

Appendix I

HUD DNL Modeling Results

Freq Weight : A
Time Weight : FAST
Level Range : 40-100
Max dB : 67.8 - 2017/09/05 16:02:05
Level Range : 40-100
SEL : 83.3
Leq : 53.8

No. s	Date Time	(dB)
1	2017/09/05 16:02:04	57.4
2	2017/09/05 16:02:05	55.1
3	2017/09/05 16:02:06	56.5
4	2017/09/05 16:02:07	55.3
5	2017/09/05 16:02:08	52.9
6	2017/09/05 16:02:09	53.6
7	2017/09/05 16:02:10	54.0
8	2017/09/05 16:02:11	54.1
9	2017/09/05 16:02:12	54.2
10	2017/09/05 16:02:13	55.2
11	2017/09/05 16:02:14	56.6
12	2017/09/05 16:02:15	59.4
13	2017/09/05 16:02:16	54.5
14	2017/09/05 16:02:17	53.6
15	2017/09/05 16:02:18	54.0
16	2017/09/05 16:02:19	52.7
17	2017/09/05 16:02:20	52.4
18	2017/09/05 16:02:21	52.9
19	2017/09/05 16:02:22	54.3
20	2017/09/05 16:02:23	55.0
21	2017/09/05 16:02:24	54.5
22	2017/09/05 16:02:25	54.3
23	2017/09/05 16:02:26	54.6
24	2017/09/05 16:02:27	54.4
25	2017/09/05 16:02:28	54.3
26	2017/09/05 16:02:29	55.0
27	2017/09/05 16:02:30	56.1
28	2017/09/05 16:02:31	56.4
29	2017/09/05 16:02:32	55.7
30	2017/09/05 16:02:33	55.2
31	2017/09/05 16:02:34	53.7
32	2017/09/05 16:02:35	53.1
33	2017/09/05 16:02:36	52.0
34	2017/09/05 16:02:37	52.5
35	2017/09/05 16:02:38	52.2
36	2017/09/05 16:02:39	52.3
37	2017/09/05 16:02:40	53.3
38	2017/09/05 16:02:41	52.5
39	2017/09/05 16:02:42	52.3
40	2017/09/05 16:02:43	53.0
41	2017/09/05 16:02:44	54.3
42	2017/09/05 16:02:45	52.8
43	2017/09/05 16:02:46	54.8
44	2017/09/05 16:02:47	55.4
45	2017/09/05 16:02:48	55.9
46	2017/09/05 16:02:49	55.9
47	2017/09/05 16:02:50	57.4
48	2017/09/05 16:02:51	52.2
49	2017/09/05 16:02:52	51.9
50	2017/09/05 16:02:53	51.5
51	2017/09/05 16:02:54	51.9
52	2017/09/05 16:02:55	51.4
53	2017/09/05 16:02:56	51.5
54	2017/09/05 16:02:57	51.5
55	2017/09/05 16:02:58	51.1
56	2017/09/05 16:02:59	51.5
57	2017/09/05 16:03:00	53.0
58	2017/09/05 16:03:01	51.3
59	2017/09/05 16:03:02	52.5
60	2017/09/05 16:03:03	52.1
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79	2017/09/05 16:03:22	51.4
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94	2017/09/05	16:03:37	51.0
95	2017/09/05	16:03:38	51.0
96	2017/09/05	16:03:39	51.0
97	2017/09/05	16:03:40	51.1
98	2017/09/05	16:03:41	51.4
99	2017/09/05	16:03:42	52.0
100	2017/09/05	16:03:43	51.7
101	2017/09/05	16:03:44	52.7
102	2017/09/05	16:03:45	51.2
103	2017/09/05	16:03:46	53.8
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184	2017/09/05	16:05:07	55.4

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400	2017/09/05	16:08:43	49.2
401	2017/09/05	16:08:44	50.7
402	2017/09/05	16:08:45	51.1
403	2017/09/05	16:08:46	52.6
404	2017/09/05	16:08:47	53.4
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857	2017/09/05	16:16:20	52.9
858	2017/09/05	16:16:21	53.4
859	2017/09/05	16:16:22	53.4
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867	2017/09/05	16:16:30	53.1
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899	2017/09/05	16:17:02	52.6
900	2017/09/05	16:17:03	53.2

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Time Weight : FAST
Level Range : 40-100
Max dB : 77.0 - 2017/09/05 16: 30: 18
Level Range : 40-100
SEL : 89.6
Leq : 60.1

