Appendix D Noise Analysis



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THE AVENUE SPECIFIC PLAN NOISE ANALYSIS (REVISED) CITY OF ONTARIO, CALIFORNIA

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THE AVENUE SPECIFIC PLAN NOISE ANALYSIS (REVISED) CITY OF ONTARIO, CALIFORNIA

1.0 EXECUTIVE SUMMARY

This noise study has been completed to determine the noise impacts associated with the development of the proposed The Avenue Specific Plan. Urban Crossroads, Inc. previously prepared a noise study for The Avenue Specific Plan (SPA) in August 2006. Due to the changes in the project's description (increase of intensity) and relocation of land uses, this new noise study has been prepared. The Avenue Specific Plan Amendment proposes an increase of 76,000 square feet of commercial space and 286 dwelling units in addition to the previous plan of 174,000 square feet of commercial space, 2,320 dwelling units and an elementary and middle school. The project site is generally located north of Edison Avenue, east of Carpenter Avenue, south of Schaefer Avenue, and west of Haven Avenue in the City of Ontario.

The purpose of this noise assessment is to evaluate the noise impacts for the project study area and to recommend noise mitigation measures to minimize potential project impacts.

1.1 Off-Site Noise Analysis

This section will specifically address potential impacts related to the <u>increase</u> in project intensity/trip generation and relocation of the commercial and residential in the easterly portions of the project. In other words, this off-site traffic noise analysis is evaluating the "project" as only the net change in additional project-related traffic. To assess the off-site transportation related noise level impacts associated with development of the proposed The Avenue project, traffic noise contours were developed for Existing conditions, Interim Year (2015) and Long Range (2030) Conditions. To be considered a significant noise impact, project traffic must create a noise level increase in the area adjacent to the roadway segment greater than 3 dBA and the resulting noise level must exceed the City of Ontario 65 dBA CNEL exterior noise standard. The previous noise study prepared for The Avenue on August 17, 2006 identified project–related noise impacts ranging from 0.0 to 1.0 dB CNEL. This analysis shows that the noise impacts related to the increase of less than 3.0 dBA CNEL is not considered significant in terms of the



significance criteria utilized in this study. Therefore, the proposed project's contributions to off-site roadway noise increases will not cause a significant impact to an existing or future sensitive noise receptor.

Cumulative increases in traffic noise levels along roadways in the vicinity were estimated by comparing the Year 2030 with project scenario to existing conditions. Noise levels are expected to increase to up to 10.6 dBA CNEL. Based on the previously mention standard of 3 dBA CNEL being considered a significant impact, there are multiple segments within the study area that will increase by more than 3 dBA CNEL, thus the cumulative noise impacts shall be considered potentially significant. Most uses along these study area roads are agricultural and industrial uses. A review of the study area shows that the noise sensitive areas that will be impacted by cumulative growth traffic noise are the existing single family homes adjacent to Archibald Avenue between Chino Avenue and Schaefer Avenue, Chino Avenue east of Archibald Avenue and the multi-family units adjacent to Archibald Avenue north of Chino Avenue and on Chino Avenue east of Archibald.

1.2 On-Site Noise Analysis

The on-site noise analysis indicates that vehicle noise from Schaefer Avenue, Edison Avenue, Archibald Avenue, Turner Avenue and Haven Avenue are the principal sources of community noise that will affect the project site. The analysis concludes that the unmitigated noise levels on many of the street segments for which residences are proposed will exceed the City of Ontario 65 dBA Leq limit for exterior areas. With proper noise mitigation measures, both the exterior and interior noise levels will meet the City of Ontario's 65 dBA Leq and 45 dBA Leq noise standards respectively.

The Ontario Airport is located approximately 4 miles north of the project site, and Chino Airport is located approximately 3 miles southwest of the project site. The project site is located outside both airports 60 dBA CNEL noise contours. Aircraft overflights may be occasionally heard but will not represent a significant noise impact.

Currently, the land on which the project is proposed is used mainly for agriculture. A large portion of the agriculture land use contains dairy farms. One potential noise source from these dairy farms is the machines that are used to mix the feed for the cattle. Measurements taken at fifty (50) feet from the machines for a fifteen (15) minute period show a noise level of 83.5 dBA Leq. The noise



levels will be 71.5 dBA and 65.0 dBA at 200 and 425 feet respectively. These machines are run approximately four times a day, twice in the morning and twice in the evening for fifteen (15) minutes at a time. It is expected that with the development of the New Model Colony that the dairy farms will be removed.

A final noise study should be prepared prior to obtaining building permits for the project. This report would address the detailed exterior and interior noise mitigation requirements based upon precise grading plans and actual building design specifications to meet the City of Ontario standards.

1.3 <u>Construction Noise Analysis</u>

Construction noise is of short-term duration and will not present any long-term impacts on the project site or surrounding area. The site is currently made up of mostly agriculture and sporadic single-family homes and is located in a relatively undeveloped area. The project site is surrounded mainly by other agricultural land-uses and other undeveloped land. Most existing residential areas are located approximately 200 feet north of the site across Schaefer Avenue. Using a drop-off rate of 6 dBA per doubling of distance, noise levels at 200 feet are estimated at 77 dBA. The City of Ontario does not include noise standards for construction-related noise impacts.

Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is by limiting the hours of construction to normal weekday working hours. To minimize the potential short-term noise impacts during construction activities for the proposed project, the following construction noise mitigation measures are recommended:

 During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.



- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
- The construction contractor shall limit all construction-related activities that would result in high noise levels according to the construction hours to be determined by City staff.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.





2.0 INTRODUCTION

This noise study has been completed to determine the noise impacts associated with the development of the proposed The Avenue Specific Plan (proposed project). Urban Crossroads, Inc. previously prepared a noise study for The Avenue Specific Plan (SPA) in August 2006. Due to the changes in the project's description (increase of intensity) and relocation of land uses, this new noise study has been prepared. This study has been prepared to satisfy the City of Ontario noise standards.

2.1 Site Location

The project site is generally located north of Edison Avenue, east of Carpenter Avenue, south of Schaefer Avenue, and west of Haven Avenue in the City of Ontario. Exhibit 2-A illustrates the location of the project site within the study area. The project site currently consists of residential and agricultural land uses.

2.2 Existing On-Site and Surrounding Land Use

The project site is subject to noise from Edison Avenue, Hellman Avenue, Schaefer Avenue, Haven Avenue, and adjacent land uses. Adjacent land uses are currently residential and agricultural.

2.3 Proposed Project

The Avenue Specific Plan Amendment proposes an increase of 76,000 square feet of commercial space and 286 dwelling units in addition to the previous plan of 174,000 square feet of commercial space, 2,320 dwelling units and an elementary and middle school. The project site is presented on Exhibit 2-B. Baseline noise conditions were analyzed in 2005, the date the Notice of Project was published and circulated. Consistent with the applicants' phasing proposals, build out for the project was assumed to be 2015.







The Avenue Specific Plan Noise Study City of Ontario, CA (JN - 02718:08)

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EXHIBIT 2-B SITE PLAN



The Avenue Specific Plan Noise Study City of Ontario, CA (JN - 02718:07)



The purpose of this section is to provide basic information about noise and present some of the terms used in this report.

3.1 <u>Introduction</u>

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm, or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise sources by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear.

3.2 <u>Noise Descriptors</u>

Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. The peak hour Leq is the noise metric used to collect short-term noise level measurement samples and to calculate the Community Noise Equivalent Level (CNEL). This descriptor is listed here for reference only; the City of Ontario relies on the CNEL to assess transportation related impacts on noise sensitive land uses.

The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7 p.m. to 10 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10 p.m. and 7 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure. As identified in the City of Ontario General Plan



Noise Element, the City relies on the CNEL noise level standard to assess transportation related impacts on noise sensitive land uses.

3.3 Traffic Noise Prediction

The level of traffic noise depends on three primary factors: (1) the volume of the traffic, (2) the speed of the traffic, and (3) the number of trucks in the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks. A doubling of the traffic volume (assuming that the speed and truck mix do not change) results in a noise level increase of 3 dBA. The truck mix on a given roadway also has a significant effect on community noise levels. As the number of heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise levels increase. Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires.

Because of the logarithmic nature of traffic noise levels, a doubling of the traffic noise (acoustic energy) results in a noise level increase of 3 dBA. Based on the Federal Highway Administration (FHWA) community noise assessment criteria, this change is considered "barely perceptible."

3.4 <u>Noise Control</u>

Noise control is the process of obtaining an acceptable noise environment for a particular observation point or receiver by controlling the noise source, transmission path, receiver, or all three. This concept is known as the source-path-receiver concept. In general, noise control measures can be applied to any and all of these three elements.

3.5 Ground Absorption

To account for the ground-effect attenuation (absorption), two types of site conditions are commonly used in traffic noise models, soft site and hard site conditions. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. A drop-off rate of 4.5 dBA per doubling of distance is typically observed over soft ground with landscaping, as compared with a 3.0 dBA drop-off rate over hard ground such as asphalt, concrete, stone and very hard packed earth. Based on our experience, soft site



conditions better reflect the predicted noise levels. In addition, Caltrans' research has shown that the use of soft site conditions is more appropriate for the application of the FHWA traffic noise prediction model used in this analysis.

3.6 Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of a road. Noise barriers do little good for homes on a hillside overlooking a road or for buildings which rise above the barrier. A noise barrier can achieve a 5 dBA noise level reduction when it is tall enough to break the line-of-sight.



4.0 NOISE STANDARDS

This section describes the different type of noise standards for each of the appropriate review agencies.

4.1 <u>City of Ontario Noise Element</u>

The Noise Element includes standards for land use compatibility for community noise exposure. Exhibit 4-A presents the General Plan land use and noise compatibility matrix. The County General Plan standards are derived from standards contained in the *General Plan Guidelines*, a publication of the California Office of Planning and Research. These standards are used by many California cities and counties.

