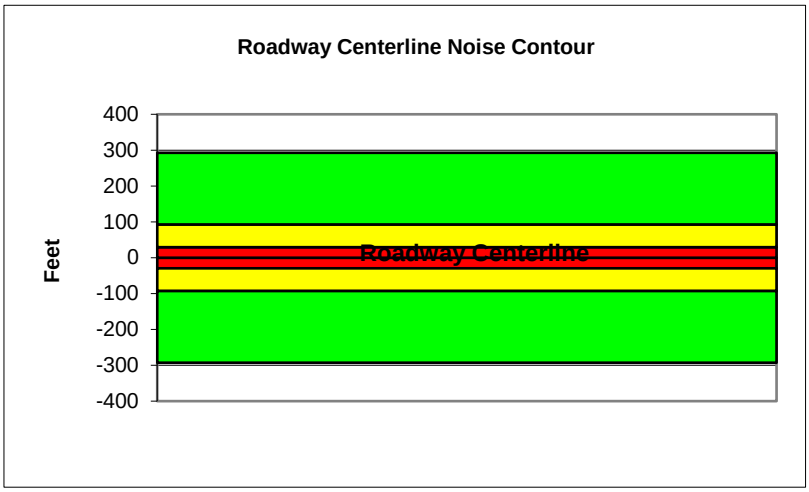
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	52.5	61.3	59.5	53.4	62.1	62.7
Medium Trucks:	61.5	53.4	47.0	45.4	53.9	54.2
Heavy Trucks:	66.3	54.4	45.3	46.5	56.3	56.4
Vehicle Noise:	**68.7**	**62.9**	**59.9**	**55.0**	**63.6**	**64.1**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	293
65 dBA	93
70 dBA	29
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	Hollywood Way to Avon Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	10,575
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1057.5**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	40
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	32
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

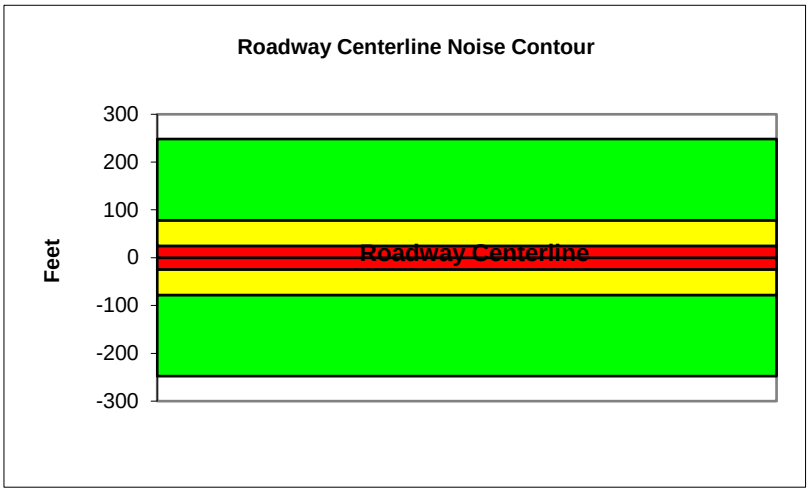
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.8	60.6	58.8	52.7	61.4	62.0
Medium Trucks:	60.7	52.7	46.3	44.7	53.2	53.4
Heavy Trucks:	65.6	53.7	44.6	45.8	55.5	55.7
Vehicle Noise:	**68.0**	**62.2**	**59.2**	**54.3**	**62.9**	**63.3**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	248
65 dBA	78
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	Avon Street to Ontario Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	12,982
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1298.2**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	35
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	32
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

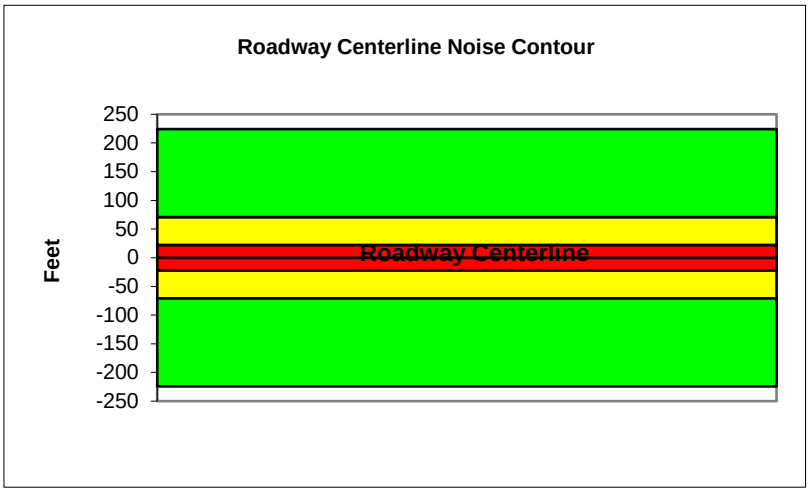
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.0	59.8	58.0	51.9	60.6	61.2
Medium Trucks:	60.7	52.7	46.3	44.7	53.2	53.4
Heavy Trucks:	66.0	54.0	45.0	46.2	56.1	56.2
Vehicle Noise:	**68.4**	**61.8**	**58.6**	**53.9**	**62.4**	**62.9**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	224
65 dBA	71
70 dBA	22
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Empire Avenue		
Road Segment:	East of Ontario Street		