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395	2017/09/05	16:31:32	54.7
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813	2017/09/05	16:38:30	57.3
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817	2017/09/05	16:38:34	56.7
818	2017/09/05	16:38:35	60.6
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820	2017/09/05	16:38:37	67.5
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822	2017/09/05	16:38:39	62.7
823	2017/09/05	16:38:40	60.4
824	2017/09/05	16:38:41	60.8
825	2017/09/05	16:38:42	60.8
826	2017/09/05	16:38:43	59.8
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829	2017/09/05	16:38:46	57.1
830	2017/09/05	16:38:47	57.2
831	2017/09/05	16:38:48	56.7
832	2017/09/05	16:38:49	56.8
833	2017/09/05	16:38:50	55.8
834	2017/09/05	16:38:51	54.0
835	2017/09/05	16:38:52	52.9
836	2017/09/05	16:38:53	51.7
837	2017/09/05	16:38:54	53.0
838	2017/09/05	16:38:55	54.2
839	2017/09/05	16:38:56	52.7
840	2017/09/05	16:38:57	53.0
841	2017/09/05	16:38:58	53.1
842	2017/09/05	16:38:59	51.5
843	2017/09/05	16:39:00	51.8
844	2017/09/05	16:39:01	51.5
845	2017/09/05	16:39:02	54.2
846	2017/09/05	16:39:03	55.1
847	2017/09/05	16:39:04	56.8
848	2017/09/05	16:39:05	58.5
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850	2017/09/05	16:39:07	58.9
851	2017/09/05	16:39:08	59.2
852	2017/09/05	16:39:09	59.7
853	2017/09/05	16:39:10	59.5
854	2017/09/05	16:39:11	60.0
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856	2017/09/05	16:39:13	60.1
857	2017/09/05	16:39:14	59.6
858	2017/09/05	16:39:15	59.4
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860	2017/09/05	16:39:17	59.0
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862	2017/09/05	16:39:19	61.7
863	2017/09/05	16:39:20	62.5
864	2017/09/05	16:39:21	64.6
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866	2017/09/05	16:39:23	62.4
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868	2017/09/05	16:39:25	64.8
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Freq Weight : A
Time Weight : FAST
Level Range : 40-100
Max dB : 70.5 - 2017/09/05 17:05:34
Level Range : 40-100
SEL : 80.4
Leq : 50.9

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4	2017/09/05 16:52:12	55.4
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7	2017/09/05 16:52:15	49.1
8	2017/09/05 16:52:16	49.0
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11	2017/09/05 16:52:19	51.4
12	2017/09/05 16:52:20	47.2
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339	2017/09/05	16:57:47	52.4
340	2017/09/05	16:57:48	49.5
341	2017/09/05	16:57:49	49.5
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343	2017/09/05	16:57:51	53.2
344	2017/09/05	16:57:52	51.5
345	2017/09/05	16:57:53	49.0
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347	2017/09/05	16:57:55	53.2
348	2017/09/05	16:57:56	54.8
349	2017/09/05	16:57:57	51.4
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362	2017/09/05	16:58:10	47.9
363	2017/09/05	16:58:11	46.9
364	2017/09/05	16:58:12	47.7
365	2017/09/05	16:58:13	50.4
366	2017/09/05	16:58:14	47.4
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763	2017/09/05	17:04:51	48.7
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767	2017/09/05	17:04:55	49.0
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773	2017/09/05	17:05:01	44.8
774	2017/09/05	17:05:02	47.4
775	2017/09/05	17:05:03	47.4
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805	2017/09/05	17:05:33	47.6
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885	2017/09/05	17:06:53	47.5
886	2017/09/05	17:06:54	47.4
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891	2017/09/05	17:06:59	48.9
892	2017/09/05	17:07:00	52.3
893	2017/09/05	17:07:01	57.3
894	2017/09/05	17:07:02	56.4
895	2017/09/05	17:07:03	54.7
896	2017/09/05	17:07:04	58.6
897	2017/09/05	17:07:05	56.0
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899	2017/09/05	17:07:07	57.9
900	2017/09/05	17:07:08	55.2