The City of Ontario has identified two separate types of noise sources: (1) transportation, and (2) stationary. The City of Ontario has established guidelines for acceptable transportation and stationary community noise levels in the Noise Element of the General Plan taken from the *General Plan Guidelines* used by other cities and counties in California.

4.1.1 <u>Transportation Noise Sources</u>

Table HA-2 of the Noise Element specifies the maximum noise levels allowable for new developments impacted by transportation noise sources such as arterial roads, freeways, airports and railroads. For the purposes of this project, the noise impacts associated with traffic are controlled by the General Plan Noise Element. For noise sensitive uses including residential areas, hotels, motels, transient lodging, hospitals, parks, schools' classrooms the exterior noise levels should remain below 65 dBA CNEL and the interior noise levels should remain below 45 dBA CNEL. The City of Ontario General Plan Noise Element is included in Appendix "A."

4.1.2 <u>Stationary Noise Sources</u>

Section 9-1.3305 of the City's Code has set exterior noise limits to control stationary noise sources such as delivery trucks, trash collection, drive-thru speakerphones, and mechanical ventilation system noise impacts to various land use categories. For



LAND USE AND NOISE COMPATIBILITY MATRIX

	Community Noise Exposure Level L CNEL, dBA				Level Lo	.dn or	
Land Uses Category	55	60	65	70	75	80	
Residential-Low Density Single-Family Dwellings, Duplex, and Mobile Homes							
Residential Multi-family							
Transient Lodging-Motels, Hotels	- <u></u> ,					230	
Schools, Libraries, Churches, Hospitals, Nursing Homes							
Auditoriumș, Concert Halls, Amphitheaters					1000	2.5	
Sports Arena, Outdoor Spectator Sports							
Playgrounds, Neighborhood Parks							
Golf Courses, Riding Stables, Water Recreation, Cemeteries				185			
Office Buildings, Business, Commercial, Professional							
Industrial, Manufacturing, Utilities, Agriculture							



Normally Unacceptable:

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.

Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply system or air conditioning will normally suffice. Outdoor environment will seem noisy.

Specified land use is satisfactory based upon the

assumption that any buildings involved are of normal conventional construction without any special noise

Normally Acceptable:

insulation requirements.

Clearly Unacceptable:

New construction or development should generally not be undertaken. Construction cost to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

SOURCE: California Office of Noise Control



residential areas, the maximum exterior noise level to a receiving land use cannot be exceeded as shown on Table 4-1.

For the purpose of this analysis, the noise impacts associated with the existing feed mixers and the proposed school and commercial uses are controlled by the City's Noise Ordinance. The City of Ontario Noise Ordinance is presented in Appendix "B".

4.2 Levels of Significance

In community noise assessment, changes in noise levels greater than 3 dBA are often identified as "barely perceptible," while changes of 5 dBA are "readily perceptible." In the range of 1 dBA to 3 dBA, people who are very sensitive to noise may perceive a slight change in noise level. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dBA. In a community situation, the noise exposure is extended over a long time period, and changes in noise levels occur over years rather than the immediate comparison made in a laboratory situation. The level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA appears to be appropriate for most people.

For purposes of this study, roadway noise impacts would be considered significant if the project increases noise levels for a noise sensitive land use by 3 dBA CNEL and if: (1) the existing noise levels already exceed the 65 dBA CNEL residential standard, <u>or</u> (2) the project increases noise levels from below the 65 dBA CNEL standard to above 65 dBA CNEL.

The identified City noise levels of significance criteria generally subsume the CEQA thresholds of significance insofar as the City's identified performance criteria were adopted as a part of its update to the City's general plan and are the City's official planning policies by which an impact is deemed to be significant.



TABLE 4-1

MAXIMUM EXTERIOR NOISE LEVELS¹

	NOISE LEVEL (dBA)			
Receiving Land Use Category	10 PM to 7 AM.	7 AM TO 10 PM		
Residential (except multi-family)	45	65		
Multi-famiy residential and mobile home parks	50	65		
Commercial (all C Zones, including AP)	60	65		
Light Industrial (M1, M2)	70	70		
Heavy Industrial (M3)	70	70		

¹ Obtained from Table 33-1 of Section 9-1.3305 of the City of Ontario Code



5.0 EXISTING NOISE LEVEL MEASUREMENTS

To determine the existing noise level environment, noise measurements were taken at four (4) locations in the project study area. Exhibit 5-A provides the boundaries of the project study area and the noise measurement locations. The noise measurements were recorded by Urban Crossroads, Inc. between the hours of 3:40 p.m. and 5:15 p.m. on May 1, 2005. Appendix "C" includes a photo index and study area photos.

5.1 <u>Measurement Procedure and Criteria</u>

Noise measurements were taken using a Larson-Davis Model 824 Type 1 precision sound level meter, programmed in "fast" mode to record noise levels in "A" weighted form. The sound level meter and microphone were mounted on a tripod, five feet above the ground and equipped with a windscreen during all measurements. The sound level meter was calibrated before and after the monitoring using a Larson-Davis calibrator, Model CAL 150. All noise level measurement equipment meets American National Standards Institute (ANSI) specifications for sound level meters (S1.4-1983 identified in Chapter 19.68.020.AA).

5.2 <u>Noise Measurement Locations</u>

The project site currently is used for mainly agriculture and dairy farms and is located in a relatively undeveloped area. The project site is subject to noise from Archibald Avenue, Haven Avenue, Edison Avenue, and farming equipment on-site. Adjacent land uses include sparse single-family homes, agriculture, and vacant unused land.

Noise monitoring locations were selected by Urban Crossroads based on the impact potential. Site 1 is located approximately 50 feet from a feed mixing machine and tractor at one of the dairy farms within the current project site.

Site 2 is located approximately 100 feet from the centerline of Archibald Avenue. Site 3 is located approximately 100 feet from the centerline of Haven Avenue. Site 4 is located approximately 100 feet from the centerline of Edison Avenue. Noise measurements were not taken towards the western portion of the project site due to the fact that there are currently no



EXHIBIT 5-A NOISE MONITORING LOCATIONS



LEGEND: (1) = NOISE MONITORING LOCATION



THE AVENUE SPECIFIC PLAN NOISE STUDY, Ontario, California - 02718: 06.dwg

traffic or other relevant existing noise sources in that area. Exhibit 5-A shows the noise monitoring locations.

5.3 Noise Measurement Results

The results of the noise level measurements are presented in Table 5-1. All noise measurements were monitored for a minimum time period of 10 minutes. The ambient noise measured within the project site exposed to traffic noise ranges from 55.9 to 62.0 dBA Leq. Except for areas near the farming equipment, levels within the project area are not exposed to significant ambient noise levels. The noise monitoring results printouts are included in Appendix "D" and the calculations to convert Leq to CNEL are included in Appendix "E".



TABLE 5-1

EXISTING (AMBIENT) NOISE LEVEL MEASUREMENTS¹

OBSERVER LOCATION ²	DESCRIPTION	TIME OF MEASUREMENT ³	PRIMARY NOISE SOURCE	NOISE LEVELS (Leq dBA)	NOISE LEVELS (Leq CNEL)
1	Located 50 feet from the feed mixing equipment and tractor.	3:43 PM	Mixing Equipment	83.5	
2	Located approximately 100 feet from the centerline of Archibald Avenue.	4:20 PM	Archibald Avenue	62.0	62.5
3	Located approximately 100 feet from the centerline of Haven Avenue.	4:44 PM	Haven Avenue	56.7	57.2
4	Located approximately 100 feet from the centerline of Edison Avenue.	5:03 PM	Edison Avenue	55.9	56.3

¹Noise measurements taken by Urban Crossroads, Inc. on May 1, 2006.

² See Exhibit 5-A for the location of the monitoring sites, and Appendix "C" for Study Area Photos.

³ All locations were monitored for a period of 10 minutes.

⁴ Leq to CNEL conversions are included in Appendix "E".



The following section outlines the methods and procedures used to model and analyze the future traffic noise environment.

6.1 FHWA Traffic Noise Prediction Model

The projected roadway noise impacts from vehicular traffic were projected using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108 (the "FHWA Model"). The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Based on CalTrans methodological approaches, and our professional judgment, soft-site conditions better reflect the projected noise levels. For this particular project, soft-site conditions are not assuming any type of vegetation or heavy landscaping, it is solely based on our best judgment and CalTrans recommendations.

6.2 <u>Traffic Noise Prediction Model Inputs</u>

Table 6-1 presents the FHWA Traffic Noise Prediction Model roadway parameters used in this analysis. Soft site conditions were used to develop the off-site noise contours and analyze noise impacts to the project site. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation. Based on our experience, soft site conditions better reflect the predicted noise levels. In addition, Caltrans' research has shown that the use of soft site conditions is more appropriate for the application of the FHWA traffic noise prediction model for the off-site analysis.