PROJECT DATA		SITE DATA	
Centerline Dist to Barrier	**0**	Road Grade:	0
Barrier (0=wall, 1= berm):	**0**	Average Daily Traffic:	14,583
Receiver Barrier Dist:	**0**	Peak Hour Traffic:	**1458.3**
Centerline Dist. To Observer:	**100**	Vehicle Speed:	35
Barrier Near Lane CL Dist:	**0**	Centerline Separation:	32
Barrier Far lane CL Dist:	**0**		
Pad Elevation:	**0.5**		
Road Elevation:	**0**		
Observer Height (above grade):	**0**		
Barrier Height:	**0**		
Rt View: **90**	Lft View: **-90**		

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

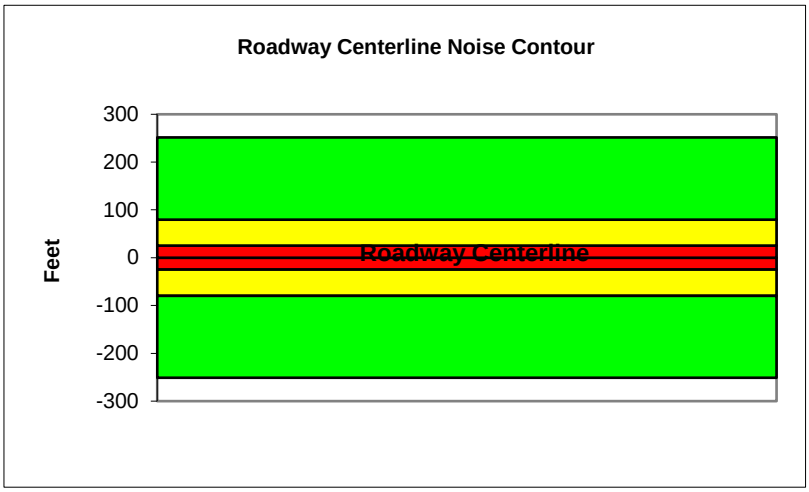
UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	51.5	60.3	58.5	52.4	61.1	61.7
Medium Trucks:	61.2	53.2	46.8	45.2	53.7	53.9
Heavy Trucks:	66.5	54.5	45.5	46.7	56.6	56.7
Vehicle Noise:	**68.9**	**62.3**	**59.1**	**54.4**	**62.9**	**63.4**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	251
65 dBA	79
70 dBA	25
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)

Project Name:	Media Studios Project	Scenario:	Future Plus Project
Analyst:	Ryan Chiene	Job #:	163182
Roadway:	Avon Street		
Road Segment:	North Hollywood Way to Empire Avenue		

PROJECT DATA

Centerline Dist to Barrier	**0**
Barrier (0=wall, 1= berm):	**0**
Receiver Barrier Dist:	**0**
Centerline Dist. To Observer:	**100**
Barrier Near Lane CL Dist:	**0**
Barrier Far lane CL Dist:	**0**
Pad Elevation:	**0.5**
Road Elevation:	**0**
Observer Height (above grade):	**0**
Barrier Height:	**0**
Rt View: **90**	Lft View: **-90**

NOISE SOURCE ELEVATIONS (Feet)

Autos:	**0**
Medium Trucks:	**2.3**
Heavy Trucks:	**8**

SITE DATA

Road Grade:	0
Average Daily Traffic:	4,951
Peak Hour Traffic:	**495.1**
Vehicle Speed:	25
Centerline Separation:	24

NOISE INPUTS

Site conditions **HARD SITE**

FLEET MIX

Type	Day	Evening	Night	Daily
Auto	0.775	0.129	0.096	0.9742
Med. Truck	0.848	0.049	0.103	0.0184
Heavy Truck	0.865	0.027	0.108	0.0074

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	42.8	51.5	49.7	43.7	52.3	52.9
Medium Trucks:	54.4	46.3	40.0	38.4	46.9	47.1
Heavy Trucks:	60.6	48.6	39.6	40.8	51.2	51.3
Vehicle Noise:	**63.2**	**54.8**	**50.7**	**46.9**	**55.4**	**55.8**

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)

Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR

Unmitigated	
60 dBA	43
65 dBA	13
70 dBA	4
Mitigated	
60 dBA	
65 dBA	
70 dBA