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SEL : 93.6
Leq : 64.1

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7	2017/09/05 17: 23: 43	61.6
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719	2017/09/05	17: 35: 35	53. 7
720	2017/09/05	17: 35: 36	52. 9
721	2017/09/05	17: 35: 37	52. 3
722	2017/09/05	17: 35: 38	52. 2
723	2017/09/05	17: 35: 39	57. 1
724	2017/09/05	17: 35: 40	59. 5
725	2017/09/05	17: 35: 41	59. 7
726	2017/09/05	17: 35: 42	62. 9
727	2017/09/05	17: 35: 43	63. 4
728	2017/09/05	17: 35: 44	62. 5
729	2017/09/05	17: 35: 45	62. 6
730	2017/09/05	17: 35: 46	60. 5
731	2017/09/05	17: 35: 47	57. 0
732	2017/09/05	17: 35: 48	55. 4
733	2017/09/05	17: 35: 49	56. 5
734	2017/09/05	17: 35: 50	58. 7
735	2017/09/05	17: 35: 51	58. 9
736	2017/09/05	17: 35: 52	57. 5
737	2017/09/05	17: 35: 53	55. 6
738	2017/09/05	17: 35: 54	60. 1
739	2017/09/05	17: 35: 55	65. 0
740	2017/09/05	17: 35: 56	64. 0
741	2017/09/05	17: 35: 57	59. 5
742	2017/09/05	17: 35: 58	57. 1
743	2017/09/05	17: 35: 59	56. 9
744	2017/09/05	17: 36: 00	58. 7
745	2017/09/05	17: 36: 01	60. 7
746	2017/09/05	17: 36: 02	62. 9
747	2017/09/05	17: 36: 03	68. 9
748	2017/09/05	17: 36: 04	71. 4
749	2017/09/05	17: 36: 05	66. 4
750	2017/09/05	17: 36: 06	66. 6
751	2017/09/05	17: 36: 07	70. 5
752	2017/09/05	17: 36: 08	70. 3
753	2017/09/05	17: 36: 09	68. 3
754	2017/09/05	17: 36: 10	67. 7
755	2017/09/05	17: 36: 11	66. 6
756	2017/09/05	17: 36: 12	67. 4
757	2017/09/05	17: 36: 13	67. 1
758	2017/09/05	17: 36: 14	66. 3
759	2017/09/05	17: 36: 15	66. 5
760	2017/09/05	17: 36: 16	65. 8
761	2017/09/05	17: 36: 17	67. 3
762	2017/09/05	17: 36: 18	68. 4
763	2017/09/05	17: 36: 19	73. 2
764	2017/09/05	17: 36: 20	72. 9
765	2017/09/05	17: 36: 21	67. 5
766	2017/09/05	17: 36: 22	65. 7
767	2017/09/05	17: 36: 23	61. 0
768	2017/09/05	17: 36: 24	58. 9
769	2017/09/05	17: 36: 25	58. 7
770	2017/09/05	17: 36: 26	59. 9
771	2017/09/05	17: 36: 27	62. 0
772	2017/09/05	17: 36: 28	64. 4
773	2017/09/05	17: 36: 29	69. 7
774	2017/09/05	17: 36: 30	69. 6
775	2017/09/05	17: 36: 31	64. 4
776	2017/09/05	17: 36: 32	59. 4
777	2017/09/05	17: 36: 33	55. 1
778	2017/09/05	17: 36: 34	53. 6