TABLE 6-1

OFF-SITE ROADWAY PARAMETERS

ROADWAY	SEGMENT	ROADWAY CLASSIFICATION ¹	VEHICLE SPEED (MPH)	SITE CONDITIONS
Archibald Avenue	Chino to Schaefer	Divided Arterial Parkway 1	50	Soft
Archibald Avenue	n/o Chino Ave.	Divided Arterial Parkway 1	50	Soft
Archibald Avenue	s/o Edison	Divided Arterial Parkway 1	50	Soft
Chino Avenue	e/o Archibald Ave.	Collector	40	Soft
Chino Avenue	e/o Haven Ave.	Collector	40	Soft
Chino Avenue	w/o Archibald Ave.	Collector	40	Soft
Chino Avenue	w/o Haven Ave.	Collector	40	Soft
Edison Avenue	Archibald to Haven	Divided Arterial Parkway 1A	50	Soft
Edison Avenue	e/o Hamner	Divided Arterial Parkway 1A	50	Soft
Edison Avenue	e/o Haven Ave.	Divided Arterial Parkway 1A	50	Soft
Edison Avenue	Haven to Mill Creek	Divided Arterial Parkway 1A	50	Soft
Edison Avenue	Helman to Archibald	Divided Arterial Parkway 1A	50	Soft
Edison Avenue	Mill Creek to Hamner	Divided Arterial Parkway 1A	50	Soft
Haven Avenue	Chino to Schaefer	Divided Arterial Parkway 2	45	Soft
Haven Avenue	n/o Chino Ave.	Divided Arterial Parkway 2	45	Soft
Haven Avenue	s/o Edison Ave.	Divided Arterial Parkway 2	45	Soft
Haven Avenue	Schaefer to Edison	Divided Arterial Parkway 2	45	Soft
Mill Creek Road	n/o Edison Ave.	Collector	40	Soft
Mill Creek Road	s/o Edison Ave.	Collector	40	Soft
Milliken Avenue	n/o Edison Ave.	Standard Arterial	45	Soft
Milliken Avenue	s/o Edison Ave.	Standard Arterial	45	Soft
Schaefer Avenue	Archibald to Turner	Standard Arterial	45	Soft
Schaefer Avenue	Helman to Archibald	Standard Arterial	45	Soft
Schaefer Avenue	Turner to Haven	Standard Arterial	45	Soft

¹ According to the New Model Colony Cross Streets presented on Exhibit 3-G of *The Avenue Specific Plan Traffic Impact Analysis*.



The average daily traffic volumes used for this study presented in Table 6-2 were obtained from The Avenue Specific Plan Traffic Impact Analysis Report prepared by Urban Crossroads, Inc. on August 27, 2008.

According to the City of Ontario General Plan Circulation Element, Chino Avenue is classified as a Collector Road. Merill Avenue and Riverside Drive are classified as a 4 lane divided standard arterial roads. Archibald Avenue, Edison Avenue, Euclid Avenue, Grove Avenue, Haven Avenue, and Vineyard Avenue are all considered divided arterial parkways. Grove Avenue and Haven Avenue have 4 lanes, Vineyard Avenue has 6 lanes, and Archibald Avenue, Edison Avenue, and Euclid Avenue have 8 lanes.

Table 6-3 presents the hourly traffic flow distributions (vehicle mix) used for this analysis. The vehicle mix is based on the typical southern California required vehicle mix. The vehicle mix provides the hourly distribution percentages of automobile, medium trucks and heavy trucks for input into the FHWA Model.



TABLE 6-2

AVERAGE DAILY TRAFFIC (1000's)¹

		AVERAGE DAILY TRAFFIC (IN 1000's)				
			YEAR 2015		YEAR 2030	
		EXISTING	NO	WITH	NO	WITH
ROADWAY	SEGMENT		PROJECT	PROJECT	PROJECT	PROJECT
Archibald Avenue	Chino to Schaefer	15.1	33.1	33.1	37.4	37.3
Archibald Avenue	n/o Chino Ave.	16.0	31.5	31.4	35.2	35.2
Archibald Avenue	s/o Edison	16.9	44.5	44.5	61.7	61.8
Chino Avenue	e/o Archibald Ave.	6.0	13.4	13.4	18.2	18.2
Chino Avenue	e/o Haven Ave.	-	13.5	13.7	18.5	18.7
Chino Avenue	w/o Archibald Ave.	4.6	11.6	11.6	16.9	16.9
Chino Avenue	w/o Haven Ave.	-	10.4	10.5	15.6	15.7
Edison Avenue	Archibald to Haven	6.4	29.8	30.0	45.2	45.4
Edison Avenue	e/o Hamner	-	55.8	56.2	63.9	64.3
Edison Avenue	e/o Haven Ave.	5.1	56.8	57.3	58.3	58.7
Edison Avenue	Haven to Mill Creek	-	45.9	46.3	51.1	51.5
Edison Avenue	Helman to Archibald	7.7	36.2	36.4	48.1	48.3
Edison Avenue	Hamner	-	56.8	57.3	58.3	58.7
Haven Avenue	Chino to Schaefer	-	28.2	30.9	29.4	32.1
Haven Avenue	n/o Chino Ave.	-	25.4	27.9	26.1	28.6
Haven Avenue	s/o Edison Ave.	-	-	-	24.8	24.9
Haven Avenue	Schaefer to Edison	-	29.9	29.7	33.5	33.6
Mill Creek Road	n/o Edison Ave.	-	10.5	10.5	13.7	13.6
Mill Creek Road	s/o Edison Ave.	-	9.9	9.9	14.5	14.6
Milliken Avenue	n/o Edison Ave.	10.5	28.2	28.2	42.8	42.9
Milliken Avenue	s/o Edison Ave.	10.9	29.8	29.8	39.8	39.8
Schaefer Avenue	Archibald to Turner		5.2	5.2	7.9	7.9
Schaefer Avenue	Helman to Archibald		7.9	8.0	10.7	10.9
Schaefer Avenue	Turner to Haven	-	3.8	4.2	6.4	6.9

¹ According to The Avenue Specific Plan Traffic Impact Analysis by Urban Crossroads, Inc. on August 27, 2008.

² - for nominal volumes or non existing segment.



TABLE 6-3

HOURLY TRAFFIC FLOW DISTRIBUTION¹

MOTOR-VEHICLE TYPE	DAYTIME (7 AM TO 7 PM)	EVENING (7 PM TO 10 PM)	NIGHT (10 PM TO 7 AM)	TOTAL % TRAFFIC FLOW
Automobiles	77.5%	12.9%	9.6%	97.42%
Medium Trucks	84.8%	4.9%	10.3%	1.84%
Heavy Trucks	86.5%	2.7%	10.8%	0.74%

¹ Typical Southern California vehicle mix.



7.0 OFF-SITE NOISE ANALYSIS

The project site is subject to transportation and non-transportation related noise impacts. The existing conditions, potential impacts and mitigation measures related to off-site noise are presented below.

7.1 Existing Off-Site Noise Setting

The existing noise levels in the project area consist primarily of traffic noise from Edison Avenue, Archibald Avenue, and stationary noise from feed mixing machines on current dairy farms. Edison Avenue is located on the southern edge of the project site with a posted speed limit of 55 miles per hour. Archibald Avenue runs north and south and is located in the center of the project site with a posted speed limit of 55 miles per hour. Table 5-1 shows that the noise levels within 316 feet of Edison Avenue and 471 feet of Archibald Avenue currently exceed 65 dBA Leq.

7.2 Off-Site Transportation Related Noise Analysis

This section will specifically address potential impacts related to the <u>increase</u> in project intensity/trip generation and relocation of the commercial and residential in the easterly portions of the project. In other words, this off-site traffic noise analysis is evaluating the "project" as only the net change in additional project-related traffic. To assess the off-site transportation related noise level impacts associated with development of the proposed The Avenue project, traffic noise contours were developed for Existing conditions, Interim Year (2015) and Long Range (2030) Conditions described below:

- <u>Existing</u>: This scenario refers to the existing present-day noise conditions, without construction of the proposed project.
- Year (2015) Without Project: This scenario refers to the background noise conditions at future year 2015 with the currently proposed Specific Plan. This includes the completion of all known reasonable and foreseeable projects within the study area.
- Year (2015) With Project: This scenario refers to the background noise conditions at future year 2015 with the proposed net change in project-related traffic associated with the increase



in land use of 286 dwelling units and 76,000 square feet of commercial use to the currently proposed Specific Plan. This corresponds to the completion of the project buildout along with all known reasonable and foreseeable projects within the study area.

- Year (2030) Without Project: This scenario refers to the background noise conditions at the long range 2030 scenario with the currently proposed Specific Plan.
- Year (2030) With Project: This scenario refers to the background noise conditions at the long range 2030 with the proposed net change in project-related traffic associated with the increase in land use of 286 dwelling units and 76,000 square feet of commercial use to the currently proposed Specific Plan.

Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway. Noise contour boundaries are generally used as a planning tool to assess the compatibility of a land use type in a given area impacted by noise and to assess the need for additional analysis. In addition, the noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels.

Tables 7-1 to 7-5 present the calculated distances from each study area roadway segment to the estimated noise contour boundaries for the 55, 60, 65 and 70 dBA CNEL noise levels. In addition, the reference CNEL dBA noise level measured at a distance of 100 feet provides the estimated noise levels on and adjacent to the project site. The reference noise level is used to provide a consistent uniform measure to estimate the project related noise impacts expressed in CNEL dBA at a constant distance for each roadway segment within the study area. This approach is consistent with the methodology used in the City of Ontario General Plan Noise Element.

Tables 7-2 and 7-3 present the Year 2015 without and with project noise contours and tables 7-4 and 7-5 present the Year 2030 without and with the proposed project land use increase noise contours. Tables 7-2 to 7-5 show a perceptible noise increase in traffic noise for project buildout conditions when compared with existing conditions. The noise level increases are created by the development of other projects, regional growth and the proposed project.

The off-site FHWA model off-site transportation related CNEL noise contour calculations are included in Appendix "F." Project contributions are discussed in the following sections.



