TABLE 4.5-3:	EXISTING NOISE LEVELS		
Key to Figure 4.7-2	**Noise Monitoring Location**	**Distant from Project Site (feet)**	**Sound Level (dBA, L$_{eq}$)**
AM Peak Hour Period (7:30 to 9:30 a.m.)			
1	Crest Vista Drive and Floral Drive	65	67.1
9	Inner Campus between existing classrooms E5 and E3	Adjacent	61.6
Off-Peak Period			
1	Crest Vista Drive and Floral Drive	65	63.4
2	East side of ELAC Campus along Collegian Avenue	Adjacent	63.9
3	ELAC Campus southern entrance	Adjacent	66.2
4	Child Development Center	Adjacent	60.9
5	Brightwood Elementary School	525	59.1
6	St. Thomas Aquinas School	1,695	63.4
7	649 Floral (Single-Family Residence)	750	54.7
8	Morris K. Hamasaki Elementary School	1,690	58.2
Nighttime (8:30 to 9:30 p.m.)			
4	Child Development Center	Adjacent	54.1
10	2311 Wescott Avenue (Single-Family Residence)	110	54.6
11	Hillside Street and Floral Drive	65	54.2
SOURCE: TAHA, 2010.			

Modeled Vehicular Noise Levels. Vehicular traffic is the predominant noise source in the project vicinity. Using existing traffic volumes provided by the project traffic consultant and the Federal Highway Administration (FHWA) RD-77-108 noise calculation formulas, the CNEL was calculated for various roadway segments near the project site. As shown in **Table 4.5-4**, existing mobile source noise levels in the project area range from 61.5 to 68.2 dBA CNEL.

TABLE 4.5-4: EXISTING COMMUNITY NOISE EQUIVALENT LEVEL /a/	
Roadway Segment	**Estimated CNEL (dBA)**
Floral Drive between Bleakwood Avenue and Collegian Avenue	68.2
Brightwood Street, eastbound from Atlantic Boulevard	61.5
Floral Drive between Mednik Avenue to Bleakwood Avenue	67.7
Floral Drive between Ford Boulevard to Mednik Avenue	67.3
Mednik Avenue, southbound from Floral Drive	67.1
Bleakwood Avenue between Floral Drive and Avenida Cesar Chavez	64.0
Avenida Cesar Chavez between Bleakwood Avenue and Collegian Avenue	66.6
Collegian Avenue between Avenida Cesar Chavez and Floral Drive	65.7
/a/ The predicted CNEL were calculated as peak hour L$_{eq}$ and converted into CNEL using the California Department of Transportation Technical Noise Supplement (October 1998). The conversion involved making a correction for peak hour traffic volumes as a percentage of average daily traffic and a nighttime penalty correction. **SOURCE:** TAHA, 2010.	

Ambient Vibration Levels. There are no stationary sources of vibration located near the project site. Heavy-duty trucks and trains can generate ground-borne vibrations that vary depending on vehicle type, weight, and pavement conditions. Based on field observations, vibration levels from adjacent roadways are not typically perceptible at the project site.