779	2017/09/05	17:36:35	51.6
780	2017/09/05	17:36:36	53.1
781	2017/09/05	17:36:37	54.5
782	2017/09/05	17:36:38	56.2
783	2017/09/05	17:36:39	59.5
784	2017/09/05	17:36:40	63.1
785	2017/09/05	17:36:41	65.7
786	2017/09/05	17:36:42	67.4
787	2017/09/05	17:36:43	64.7
788	2017/09/05	17:36:44	64.3
789	2017/09/05	17:36:45	66.9
790	2017/09/05	17:36:46	69.2
791	2017/09/05	17:36:47	63.5
792	2017/09/05	17:36:48	63.6
793	2017/09/05	17:36:49	62.9
794	2017/09/05	17:36:50	59.6
795	2017/09/05	17:36:51	54.5
796	2017/09/05	17:36:52	51.6
797	2017/09/05	17:36:53	51.6
798	2017/09/05	17:36:54	48.3
799	2017/09/05	17:36:55	48.0
800	2017/09/05	17:36:56	46.6
801	2017/09/05	17:36:57	46.6
802	2017/09/05	17:36:58	46.4
803	2017/09/05	17:36:59	46.9
804	2017/09/05	17:37:00	46.9
805	2017/09/05	17:37:01	47.2
806	2017/09/05	17:37:02	48.1
807	2017/09/05	17:37:03	48.4
808	2017/09/05	17:37:04	48.4
809	2017/09/05	17:37:05	47.7
810	2017/09/05	17:37:06	48.3
811	2017/09/05	17:37:07	48.3
812	2017/09/05	17:37:08	50.8
813	2017/09/05	17:37:09	53.5
814	2017/09/05	17:37:10	55.9
815	2017/09/05	17:37:11	58.2
816	2017/09/05	17:37:12	60.1
817	2017/09/05	17:37:13	61.7
818	2017/09/05	17:37:14	59.7
819	2017/09/05	17:37:15	56.4
820	2017/09/05	17:37:16	55.1
821	2017/09/05	17:37:17	54.4
822	2017/09/05	17:37:18	54.4
823	2017/09/05	17:37:19	56.0
824	2017/09/05	17:37:20	57.7
825	2017/09/05	17:37:21	61.4
826	2017/09/05	17:37:22	65.5
827	2017/09/05	17:37:23	68.2
828	2017/09/05	17:37:24	69.0
829	2017/09/05	17:37:25	68.4
830	2017/09/05	17:37:26	68.6
831	2017/09/05	17:37:27	67.7
832	2017/09/05	17:37:28	62.4
833	2017/09/05	17:37:29	60.4
834	2017/09/05	17:37:30	62.0
835	2017/09/05	17:37:31	61.7
836	2017/09/05	17:37:32	64.3
837	2017/09/05	17:37:33	63.9
838	2017/09/05	17:37:34	59.3
839	2017/09/05	17:37:35	60.3
840	2017/09/05	17:37:36	57.4
841	2017/09/05	17:37:37	58.4
842	2017/09/05	17:37:38	61.1
843	2017/09/05	17:37:39	63.3
844	2017/09/05	17:37:40	63.4
845	2017/09/05	17:37:41	57.8
846	2017/09/05	17:37:42	53.0
847	2017/09/05	17:37:43	50.8
848	2017/09/05	17:37:44	48.3
849	2017/09/05	17:37:45	48.6
850	2017/09/05	17:37:46	48.0
851	2017/09/05	17:37:47	48.1
852	2017/09/05	17:37:48	49.0
853	2017/09/05	17:37:49	49.4
854	2017/09/05	17:37:50	50.8
855	2017/09/05	17:37:51	50.0
856	2017/09/05	17:37:52	51.9
857	2017/09/05	17:37:53	52.6
858	2017/09/05	17:37:54	56.1
859	2017/09/05	17:37:55	59.6
860	2017/09/05	17:37:56	68.7
861	2017/09/05	17:37:57	67.3
862	2017/09/05	17:37:58	60.5
863	2017/09/05	17:37:59	54.5
864	2017/09/05	17:38:00	52.6
865	2017/09/05	17:38:01	55.2
866	2017/09/05	17:38:02	57.0
867	2017/09/05	17:38:03	58.4
868	2017/09/05	17:38:04	60.4
869	2017/09/05	17:38:05	61.3
870	2017/09/05	17:38:06	63.3
871	2017/09/05	17:38:07	63.0
872	2017/09/05	17:38:08	63.3
873	2017/09/05	17:38:09	63.0
874	2017/09/05	17:38:10	61.7
875	2017/09/05	17:38:11	61.4
876	2017/09/05	17:38:12	66.6
877	2017/09/05	17:38:13	68.3

878	2017/09/05	17: 38: 14	62. 7
879	2017/09/05	17: 38: 15	60. 3
880	2017/09/05	17: 38: 16	61. 5
881	2017/09/05	17: 38: 17	59. 5
882	2017/09/05	17: 38: 18	58. 9
883	2017/09/05	17: 38: 19	58. 0
884	2017/09/05	17: 38: 20	60. 6
885	2017/09/05	17: 38: 21	61. 8
886	2017/09/05	17: 38: 22	62. 2
887	2017/09/05	17: 38: 23	59. 6
888	2017/09/05	17: 38: 24	52. 8
889	2017/09/05	17: 38: 25	49. 4
890	2017/09/05	17: 38: 26	46. 8
891	2017/09/05	17: 38: 27	46. 8
892	2017/09/05	17: 38: 28	46. 1
893	2017/09/05	17: 38: 29	45. 8
894	2017/09/05	17: 38: 30	46. 3
895	2017/09/05	17: 38: 31	48. 6
896	2017/09/05	17: 38: 32	51. 6
897	2017/09/05	17: 38: 33	52. 3
898	2017/09/05	17: 38: 34	52. 8
899	2017/09/05	17: 38: 35	53. 1
900	2017/09/05	17: 38: 36	54. 4



NM4

Highway 1

NM3


NM1


Rio Rd

NM2

Crossroads Boulevard

Carmel Center Pl

 Project Location

 Noise Measurement Location

0 100 200 N
Feet

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 12/22/2017
 Case Description: Site Prep

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	60.1	60.0	60.0

Description	Land Use	Spec Impact Device	Actual Usage (%)	Equipment		
				Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Scraper	No	40	83.6	80.0	0.0	
Grader	No	40	85.0	80.0	0.0	
Tractor	No	40	84.0	80.0	0.0	