EXISTING CONDITIONS NOISE CONTOURS

			DISTANCE TO CONTOUR (FEET)			
ROAD	SEGMENT	CNEL AT 100 FEET (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Archibald Avenue	Chino to Schaefer	65.2	RW	103	222	478
Archibald Avenue	n/o Chino Ave.	65.4	RW	107	231	497
Archibald Avenue	s/o Edison	65.8	RW	114	245	527
Chino Avenue	e/o Archibald Ave.	58.6	RW	RW	80	173
Chino Avenue	e/o Haven Ave.		-	-	-	-
Chino Avenue	w/o Archibald Ave.	57.4	RW	RW	67	145
Chino Avenue	w/o Haven Ave.	-	-	-	-	-
Edison Avenue	Archibald to Haven	61.6	RW	RW	128	276
Edison Avenue	e/o Hamner	-	-	-	-	-
Edison Avenue	e/o Haven Ave.	60.6	RW	RW	110	237
Edison Avenue	Haven to Mill Creek	-	-	-	-	-
Edison Avenue	Helman to Archibald	62.4	RW	RW	145	312
Edison Avenue	Mill Creek to Hamner	-	-	-	-	-
Haven Avenue	Chino to Schaefer	-	-	-	-	-
Haven Avenue	n/o Chino Ave.	-	-	-	_	-
Haven Avenue	s/o Edison Ave.	-	-	-	-	-
Haven Avenue	Schaefer to Edison	-	-	-	-	-
Mill Creek Road	n/o Edison Ave.	-	-	-	-	-
Mill Creek Road	s/o Edison Ave.	-	-	-	-	-
Milliken Avenue	n/o Edison Ave.	63.8	RW	83	178	384
Milliken Avenue	s/o Edison Ave.	63.9	RW	85	183	393
Schaefer Avenue	Archibald to Turner		PER	-	_	
Schaefer Avenue	Helman to Archibald	-	-	-	-	



2015 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

			DISTANCE TO CONTOUR (FEET)			
ROAD	SEGMENT	CNEL AT 100 FEET (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Archibald Avenue	Chino to Schaefer	68.6	81	174	375	807
Archibald Avenue	n/o Chino Ave.	68.4	78	168	362	781
Archibald Avenue	s/o Edison	70.0	101	217	467	1,005
Chino Avenue	e/o Archibald Ave.	62.1	RW	64	137	295
Chino Avenue	e/o Haven Ave.	62.1	RW	64	138	297
Chino Avenue	w/o Archibald Ave.	61.4	RW	58	125	268
Chino Avenue	w/o Haven Ave.	61.0	RW	54	116	249
Edison Avenue	Archibald to Haven	68.3	RW	166	357	769
Edison Avenue	e/o Hamner	71.0	117	252	542	1,169
Edison Avenue	e/o Haven Ave.	71.1	118	255	549	1,183
Edison Avenue	Haven to Mill Creek	70.2	103	221	476	1,026
Edison Avenue	Helman to Archibald	69.1	88	189	407	876
Edison Avenue	Mill Creek to Hamner	71.1	118	255	549	1,183
Haven Avenue	Chino to Schaefer	66.6	RW	128	275	593
Haven Avenue	n/o Chino Ave.	66.1	RW	119	257	553
Haven Avenue	s/o Edison Ave.	-	-	-	-	-
Haven Avenue	Schaefer to Edison	66.9	RW	133	286	617
Mill Creek Road	n/o Edison Ave.	61.0	RW	54	117	251
Mill Creek Road	s/o Edison Ave.	60.7	RW	52	112	241
Milliken Avenue	n/o Edison Ave.	68.1	RW	160	344	742
Milliken Avenue	s/o Edison Ave.	68.3	77	166	357	769
Schaefer Avenue	Archibald to Turner	59.2	RW	RW	89	191
Schaefer Avenue	Helman to Archibald	61.0	RW	RW	117	252
Schaefer Avenue	Turner to Haven	57.9	RW	RW	72	155



			DISTANCE TO CONTOUR (FEET)			
ROAD	SEGMENT	CNEL AT 100 FEET (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Archibald Avenue	Chino to Schaefer	68.6	81	174	375	807
Archibald Avenue	n/o Chino Ave.	68.4	78	168	362	779
Archibald Avenue	s/o Edison	70.0	101	217	467	1,005
Chino Avenue	e/o Archibald Ave.	62.1	RW	64	137	295
Chino Avenue	e/o Haven Ave.	62.2	RW	65	139	300
Chino Avenue	w/o Archibald Ave.	61.4	RW	58	125	268
Chino Avenue	w/o Haven Ave.	61.0	RW	54	117	251
Edison Avenue	Archibald to Haven	68.3	RW	166	359	773
Edison Avenue	e/o Hamner	71.0	117	253	545	1,174
Edison Avenue	e/o Haven Ave.	71.1	119	256	552	1,190
Edison Avenue	Haven to Mill Creek	70.2	103	222	479	1,032
Edison Avenue	Helman to Archibald	69.2	88	189	408	879
Edison Avenue	Mill Creek to Hamner	71.1	119	256	552	1,190
Haven Avenue	Chino to Schaefer	67.0	63	136	293	630
Haven Avenue	n/o Chino Ave.	66.6	RW	127	273	589
Haven Avenue	s/o Edison Ave.	-		-		
Haven Avenue	Schaefer to Edison	66.8	RW	132	285	614
Mill Creek Road	n/o Edison Ave.	61.0	RW	54	117	251
Mill Creek Road	s/o Edison Ave.	60.7	RW	52	112	241
Milliken Avenue	n/o Edison Ave.	68.1	RW	160	344	742
Milliken Avenue	s/o Edison Ave.	68.3	77	166	357	769
Schaefer Avenue	Archibald to Turner	59.2	RW	RW	89	191
Schaefer Avenue	Helman to Archibald	61.1	RW	55	118	255
Schaefer Avenue	Turner to Haven	58.3	RW	RW	77	166

2015 WITH PROJECT CONDITIONS NOISE CONTOURS



NA STREAM AN	ika menangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangkan pengangka		DISTANCE TO CONTOUR (FEET)			
ROAD	SEGMENT	CNEL AT 100 FEET (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Archibald Avenue	Chino to Shaefer	69.1	88	189	406	875
Archibald Avenue	n/o Chino Ave.	68.9	84	181	390	841
Archibald Avenue	s/o Edison Ave.	71.5	125	269	580	1,250
Chino Avenue	e/o Archibald Ave.	63.4	RW	78	168	362
Chino Avenue	e/o Haven Ave.	63.5	RW	79	170	366
Chino Avenue	w/o Archibald Ave.	63.1	RW	74	160	345
Chino Avenue	w/o Haven Ave.	62.7	RW	70	152	327
Edison Avenue	Archibald to Haven	70.1	102	219	471	1,016
Edison Avenue	e/o Hamner	71.6	128	276	594	1,279
Edison Avenue	e/o Haven Ave.	71.2	120	259	559	1,203
Edison Avenue	Haven to Mill Creek	70.6	110	237	512	1,102
Edison Avenue	Helman to Archibald	70.4	106	228	491	1,059
Edison Avenue	Mill Creek to Hamner	71.2	120	259	559	1,203
Haven Avenue	chaefer to Edison	67.3	67	143	309	665
Haven Avenue	Chino to Schaefer	66.8	RW	131	283	610
Haven Avenue	n/o Chino Ave.	66.3	RW	121	261	563
Haven Avenue	s/o Edison Ave.	66.0	RW	117	253	544
Mill Creek Road	n/o Edison Ave.	62.2	RW	65	139	300
Mill Creek Road	s/o Edison Ave.	62.4	RW	67	144	311
Milliken Avenue	n/o Edison Ave.	69.9	98	211	455	979
Milliken Avenue	s/o Edison Ave.	69.5	93	201	433	933
Schaefer Avenue	Archibald to Turner	61.0	RW	RW	117	252
Schaefer Avenue	Helman to Archibald	62.3	RW	67	143	309
Schaefer Avenue	Turner to Haven	60.1	RW	RW	102	219

2030 WITHOUT PROJECT CONDITIONS NOISE CONTOURS


TABLE 7-5

	nin bener en se nin en		DISTANCE TO CONTOUR (FEET)			
ROAD	SEGMENT	CNEL AT 100 FEET (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Archibald Avenue	Chino to Shaefer	69.1	87	- 188	406	874
Archibald Avenue	n/o Chino Ave.	68.9	84	181	390	841
Archibald Avenue	s/o Edison Ave.	71.5	125	270	581	1,251
Chino Avenue	e/o Archibald Ave.	63.4	RW	78	168	362
Chino Avenue	e/o Haven Ave.	63.5	RW	79	171	369
Chino Avenue	w/o Archibald Ave.	63.1	RW	74	160	345
Chino Avenue	w/o Haven Ave.	62.7	RW	71	152	328
Edison Avenue	Archibald to Haven	70.1	102	219	473	1,019
Edison Avenue	e/o Hamner	71.6	128	277	596	1,285
Edison Avenue	e/o Haven Ave.	71.2	121	260	561	1,209
Edison Avenue	Haven to Mill Creek	70.7	111	239	514	1,108
Edison Avenue	Helman to Archibald	70.4	106	229	493	1,062
Edison Avenue	Mill Creek to Hamner	71.2	121	260	561	1,209
Haven Avenue	chaefer to Edison	67.4	67	144	309	667
Haven Avenue	Chino to Schaefer	67.2	65	139	300	647
Haven Avenue	n/o Chino Ave.	66.7	RW	129	278	599
Haven Avenue	s/o Edison Ave.	66.1	RW	118	253	546
Mill Creek Road	n/o Edison Ave.	62.1	RW	64	138	298
Mill Creek Road	s/o Edison Ave.	62.4	RW	67	145	313
Milliken Avenue	n/o Edison Ave.	69.9	98	211	455	981
Milliken Avenue	s/o Edison Ave.	69.5	93	201	433	933
Schaefer Avenue	Archibald to Turner	61.0	RW	RW	117	252
Schaefer Avenue	Helman to Archibald	62.4	RW	67	145	313
Schaefer Avenue	Turner to Haven	60.4	RW	RW	107	231

2030 WITH PROJECT CONDITIONS NOISE CONTOURS



7.2.1 Year 2015 Project Traffic Noise Level Contributions

Table 7-6 presents a comparison of Year 2015 with and without increase in project intensity noise levels shown in Tables 7-2 and 7-3. In this comparison, with the proposed increase in project intensity, the roadway noise impacts on all segments will increase from to up to 0.4 dBA CNEL when compared with the current specific plan land use plan.