Equipment	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Scraper	79.5	75.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Grader	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Tractor	79.9	75.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	80.9	80.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Inn	Residential	53.8	53.8	53.8

Description	Land Use	Spec Impact Device	Actual Usage (%)	Equipment		
				Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 12/22/2017

Case Description: Grading

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residences	Residential	60.1	60.0	60.0

Equipment

Description	Device	Spec Usage (%)	Actual Lmax (dBA)	Receptor Lmax (dBA)	Estimated Distance (feet)	Shielding (dBA)
Backhoe	No	40	77.6	80.0	0.0	
Grader	No	40	85.0	80.0	0.0	
Dozer	No	40	81.7	80.0	0.0	
Tractor	No	40	84.0	80.0	0.0	

Results

Equipment Lmax Leq	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe N/A	73.5	69.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Grader N/A	80.9	76.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer N/A	77.6	73.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tractor N/A	79.9	75.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total N/A	80.9	80.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Inn	Residential	53.8	53.8	53.8

Equipment

Spec	Actual	Receptor	Estimated
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N/A

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Inn	Residential	53.8	53.8	53.8

Equipment

Description	Impact Device	Usage (%)	Spec Actual		Receptor Estimated		Shielding (dBA)
			Lmax (dBA)	Lmax (dBA)	Distance (feet)		
Welder / Torch	No	40	40	74.0	110.0		0.0
Welder / Torch	No	40	40	74.0	110.0		0.0
Backhoe	No	40	40	77.6	110.0		0.0
Crane	No	16	16	80.6	110.0		0.0
All Other Equipment > 5 HP	No	50	50	85.0	110.0		0.0
All Other Equipment > 5 HP	No	50	50	85.0	110.0		0.0
Welder / Torch	No	40	40	74.0	110.0		0.0
Generator	No	50	50	80.6	110.0		0.0

Results

Equipment Lmax Leq	Noise Limits (dBA)						Noise Limit Exceedance (dBA)							
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Welder / Torch N/A N/A	67.2	63.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch N/A N/A	67.2	63.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Backhoe N/A	70.7	66.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane N/A	73.7	65.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP N/A N/A	78.2	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
All Other Equipment > 5 HP N/A N/A	78.2	75.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Welder / Torch N/A N/A	67.2	63.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Generator N/A	73.8	70.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	78.2	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

N/A

N/A

Total	82.7	79.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
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N/A

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DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](#).

Guidelines

- To display the Road and/or Rail DNL calculator(s), click on the "Add Road Source" and/or "Add Rail Source" button(s) below.
- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	Site 1 Existing Conditions
Record Date	12/16/2017
User's Name	SL

Road # 1 Name:	Rio Rd
-----------------------	---------------

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	85	85	85
Distance to Stop Sign			
Average Speed	25	25	25
Average Daily Trips (ADT)	10564	334	222
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	58.1665	53.1657	64.7471
Calculate Road #1 DNL	65.8709	Reset	

Road # 2 Name: **Via Nona Marie**

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	265	265	265
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	2413	76	51
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	47.2689	42.2515	50.9519

Calculate Road #2 DNL 52.906 Reset

Road # 3 Name:

SR 1

Road #3

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

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Distance to Stop Sign

Update browser (<http://browser-update.org/update-browser.html#24:www.hudexchange.info>)

Average Speed Ignore (<http://browser-update.org/block-ignore-browser-update-warning.html>)

Average Daily Trips (ADT)

14181

448

299

Night Fraction of ADT

15

15

15

Road Gradient (%)

2

Vehicle DNL

48.2365

43.2322

49.7261

Calculate Road #3 DNL

52.5809

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all Road and Rail sources

66.3456

Combined DNL including Airport

N/A

Site DNL with Loud Impulse Sound

Calculate

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

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DNL Calculator

The Day/Night Noise Level Calculator is an electronic assessment tool that calculates the Day/Night Noise Level (DNL) from roadway and railway traffic. For more information on using the DNL calculator, view the [Day/Night Noise Level Calculator Electronic Assessment Tool Overview \(/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/\)](/programs/environmental-review/daynight-noise-level-electronic-assessment-tool/).