7.2.2 Year 2030 Project Traffic Noise Level Contributions

Table 7-7 presents a comparison of Year 2030 with and without increase in project intensity noise levels shown in Tables 7-4 and 7-5. In this comparison, with the proposed increase in project intensity, the roadway noise impacts on all segments will increase from to up to 0.4 dBA CNEL when compared with the current specific plan land use plan.

7.3 Off-Site Transportation Related Noise Impacts

Section 4.3 discussed the significance criteria utilized in this study. To be considered a significant noise impact, project traffic must create a noise level increase in the area adjacent to the roadway segment greater than 3 dBA and the resulting noise level must exceed the City of Ontario 65 dBA CNEL exterior noise standard.

The previous noise study prepared for The Avenue on August 17, 2006 identified project –related noise impacts ranging from 0.0 to 1.0 dB CNEL. This analysis shows that the noise impacts related to the increase in project intensity of the project will create additional noise level increases of up to 0.4 dBA CNEL. An increase of less than 3.0 dBA CNEL is not considered significant in terms of the significance criteria utilized in this study. Therefore, the proposed project's contributions to off-site roadway noise increases will not cause a significant impact to an existing or future sensitive noise receptor.

In summary, the project will not generate a substantial permanent increase in ambient noise levels or expose persons to noise levels in excess of the standards established in the City of Ontario General Plan or noise ordinance.



TABLE 7-6

				CONTRACTOR AND	
		CNEL AT 100 FEET (dBA)			
		WITHOUT	WITH	1	SIGNIFICANT
ROAD	SEGMENT	PROJECT	PROJECT	INCREASE	IMPACT? ¹
Archibald Avenue	Chino to Schaefer	68.6	68.6	0.0	NO
Archibald Avenue	n/o Chino Ave.	68.4	68.4	0.0	NO
Archibald Avenue	s/o Edison	70.0	70.0	0.0	NO
Chino Avenue	e/o Archibald Ave.	62.1	62.1	0.0	NO
Chino Avenue	e/o Haven Ave.	62.1	62.2	0.1	NO
Chino Avenue	w/o Archibald Ave.	61.4	61.4	0.0	NO
Chino Avenue	w/o Haven Ave.	61.0	61.0	0.0	NO
Edison Avenue	Archibald to Haven	68.3	68.3	0.0	NO
Edison Avenue	e/o Hamner	71.0	71.0	0.0	NO
Edison Avenue	e/o Haven Ave.	71.1	71.1	0.0	NO
Edison Avenue	Haven to Mill Creek	70.2	70.2	0.0	NO
Edison Avenue	Helman to Archibald	69.1	69.2	0.0	NO
Edison Avenue	Mill Creek to Hamner	71.1	71.1	0.0	NO
Haven Avenue	Chino to Schaefer	66.6	67.0	0.4	NO
Haven Avenue	n/o Chino Ave.	66.1	66.6	0.4	NO
Haven Avenue	s/o Edison Ave.	-	-	-	
Haven Avenue	Schaefer to Edison	66.9	66.8	0.0	NO
Mill Creek Road	n/o Edison Ave.	61.0	61.0	0.0	NO
Mill Creek Road	s/o Edison Ave.	60.7	60.7	0.0	NO
Milliken Avenue	n/o Edison Ave.	68.1	68.1	0.0	NO
Milliken Avenue	s/o Edison Ave.	68.3	68.3	0.0	NO
Schaefer Avenue	Archibald to Turner	59.2	59.2	0.0	NO
Schaefer Avenue	Helman to Archibald	61.0	61.1	0.1	NO
Schaefer Avenue	Turner to Haven	57.9	58.3	0.4	NO

YEAR 2015 OFF-SITE PROJECT RELATED TRAFFIC NOISE IMPACTS

¹ - For nominal volumes or non existing segment.

TABLE 7-7

) FEET (aba)		
ROAD	SEGMENT	PROJECT	PROJECT		IMPACT21
Archibald Avenue	Chino to Schaefer	69.1	69.1	0.0	NO
Archibald Avenue	n/o Chino Ave.	68.9	68.9	0.0	NO
Archibald Avenue	s/o Edison	71.5	71.5	0.0	NO
Chino Avenue	e/o Archibald Ave.	63.4	63.4	0.0	NO
Chino Avenue	e/o Haven Ave.	63.5	63.5	0.0	NO
Chino Avenue	w/o Archibald Ave.	63.1	63.1	0.0	NO
Chino Avenue	w/o Haven Ave.	62.7	62.7	0.0	NO
Edison Avenue	Archibald to Haven	70.1	70.1	0.0	NO
Edison Avenue	e/o Hamner	71.6	71.6	0.0	NO
Edison Avenue	e/o Haven Ave.	71.2	71.2	0.0	NO
Edison Avenue	Haven to Mill Creek	70.6	70.7	0.0	NO
Edison Avenue	Helman to Archibald	70.4	70.4	0.0	NO
Edison Avenue	Mill Creek to Hamner	71.2	71.2	0.0	NO
Haven Avenue	Chino to Schaefer	67.3	67.4	0.0	NO
Haven Avenue	n/o Chino Ave.	66.8	67.2	0.4	NO
Haven Avenue	s/o Edison Ave.	66.3	66.7	0.4	NO
Haven Avenue	Schaefer to Edison	66.0	66.1	0.0	NO
Mill Creek Road	n/o Edison Ave.	62.2	62.1	0.0	NO
Mill Creek Road	s/o Edison Ave.	62.4	62.4	0.0	NO
Milliken Avenue	n/o Edison Ave.	69.9	69.9	0.0	NO
Milliken Avenue	s/o Edison Ave.	69.5	69.5	0.0	NO
Schaefer Avenue	Archibald to Turner	61.0	61.0	0.0	NO
Schaefer Avenue	Helman to Archibald	62.3	62.4	0.1	NO
Schaefer Avenue	Turner to Haven	60.1	60.4	0.3	NO

YEAR 2030 OFF-SITE PROJECT RELATED TRAFFIC NOISE IMPACTS



7.4 Off-Site Cumulative Impacts Noise Analysis

Off-site cumulative noise impacts describes how much noise levels are projected to increase over existing conditions with the development of the proposed project and all other traffic growth projected for Year 2030.

Cumulative increases in traffic noise levels along roadways in the vicinity were estimated by comparing the Year 2030 with project scenario to existing conditions. Table 7-8 describes how much noise levels are projected to increase over existing conditions with the development of the proposed project and all other traffic growth projected for Year 2030. Noise levels are expected to increase to up to 10.6 dBA CNEL.

Based on the previously mention standard of 3 dBA CNEL being considered a significant impact, there are multiple segments within the study area that will increase by more than 3 dBA CNEL, thus the cumulative noise impacts shall be considered potentially significant. Most uses along these study area roads are agricultural and industrial uses. A review of the study area shows that the noise sensitive areas that will be impacted by cumulative growth traffic noise are the existing single family homes adjacent to Archibald Avenue between Chino Avenue and Schaefer Avenue, Chino Avenue east of Archibald Avenue and the multi-family units adjacent to Archibald Avenue north of Chino Avenue and on Chino Avenue east of Archibald.



TABLE 7-8

		CNEL AT 100 FEET (dBA)			
ROAD	SEGMENT	EXISTING	2030 WITH PROJECT	INCREASE	SIGNIFICANT IMPACT? ¹
Archibald Avenue	Chino to Schaefer	65.2	69.1	3.9	YES
Archibald Avenue	n/o Chino Ave.	65.4	68.9	3.4	YES
Archibald Avenue	s/o Edison	65.8	71.5	5.6	YES
Chino Avenue	e/o Archibald Ave.	58.6	63.4	4.8	YES
Chino Avenue	e/o Haven Ave.	-	63.5	-	-
Chino Avenue	w/o Archibald Ave.	57.4	63.1	5.7	YES
Chino Avenue	w/o Haven Ave.	-	62.7	-	-
Edison Avenue	Archibald to Haven	61.6	70.1	8.5	YES
Edison Avenue	e/o Hamner	-	71.6	-	-
Edison Avenue	e/o Haven Ave.	60.6	71.2	10.6	YES
Edison Avenue	Haven to Mill Creek	-	70.7	-	-
Edison Avenue	Helman to Archibald	62.4	70.4	8.0	YES
Edison Avenue	Mill Creek to Hamner	-	71.2	-	-
Haven Avenue	Chino to Schaefer	-	67.4	-	-
Haven Avenue	n/o Chino Ave.	-	67.2	-	-
Haven Avenue	s/o Edison Ave.	-	66.7	-	-
Haven Avenue	Schaefer to Edison	-	66.1	-	-
Mill Creek Road	n/o Edison Ave.	-	62.1	-	-
Mill Creek Road	s/o Edison Ave.	-	62.4	-	-
Milliken Avenue	n/o Edison Ave.	63.8	69.9	6.1	YES
Milliken Avenue	s/o Edison Ave.	63.9	69.5	5.6	YES
Schaefer Avenue	Archibald to Turner	-	61.0	-	-
Schaefer Avenue	Helman to Archibald	-	62.4	-	-
Schaefer Avenue	Turner to Haven	-	60.4	-	-

CUMULATIVE OFF-SITE TRAFFIC NOISE CONTRIBUTIONS

¹ A significant impact is considered both a level above 65 dBA and an increase of 3.0 dBA or greater.

² - For nominal volumes or non exsiting segment under existing conditions.



The project site is subject to transportation related and non-transportation related noise impacts. The existing conditions, potential impacts, and mitigation measures related to on-site exterior noise is presented below.

8.1 Existing On-Site Exterior Noise Setting

The Ontario International Airport is located approximately 3.5 miles north of the site and the Chino Airport is located approximately 1.5 miles south of the site. Exhibit 8-A shows that the project site is located well outside the 60 dBA CNEL Ontario and Chino airports noise contours. While aircraft overflights will be heard, the noise impacts from these airports will not create significant noise impacts to the proposed project.

Currently, the primary source of noise impacts to project site is traffic noise from Archibald Avenue and Edison Avenue. Due to the distance, topography and low traffic volume/speed, traffic noise from other surrounding roads do <u>not</u> make a significant contribution to the existing noise environment.

8.2 <u>On-Site Transportation Related Noise Impacts</u>

For 2030 with project conditions the major noise impacts to the project site will be traffic noise on Shaefer Avenue, Edison Avenue, Archibald Avenue, Turner Avenue, and Haven Avenue. Using the FHWA traffic noise prediction model, the project's roadway road cross-sections and the parameters outlined in Tables 6-1, 6-2 and 6-3, calculations of the expected future noise impacts were completed. Due to the fact that the site plans and grading plans for the future developments within the project area do not exist yet, a centerline to noise barrier distance at the road right of way is assumed with a backyard observer located 10 feet from the noise barrier location.

Table 8-1 presents a summary of future with project noise levels for buildout traffic conditions. Based on the FHWA traffic noise prediction model, the future unmitigated exterior noise levels for the proposed residential areas adjacent to the major study area roadways will range from 63.7 to 72.8 dBA CNEL. With a 5.0 to 7.5-foot high noise barrier at the road right-of-way adjacent to





The Avenue Specific Plan Noise Study City of Ontario, CA (JN - 02718:09)

C URBAN

TABLE 8-1

FUTURE	EXTERIOR	NOISE	LEVELS	(dBA	CNEL) ¹
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ROADWAY	SEGMENT	UNMITIGATED	MITIGATED	BARRIER HEIGHT (IN FEET) ²
Archibald Avenue	Shaefer to Avenue	71.1	65.0	6.0
Archibald Avenue	Avenue to Edison	70.9	64.9	6.0
Edison Avenue	Carpenter to Archibald	71.9	64.5	7.0
Edison Avenue	Archibald to Turner	71.7	64.2	7.0
Edison Avenue	Turner to Haven	72.8	64.6	7.5
Shaefer Avenue	Capenter to Archibald	65.7	61.5	5.0
Shaefer Avenue	Archibald to Turner	64.3	64.3	0.0
Shaefer Avenue	Turner to Haven	63.7	59.5	5.0
Turner Avenue	Shaefer to Avenue	65.8	61.6	5.0
Turner Avenue	Avenue to Edison	66.5	62.3	5.0
Haven Avenue	Shaefer to Edison	68.7	64.7	5.0
Haven Avenue	s/o Edison	67.4	63.4	5.0

¹ Calculated at uses immediately adjacent to the road right-of-way according to the Master Plan of Streets Cross-Sections.

² Barrier heights are estimates only assuming flat topography to mitigate a backyard observer

to an exterior level below 65 dBA CNEL.



proposed project noise-sensitive areas, the exterior noise levels will range from 59.5 to 65.0 dBA CNEL. Tables 8-2 and 8-3 present a summary of future 1st floor and 2nd floor noise levels with the recommended noise barrier. The levels for the proposed project will range from 58.2 to 71.8 dBA CNEL at the façades assumed to be 20 feet from the noise barrier.

Once specific plans are completed for the on-site residential properties an analysis shall be completed for each residential area based on site and grading plans to address the proper mitigation to meet the City of Ontario exterior standard of 65 and interior standard of 45 dBA CNEL.

8.3 Non-Transportation Related Noise Impacts

It is anticipated that the primary source of non-transportation related noise will be from the proposed school and park sites. Both sources are located in the interior of the project site. Activities at the school and park sites such as playgrounds could impact the adjacent residential lots. The City of Ontario Ordinance limits the noise levels from non-transportation sources at residential uses to 45 dBA Leq from the hours of 10 p.m. to 7 a.m. and to 65 dBA Leq from the hours of 7 a.m. to 10 p.m as presented in Table 4-1. Typical noise impacts associated with schools are playground noise, parking lot activates, and intercom related noises. Activities at the parks such as ball games, skate parks and playgrounds could impact the adjacent residential lots. To minimize potential noise impacts to the proposed nearby homes, a noise barrier may be required for all residential areas bordering commercial, parks and school sites to reduce potential noise impacts.

Portions of the project site are currently developed with dairy farms that operate feed mixers. These machines typically operate for a period of fifteen minutes twice in the morning and twice in the afternoon and produce a constant noise level of 83.5 dBA Leq when measured at fifty (50) feet. It is expected that these dairy farms will be redeveloped as residential areas in the future and the noise impacts from these machines will cease. Assuming that the feed mixers will be taken away, no mitigation is necessary, however, if the feed mixers remain, an 8.0-foot noise barrier is recommended at all bordering residential areas to reduce potential impacts.



TABLE 8-2

		NOISE	INTERIOR NOI WIND	REQUIRED INTERIOR	
ROADWAY	SEGMENT	IMPACTS AT FAÇADE	OPEN ¹	CLOSED ²	NOISE REDUCTION
Archibald Avenue	Shaefer to Avenue	64.2	52.2	44.2	19.2
Archibald Avenue	Avenue to Edison	64.1	52.1	44.1	19.1
Edison Avenue	Carpenter to Archibald	64.1	52.1	44.1	19.1
Edison Avenue	Archibald to Turner	63.8	51.8	43.8	18.8
Edison Avenue	Turner to Haven	64.4	52.4	44.4	19.4
Shaefer Avenue	Capenter to Archibald	60.2	48.2	40.2	15.2
Shaefer Avenue	Archibald to Turner	63.2	51.2	43.2	18.2
Shaefer Avenue	Turner to Haven	58.2	46.2	38.2	13.2
Turner Avenue	Shaefer to Avenue	60.1	48.1	40.1	15.1
Turner Avenue	Avenue to Edison	60.8	48.8	40.8	15.8
Haven Avenue	Shaefer to Edison	63.6	51.6	43.6	18.6
Haven Avenue	s/o Edison	62.3	50.3	42.3	17.3

FIRST FLOOR INTERIOR NOISE IMPACTS (dBA CNEL)

¹ A minimum of 12 dBA noise reduction is assumed with a windows open condition.

¹ A minimum of 20 dBA noise reduction is assumed with a windows closed condition.



TABLE 8-3

		NOISE	INTERIOR NOISE LEVEL FOR WINDOWS		REQUIRED INTERIOR	
ROADWAY	SEGMENT	IMPACTS AT FAÇADE	OPEN ¹	CLOSED ²	NOISE REDUCTION	
Archibald Avenue	Shaefer to Avenue	70.1	58.1	50.1	25.1	
Archibald Avenue	Avenue to Edison	70.0	58.0	50.0	25.0	
Edison Avenue	Carpenter to Archibald	70.9	58.9	50.9	25.9	
Edison Avenue	Archibald to Turner	70.7	58.7	50.7	25.7	
Edison Avenue	Turner to Haven	71.8	59.8	51.8	26.8	
Shaefer Avenue	Capenter to Archibald	64.5	52.5	44.5	19.5	
Shaefer Avenue	Archibald to Turner	63.1	51.1	43.1	18.1	
Shaefer Avenue	Turner to Haven	62.5	50.5	42.5	17.5	
Turner Avenue	Shaefer to Avenue	64.5	52.5	44.5	19.5	
Turner Avenue	Avenue to Edison	65.2	53.2	45.2	20.2	
Haven Avenue	Shaefer to Edison	67.7	55.7	47.7	22.7	
Haven Avenue	s/o Edison	66.4	54.4	46.4	21.4	

SECOND FLOOR INTERIOR NOISE IMPACTS (dBA CNEL)

¹ A minimum of 12 dBA noise reduction is assumed with a windows open condition.

¹ A minimum of 20 dBA noise reduction is assumed with a windows closed condition.



Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, graders, bulldozers, concrete mixers and portable generators can reach high levels. Grading activities typically represent one of the highest potential sources for noise impacts.

9.1 Existing Conditions

The site is currently mostly agriculture and includes scattered single-family homes and is located in a relatively undeveloped area. The project site is surrounded mainly by other agricultural land-uses and other undeveloped land and the nearest single family homes are located approximately 200 feet north of the site across Schaefer Avenue.

9.2 <u>Threshold of Significance</u>

The U.S. Environmental Protection Agency (U.S. EPA) has compiled data regarding the noise generating characteristics of specific types of construction equipment. These data are shown on Exhibit 9-A. As shown, noise levels generated by heavy construction equipment can range from approximately 68 dBA to noise levels in excess of 100 dBA when measured at 50 feet. However, these noise levels would diminish rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling of distance. For example, a noise level of 68 dBA measured at 50 feet from the noise source to the receptor would be reduced to 62 dBA at 100 feet from the source to the receptor, and would be further reduced to 56 dBA at 200 feet from the source to the receptor. Field measurements show that construction noise levels generated by commonly used grading equipment (i.e., loaders, graders and trucks) generate noise levels that typically do not exceed the middle of the ranges shown on Exhibit 9-A.

While the City of Ontario does not include noise standards during construction, this section evaluated the temporary noise impacts to the nearest residential areas during construction.





NOTE: Based on limited available data samples.

SOURCE: United States Environmental Protection Agency, 1971, "Noise from Construction Equipment and Operations, Building Equipment, and Home Appliances," NTID 300-1.