Guidelines

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- All Road and Rail input values must be positive non-decimal numbers.
- All Road and/or Rail DNL value(s) must be calculated separately before calculating the Site DNL.
- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
- **Note #1:** Tooltips, containing field specific information, have been added in this tool and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	Site 1 Existing +Project
Record Date	12/16/2017
User's Name	SL

Road # 1 Name:	Rio Rd
-----------------------	---------------

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	85	85	85
Distance to Stop Sign			
Average Speed	25	25	25
Average Daily Trips (ADT)	9291	293	196
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	57.6088	52.5969	64.2062
Calculate Road #1 DNL	65.3262	Reset	

Road # 2 Name: **Via Nona Marie**

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	265	265	265
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	2537	80	53
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	47.4866	42.4743	51.119
Calculate Road #2 DNL	53.0885	Reset	

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Update browser (<http://browser-update.org/update-browser.html#24:www.hudexchange.info>)

Ignore (<http://browser-update.org/block-ignore-browser-update-warning.html>)

Road # 3 Name:

SR 1

Road #3

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	1040	1040	1040
Distance to Stop Sign			
Average Speed	45	45	45
Average Daily Trips (ADT)	12388	391	261
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	47.6494	42.6412	49.1358
Calculate Road #3 DNL	51.9918	Reset	

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all
Road and Rail sources

65.8332

Combined DNL including Airport

N/A

Site DNL with Loud Impulse Sound

Calculate

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
 - Increase mitigation in the building walls (only effective if no outdoor, noise sensitive areas)
 - Reconfigure the site plan to increase the distance between the noise source and noise-sensitive uses
 - Incorporate natural or man-made barriers. See *The Noise Guidebook* (</resource/313/hud-noise-guidebook/>)
 - Construct noise barrier. See the **Barrier Performance Module** (</programs/environmental-review/bpm-calculator/>)

Tools and Guidance

Day/Night Noise Level Assessment Tool User Guide (</resource/3822/day-night-noise-level-assessment-tool-user-guide/>)

Day/Night Noise Level Assessment Tool Flowcharts (</resource/3823/day-night-noise-level-assessment-tool-flowcharts/>)

Home (/) > Programs (/programs/) > Environmental Review (/programs/environmental-review/) > DNL Calculator

DNL Calculator

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- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	Site 1 Cumulative
Record Date	12/22/2017
User's Name	SL

Road # 1 Name:	Rio Rd
-----------------------	--------

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	85	85	85
Distance to Stop Sign			
Average Speed	25	25	25
Average Daily Trips (ADT)	11894	376	250
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	58.6815	53.6801	65.263
Calculate Road #1 DNL	66.3866	Reset	

Road # 2 Name:

Via Nona Marie

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	265	265	265
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	3325	105	70
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	48.6613	43.6552	52.3272

Calculate Road #2 DNL

54.2871

Reset

Your web browser (Chrome 44) is out of date. Update your browser

Road #3 Name: SR 1 (north)
For more security, speed and the best experience on this site.

Update browser (<http://browser-update.org/update-browser.html#24:www.hudexchange.info>)

Road #3

Ignore (<http://browser-update.org/block-ignore-browser-update-warning.html>)

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

Effective Distance

1040

1040

1040

Distance to Stop Sign

Average Speed

45

45

45

Average Daily Trips (ADT)

16720

528

352

Night Fraction of ADT

15

15

15

Road Gradient (%)

2

Vehicle DNL

48.9518

43.9458

50.4348

Calculate Road #3 DNL

53.2927

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all
Road and Rail sources

66.9122

Combined DNL including Airport

N/A

Site DNL with Loud Impulse Sound

Calculate

Mitigation Options

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Tools and Guidance

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DNL Calculator

Site ID	Site 1 Cumulative + project
Record Date	12/22/2017
User's Name	SL

Road # 1 Name:	Rio Rd
-----------------------	--------

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	85	85	85
Distance to Stop Sign			
Average Speed	25	25	25
Average Daily Trips (ADT)	11448	362	241
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	58.5155	53.5153	65.1038
Calculate Road #1 DNL	66.2261	Reset	

Road # 2 Name:

Via Nona Marie

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	265	265	265
Distance to Stop Sign			
Average Speed	35	35	35
Average Daily Trips (ADT)	2556	81	54
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	47.519	42.5282	51.2001

Calculate Road #2 DNL

53.1566

Reset

Road # 3 Name:

SR 1 (north)

Road #3

Your web browser (Chrome 44) is out of date. Update your browser

Vehicle Type

Cars

Medium Trucks

Heavy Trucks

for more security, speed and the best experience on this site.