EXHIBIT 9-A

THE AVENUE SPECIFIC PLAN NOISE STUDY, Ontario, California - 02718: 04.dwg

9.3 <u>Construction Impacts</u>

Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area. For the purposes of this analysis, an overall grading noise level of 89 dBA at 50 feet will be used as the worst-case maximum exterior noise level. Most existing residential areas are located approximately 200 feet north of the site across Schaefer Avenue. Using a drop-off rate of 6 dBA per doubling of distance, noise levels at 200 feet are estimated at 77 dBA. Construction noise is of short-term duration and will not present any long-term impacts on the project site or the surrounding area. The most effective method of controlling construction noise is by limiting the hours of construction to normal weekday working hours.

9.4 <u>Mitigation Measures</u>

The following mitigation measures would reduce potentially significant short-term construction impacts to a less than significant level.

- During all project site excavation and grading on-site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.
- The construction contractor shall limit all construction-related activities that would result in high noise levels according to the construction hours to be determined by City staff.
- The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.



APPENDIX A

CITY OF ONTARIO NOISE STANDARDS

The Noise Section of the Hazards Element is a comprehensive program for including noise control in the planning process. It is a tool for local planners to use to achieve and maintain compatible land use with environmental noise levels. It also identifies noise sensitive land uses and noise sources, and defines areas of noise impact for the purpose of developing programs to insure that Ontario residents will be protected from excessive noise intrusion.

The Noise Section follows the recently revised State guidelines in the State Government Code Section 653021(g) and Section 46050.1 of the Health and Safety Code. It quantifies the community noise environment in terms of noise exposure contours for both near and long-term levels of growth and traffic activity. The information contained in this document provides the framework to achieve compatible land uses and provide baseline levels and noise source identification for local noise ordinance enforcement.

The Section is organized consistent with the State Noise Element Guidelines. Included in the General Plan is a glossary that defines a number of key terms used in noise assessments. The Noise Section is organized as follows:

- Introduction presents the noise issues in the City that are to be addressed within the Noise Section.
- Findings section summarizes the noise environment and the implementation programs to minimize noise and land use conflicts.
- Inventory of Current and Forecast Conditions describes the existing and future noise levels in the City.
- Goals and Policies defines the goals of the Noise Section, and presents the policies and programs to be implemented by the City to achieve the goals of the Noise Section.

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¹This Section prepared by Mestre Greve Associates. Refer to the Airport Environs Element for information related to airport noise.

Introduction

Within the City of Ontario are a number of transportation related noise sources including freeways, arterial roadways, aircraft and railroads. The freeways include the San Bernardino Freeway (I-10), the Ontario Freeway (I-15), and the Pomona Freeway (SR-60). Heavily traveled railroads exist within the City boundaries as does a major international airport. These are some of the major contributors of noise in Ontario. Cost-effective strategies to reduce their influence on the community noise environment are an essential part of the Noise Section.

Information relative to the existing and forecast noise environment within Ontario should be integrated into future land use planning decisions. The Hazards Element presents the noise environment in order that the City may include noise impact considerations in development programs.

Residential land uses and areas identified as noise sensitive must be protected from excessive noise from transportation and non-transportation noise sources. The impacts of non-transportation noises are most effectively controlled through the enforcement and application of the City's noise regulations.

Findings

Ontario International Airport is a significant source of noise within the City. Existing and forecast noise contour maps are included in the Airport Environs Element, Chapter 4.

The predominant noise sources in Ontario, as in most other communities, are mobile sources, including motor vehicles, aircraft and trains. Three freeways and a number of arterials expose the City to significant noise levels, particularly in those areas directly adjacent to these sources. The freeways in the City are I-10 (the San Bernardino Freeway), I-15 (the Ontario Freeway), and State Route 60 (the Pomona Freeway). Major surface streets in the City include: Benson Avenue, Mountain Avenue, San Antonio Avenue, Euclid Avenue, Campus Avenue, Grove Avenue. Vineyard Avenue, Archibald Avenue, Turner Avenue, Haven Avenue, Milliken Avenue, Etiwanda Avenue, 6th Street, 4th Street, G Street, Holt Boulevard, Mission Boulevard, Phillips Street, Airport Drive, Jurupa Street, Francis Street, Philadelphia Street, Walnut Street and Riverside Drive.

Ontario International Airport operations expose the city to significant aircraft noise levels. In addition, Union Pacific and Southern Pacific railroad lines bisect the city and are also significant sources of noise. A Santa Fe line runs parallel to and north of Eighth Street through Upland and Rancho Cucamonga. However, a portion of this line runs along the northernmost boundary of Ontario, thus constituting a significant source of noise for the residential areas south of Eighth Street. To a lesser degree, the City is also exposed to noise emanating from sources such as industrial, commercial, construction and human activities.

Noise affects all types of land uses and activities, although some land uses are more sensitive to high noise levels than others. Land uses in Ontario identified as noise sensitive include residences of all type, hospitals, rest homes, convalescent hospitals, churches and schools. The most highly impacted areas in Ontario are the residences located near Ontario International Airport.

There are a number of homes also located adjacent to the freeways. However, the City of Ontario has for a number of years required that residential developments meet the 65 CNEL exterior noise level standard. Attention should be paid to the mitigation of any older developments presently exposed to noise considered excessive by the City of Ontario as well as the future areas and developments that will be exposed to excessive noise levels.

The noise environment for Ontario can be described using noise contours developed for the major noise sources within the City. The contour maps, for traffic and rail noise, developed for existing (1989) conditions and 20 year forecast conditions (2010), are reproduced in Figure HA-7 and HA-8 respectively. The 65 CNEL contour represents the level for which any new residential land uses will require mitigation in order to comply with local noise standards.

A local government has little direct control of transportation noise at the source. Since mobile sources are Ontario's primary noise contributors, the City's ability to regulate its noise environment is constrained. State and Federal agencies have the responsibility to control the noise from the source, such as vehicle noise emission levels. Where the City cannot prevent development of incompatible land uses in noise impacted areas, the most effective method available to the City to mitigate transportation noise and reduce the impact of the noise onto the community is through the construction of noise barriers and by site design review.

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Mitigation through the design and construction of a noise barrier (wall, berm, or combination wall/berm) is the most common way of alleviating traffic noise impacts. The effect of a noise barrier is critically dependent on the geometry between the noise source and the receiver. A noise barrier effect occurs when the "line of sight" between the source and receiver is penetrated by the barrier. The greater the penetration, the greater the noise reduction.

Noise concerns should be incorporated into land use planning to reduce future noise and land use incompatibilities. This is achieved by establishing standards and criteria that specify acceptable limits of noise for various land uses throughout the City. These criteria are designed to integrate noise considerations into land use planning to prevent noise/land use conflicts. Figure HA-9 presents criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of specific Noise Standards. These standards, shown in Table HA-2, present the City policies related to land uses and acceptable noise levels. These exhibits are the primary tools which allow the City to ensure integrated planning for compatibility between land uses and outdoor noise.

Inventory of Current and Forecast Conditions

This section contains a detailed description of the current and projected noise environment within the City.

Noise sensitive receptors include areas containing schools, hospitals, rest homes, long-term medical or mental care facilities, or any other land use areas deemed noise sensitive by the local jurisdiction.

Based upon the identification of the major noise sources and the location of sensitive receptors, a noise measurement survey was conducted. The function of the survey was threefold:

- To determine the existing noise levels at noise sensitive land uses;
- To provide empirical data for the correlation and validation of the computer modeled noise environment; and
- To obtain an accurate description of the ambient noise levels in various portions of the City.

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	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)					
LAND USE CATEGORY	5	5	60 6	5 7	0 7	5 80
RESIDENTIAL/LODGING Single Family/Duplex						
Multi-Family			•			
Mobile Homes						
Hotels/Motels						
PUBLIC INSTITUTIONAL Schools/Hospitals Churches/Libraries						
Auditoriums/Concert Halls						
COMMERCIAL Offices				• •		
Retail		0 0 0 + 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0				
INDUSTRIAL Manufacturing						
Warehousing						
RECREATIONAL/OPEN SPACE Parks/Playgrounds Golf Courses/ Riding Stables				S		
Outdoor Spectator Sports			•			
Outdoor Music Shells/ Amphitheaters						
Livestock/Wildlife Preserves						
Crop Agriculture						

(cba)

CLEARLY ACCEPTABLE No special noise insulation required, assuming buildings of normal conventional construction

NORMALLY ACCEPTABLE accoustical reports will be required for major new residential construction. Conventional construction, with closed windows and fresh air supply systems or air conditioning, will normally suffice

NORMALLY UNACCEPTABLE New construction should be discouraged. Noise/avigation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design

CLEARLY UNACCEPTABLE No new construction should be permitted

City of Ontario

Figure HA-9 Land Use Compatibility Guidelines for Noise Impacts

LAND USE CATEGORIES		ENERGY AVERAGE CNEL		
CATEGORIES	USES	INTERIOR	EXTERIOR	
residential.	Single Family, Duplex, Multiple Family	45 ³	65	
	Mobile Home	THA	65 ⁴	
COMMERCIAL INDUSTRIAL	Hotel, Motel, Transient Lodging	45	65 ⁵	
INSTITUTIONAL.	Commercial Retail, Bank Restaurant	55	raa.	
	Office Building, Research and Development, Professional Offices, City Office Building	50	rus.	
	Amphitheatre, Concert Hall Auditorium, Meeting Hall	45	1788.	
	Gymasken (Multipuspose)	50	118 .	
	Sports Club	55	ns.	
	Manufacturing, Warehousing, Wholesale, Utilikies	65	me.	
	Movie Thesents	45	118.	
INSTITUTIONAL	Hospital, Schools' classroom	45	65	
	Church, L.Brary	45	fin	
OPEN SPACE	Parlas	m	65	

INTERPRETATION

Indoor environment excluding: Bathrooms, toilets, closets, corridors.
Outdoor environment limited to: Private yard of single family Multi-family private patio or balcony which is served by a means of exit from inside. Mobile home Park

Hospital patio

Park's picnic area School's playground Hotel and motel recreation area

Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.
Exterior noise level should be such that interior noise level will not exceed 45 CNEL.