Effective Distance

1040

1040

1040

Update browser (<http://browser-update.org/update-browser.html#24:www.hudexchange.info>)

Distance to Stop Sign

Ignore (<http://browser-update.org/block-ignore-browser-update-warning.html>)

Average Speed

45

45

45

Average Daily Trips (ADT)

17195

543

362

Night Fraction of ADT

15

15

15

Road Gradient (%)

2

Vehicle DNL

49.0735

44.0674

50.5565

Calculate Road #3 DNL

53.4144

Reset

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all
Road and Rail sources

66.7197

Combined DNL including Airport

N/A

Site DNL with Loud Impulse Sound

Calculate

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

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- All checkboxes that apply must be checked for vehicles and trains in the tables' headers.
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DNL Calculator

Site ID	Site 2 Existing
Record Date	12/16/2017
User's Name	SL

Road # 1 Name:	Rio Rd
----------------	--------

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	58	58	58

Distance to Stop Sign			
Average Speed	25	25	25
Average Daily Trips (ADT)	8759	277	184
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	59.8426	54.8429	66.4217
Calculate Road #1 DNL	67.5459	Reset	

Road # 2 Name:

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	105	105	105
Distance to Stop Sign			
Average Speed	45	45	45
Average Daily Trips (ADT)	11362	359	239
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	62.2116	57.208	63.691
Calculate Road #2 DNL	66.5509	Reset	

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all
Road and Rail sources

70.0484

Combined DNL including Airport

N/A

Site DNL with Loud Impulse Sound

Calculate

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

- **No Action Alternative:** Cancel the project at this location
- **Other Reasonable Alternatives:** Choose an alternate site
- **Mitigation**
 - Contact your Field or Regional Environmental Officer (</programs/environmental-review/hud-environmental-staff-contacts/>)
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DNL Calculator

Site ID	Site 2 Existing + Project
Record Date	12/18/2017
User's Name	SL

Road # 1 Name:	Rio Rd
----------------	--------

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	58	58	58

Distance to Stop Sign			
Average Speed	25	25	25
Average Daily Trips (ADT)	10574	334	223
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	60.6605	55.6555	67.2565
Calculate Road #1 DNL	68.3771	Reset	

Road # 2 Name:

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	105	105	105
Distance to Stop Sign			
Average Speed	45	45	45
Average Daily Trips (ADT)	11628	367	245
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	62.3121	57.3038	63.7987
Calculate Road #2 DNL	66.6546	Reset	

Airport Noise Level	<input type="text"/>
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No
Combined DNL for all Road and Rail sources	70.5881
Combined DNL including Airport	N/A
Site DNL with Loud Impulse Sound	<input type="text"/>

[Calculate](#)

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

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- **Mitigation**
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Update browser (<http://browser-update.org/update-browser.html#2.2.0>, www.hudexchange.info/updates/updates.html) and may be accessed by hovering over all the respective data fields (site identification, roadway and railway assessment, DNL calculation results, roadway and railway input variables) with the mouse.
- **Note #1:** Ignored (http://browser-update.org/), blocking browser update warning (http://www.hudexchange.info/updates/updates.html)
- **Note #2:** DNL Calculator assumes roadway data is always entered.

DNL Calculator

Site ID	Site 2 Cumulative
Record Date	12/28/2017
User's Name	SL

Road # 1 Name:

Rio Rd

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	58	58	58
Distance to Stop Sign			
Average Speed	25	25	25
Average Daily Trips (ADT)	9994	316	210
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	60.4155	55.4149	66.9957
Calculate Road #1 DNL	68.1196	Reset	

Road # 2 Name:

SR 1 (South)

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	105	105	105
Distance to Stop Sign			
Average Speed	45	45	45
Average Daily Trips (ADT)	14706	464	310
Night Fraction of ADT	15	15	15
Road Gradient (%)			2

Vehicle DNL	63.332	58.3223	64.8207
Calculate Road #2 DNL	67.6754	Reset	
Add Road Source	Add Rail Source		
Airport Noise Level	<input type="text"/>		
Loud Impulse Sounds?	<input type="radio"/> Yes <input type="radio"/> No		
Combined DNL for all Road and Rail sources	70.8975		
Combined DNL including Airport	N/A		
Site DNL with Loud Impulse Sound	<input type="text"/>		
Calculate			

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If your site DNL is in Excess of 65 decibels, your options are:

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DNL Calculator

Site ID	Site 2 Cumulative
Record Date	12/22/2017
User's Name	SL
Road # 1 Name:	Rio Rd (west)

Road #1

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	58	58	58
Distance to Stop Sign			
Average Speed	25	25	25
Average Daily Trips (ADT)	10792	341	227
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	60.7491	55.7456	67.3337
Calculate Road #1 DNL	68.4566	Reset	

Road # 2 Name:

Road #2

Vehicle Type	Cars <input checked="" type="checkbox"/>	Medium Trucks <input checked="" type="checkbox"/>	Heavy Trucks <input checked="" type="checkbox"/>
Effective Distance	105	105	105
Distance to Stop Sign			
Average Speed	45	45	45
Average Daily Trips (ADT)	14972	473	315
Night Fraction of ADT	15	15	15
Road Gradient (%)			2
Vehicle DNL	63.4099	58.4057	64.8902

Calculate Road #2 DNL

Add Road Source

Add Rail Source

Airport Noise Level

Loud Impulse Sounds?

Yes No

Combined DNL for all
Road and Rail sources

71.1031

Combined DNL including Airport

N/A

Site DNL with Loud Impulse Sound

Calculate

Mitigation Options

If your site DNL is in Excess of 65 decibels, your options are:

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- **Other Reasonable Alternatives:** Choose an alternate site
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Tools and Guidance

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Vibration Analysis

$$PPV \text{ (in/sec)} = PPV \text{ (ref)} * (25/D)^{1.5}$$

Where PPV = Peak Particle Velocity
(ref) = PPV at the reference distance of 25 feet
D = distance to the receptor

Equipment = Large Dozer

$$PPV(\text{ref}) = 0.089 \text{ in/sec}$$

$$D = 80 \text{ feet}$$

$$PPV \text{ at receptor} = 0.016 \text{ in/sec}$$

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

$$\text{Therefore estimated RMS velocity} = 0.004 \text{ in/sec}$$

$$\text{Receptor Lv} = 72 \text{ VdB}$$

Equipment = Loaded truck

$$PPV(\text{ref}) = 0.076 \text{ in/sec}$$

$$D = 80 \text{ feet}$$

$$PPV \text{ at receptor} = 0.013 \text{ in/sec}$$

PPV is 1.7x to 6x larger than RMS velocity
Assume typical conversion factor of 4 PPV:RMS

$$\text{Therefore estimated RMS velocity} = 0.003 \text{ in/sec}$$

$$\text{Receptor Lv} = 70 \text{ VdB}$$

Source: Chapter 12 Noise and Vibration During Construction in
Transit Noise and Vibration Assessment, April 1995
Harris Miller Miller & Hanson, Inc.
Prepared For: USDOT Federal Transit Administration

Vibration Source Levels For Construction Equipment

Equipment	PPV at 25 ft (in/sec)	Approximate Lv at 25 feet *
Impact Pile Drive upper range	1.518	112
typical	0.644	104
Sonic Pile Drive upper range	0.734	105
typical	0.17	93
drop (slurry wall)	0.202	94
Hydromill in soil	0.008	66
(slurry wall in rock)	0.017	75
Vibratory Roller	0.21	94
Hoe Ram	0.089	87
large	0.089	87
Bulldozer small	0.003	58
Caisson drilling	0.089	87
Loaded trucks	0.076	86
Jackhammer	0.035	79

School Building

* RMS Velocity in decibels VdB with Vref of 1E-6 in/sec and PPV:RMS of ~4

Criterion

US Bureau of Mines, 1971	
PPV, in/sec	Degree of Damage
<2	Safe
2 - 4	Plaster Cracking
4 - 7	Minor Damage
>7	Major Damage

Canmet, Bauer, and Calder, 1977		
Equipment	PPV Threshold, in/sec	Type of Damage
Rigid Mercury Switches	0.5	Trip Out
House	2	Cracked Plaster
Concrete Block	8	Crack in Block
Cased Drill Holes	15	Horizontal Offset
Pumps, Compressors	40	Shaft Misalignment

Human Response Criteria

Level, Lv in VdB	Equivalent Noise Level, dBA		Human Response
	Low Freq (30Hz)	Hi Freq (60 Hz)	
65	25	40	Approximate threshold of perception, low-freq inaudible, but mid-freq excessive for sleeping
75	35	50	Approx. dividing line between barely perceptible and clearly perceptible. Annoying vibration for most people. Low-freq acceptable for sleeping areas.
85	45	60	Vibration acceptable only if no more than 2 events/day for residential uses. Low-freq annoying in sleeping areas; mid-freq unacceptable for sensitive uses, including schools and churches.
90	50	65	Difficulty with tasks such as reading computer screens. Generally annoying for commercial uses.

Impact Criteria

Land Use	Lv in VdB		
	Frequent Events (70+/day)	Occasional Events (30-70)	Infrequent (<30 events/day)
Category 1: Vibration Sensitive	65	65	65
Concert Halls	65	65	65
TV Studios	65	65	65
Recording Studios	65	65	65
Category 2: Residences, hotels, sleeping areas	72	75	80
Auditoriums	72	80	80
Theaters	72	80	80
Category 3: Institutional with primarily daytime use only	75	78	83