S. Except those areas affected by aircraft noise.

SOURCE: Mestre Greve Associates

(DO)

City of Ontario

Table HA-2 Interior and Exterior Noise Standards The Technical Appendix, found in the General Plan EIR, provides a complete description of a series of comprehensive noise measurements made throughout Ontario.

Noise contours were determined from the traffic levels for these sources. The contours are expressed in terms of the Community Noise Equivalent Level (CNEL). The existing conditions scenario was derived from 1989 traffic levels and environmental conditions. Future conditions are presented for the 20 year time period to 2010.

Sources of Noise: The most common sources of noise in urban areas are transportation related noise sources. These include automobiles, trucks, motorcycles and aircraft. Motor vehicle noise is of concern because it is characterized by a high number of individual events which often create a sustained noise level and by its proximity to areas sensitive to noise exposure. Helicopter and fixed wing aircraft operations, though infrequent in areas not adjacent to the airport, may generate high noise levels that can be disruptive to human activity. Stationary noise sources include industrial and commercial centers such as manufacturing plants, commercial office facilities and shopping centers. The most significant sources of noise in the City are three freeways, Ontario International Airport and the three railroad lines.

Noise Sensitive Receptors: The City of Ontario has a number of public and private educational facilities, hospitals, convalescent homes and other facilities that are considered noise-sensitive. The distribution of these sensitive uses varies. Some are located in quiet residential areas; others are adjacent to the freeway. The most prevalent noise sensitive use within the City is residential use.

Community Noise Measurement Survey: The determination of the major noise sources and the identification of noise sensitive receptors provide the basis of developing a community noise survey. The results of the survey and the methodology used in the measurements are summarized in the Technical Appendix of the General Plan EIR.

Community Noise Contours: The noise contours for surface transportation for the City of Ontario were presented in Figures HA-7 and HA-8 for 1989 and 2010 conditions respectively. The contours are based on the existing and future conditions of traffic volume and other sources of noise in the community. The noise contours for Ontario International Airport for existing and future conditions are presented in the Airport Environs Element. The

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methodology used for computing the noise contours is presented in the Technical Appendix of the General Plan EIR.

Noise contours represent lines of equal noise exposure, just as the contour lines on a topographic map are lines of equal elevation. The contours shown on the maps are the 60 and 65 CNEL noise level. The noise contours presented should be used as a guide for land use planning. The 65 dB CNEL contour describes the area for which new noise sensitive developments will be permitted only if appropriate mitigation measures are included such that the standards contained in this Section are achieved.

The contours presented in this report are a graphic representation of the noise environment. These distances to contour values are also shown in table format in the Technical Appendix of the General Plan EIR. Topography and intervening buildings or barriers have a very complex effect on noise travel, and therefore, on noise contours.

Summary of Noise Exposure: The noise sources in the City of Ontario could be divided into two basic categories, transportation and non-transportation sources. In this section of the Noise Section the transportation sources are further reduced to four sub-categories: freeways, major and minor arterial roadways, aircraft, and railroad sources. Each of these transportation sources, as well as stationary sources and their impacts on the noise environment of Ontario are summarized in the following paragraphs.

- Freeways: The major noise sources in the City of Ontario are the three freeways within the City limits. Adjacent land uses include residential, commercial, and light industrial uses. Most of the residential uses have been built with a noise attenuating barrier.
- **Railroad:** The three railroad lines and many spur lines are also major noise sources. Their impact is less than the freeway generally because the adjacent uses tend to be more industrial and less residential than along the freeway route. The most significant impact of the railroad is typically high single event noise for night time freight operations that pass through the City.
- Major and Minor Arterial Roadways: Traffic on surface streets is a significant source of noise within the community. The major roadways in the City include: Benson Avenue, Mountain

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Avenue, San Antonio Avenue, Euclid Avenue, Campus Avenue, Grove Avenue. Vineyard Avenue, Archibald Avenue, Turner Avenue, Haven Avenue, Milliken Avenue, Etiwanda Avenue, 6th Street, 4th Street, G Street, Holt Boulevard, Mission Boulevard, Phillips Street, Airport Drive, Jurupa Street, Francis Street, Philadelphia Street, Walnut Street and Riverside Drive.

• Aircraft Operations: Aircraft operations are a significant source of noise within the City of Ontario. The Ontario International Airport is located in approximately the center of the City. Operations from the airport overfly many portions of Ontario (see Airport Environs Element).

 Stationary Sources: There are stationary noise sources throughout the City of Ontario. These include industrial sources such as manufacturing plants, processing plants, power generators, and construction and earth moving/grading activities. Commercial noise sources include mechanical equipment on commercial structures, mechanical equipment such as air compressors at service stations, and automobile repair shops. Stationary source noise associated with residential areas are primarily due to air-conditioners and pool/spa mechanical equipment.

GOAL 8.0: Provide for the reduction of noise where the noise environment is unacceptable.

Policy 8.1: Ensure the employment of noise mitigation measures in the design of arterial road improvement projects, consistent with funding capability.

Policy 8.2: Require the use of walls and berms or other noise mitigation measures in the design of residential or other noise sensitive land uses that are adjacent to major roads or railroads and include mitigation measures in the design of roadway improvement projects within the City.

Policy 8.3: Reduce transportation noise through proper design and coordination of transportation routing. Provide for continued evaluation of truck movements and routes in the City to provide effective separation from residential or other noise sensitive land uses.

Policy 8.4: Encourage the enforcement of State Motor Vehicle noise standards for cars, trucks, and motorcycles through

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coordination with the California Highway Patrol and Ontario Police Department.

Policy 8.5: Ensure that the Development Code, Circulation Component of the Infrastructure Element and Community Development Element of the General Plan fully integrate the policies adopted as part of this Noise Section. Coordinate all land use planning and design efforts in the environs of Ontario International Airport to be consistent with the noise levels for the airport. All noise sensitive land use inside the 65 CNEL contour should be designed to mitigate airport noise.

Policy 8.6: Monitor the progress and actively participate in the implementation of Ontario International Airport's Part 150 recommendations. This FAA sponsored program is designed to develop and implement noise control programs at the airport.

Policy 8.7: For helicopter facilities, enforce the utilization of flight paths of helicopters over the major arterials or other high noise zones and the avoidance of non-emergency low level flights over residential areas. Any proposed new facility, either public or private, must comply with accepted site selection criteria with respect to the noise environment--specifically, compliance with the Federal Aviation Guidelines for New Heliports (Ref: AC 150/5020-2). Maximum recommended cumulative sound levels (CNEL) due to the proposed operations of helicopters should not exceed the ambient noise level already present in the community at the site of the proposed heliport. The avoidance of low-flying helicopters over residential areas shall not include helicopters from the Air Support Unit of the Ontario Police Department.

GOAL 9.0: Provide sufficient information concerning the community noise levels so that noise can be objectively considered in land use planning. Protect and maintain those areas having acceptable noise environments.

Policy 9.1: Establish standards that specify acceptable limits of noise for various land uses throughout the City, including schools, hospitals, convalescent homes, and other noise sensitive areas. These criteria are designed to fully integrate noise considerations into land use planning to prevent new noise/land use conflicts. Figure HA-9 showed criteria used to assess the compatibility of proposed land uses with the noise environment. These criteria are the basis for the development of specific Noise Standards. These standards, presented in Table HA-2, define the City policies related

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to land uses and acceptable noise levels. These tables are the primary tools which allow the City to ensure noise integrated planning for compatibility between land uses and outdoor noise.

Policy 9.2: Incorporate noise reduction features during site planning to mitigate anticipated noise impacts on affected noise sensitive land uses. Figures HA-7, HA-8 and the aircraft noise contours in the Airport Environs Element can be used to identify locations of potential conflict. New developments will be permitted only if appropriate mitigation measures (including site planning and architectural design) are included such that the standards contained in this Element are met in accordance with Table HA-2.

Policy 9.3: Establish standards for all types of noise not already governed by local ordinances or preempted by state or federal law.

Policy 9.4: Encourage acoustical design in new construction. Enforce the State of California Uniform Building Code provisions that specifies that the indoor noise levels for residential living spaces not exceed 45 dB CNEL due to the combined effect of all noise sources. The State requires implementation of this standard when the outdoor noise levels exceed 60 dB CNEL. The 60 dB CNEL contour can be used to determine when this standard needs to be addressed. The Uniform Building Code (specifically, the California Administrative Code, Title 24, Part 6, Division T25, Chapter 1, Subchapter 1, Article 4, Sections T25-28) requires that "Interior community noise levels (CNEL) with windows closed, attributable to exterior sources shall not exceed an annual CNEL of 45 dB in any habitable room." The code requires that this standard be applied to all new hotels, motels, apartment houses and dwellings other than detached single-family dwellings. The City also applies this standard to single family dwellings.

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APPENDIX B

THE AVENUE ROADWAY SPECIFICATIONS

Sec. 9-1.3305. Noise.

The following provisions limit the unwanted and harmful emission of sound.

(a) Maximum permissible exterior sound levels by receiving land uses are:

(1) Noise standards for the various categories of land uses set forth in Table 33-1 shall, unless otherwise specified, apply to each property or portion of property in the community. Where two (2) or more dissimilar land uses occur on a single property, the more restrictive noise standard shall apply;

(2) In the event of a dispute over the identification of a receiving land use, interpretation is to be made by the Zoning Administrator;

(3) No person shall operate or cause to be operated any source of sound or noise at any location within the city, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level to exceed the levels indicated on Table 33-1.

Table 33-1 — Maximum Exterior Noise Levels					
	Noise Leve	el (dBA)			
Receiving Land Use Category	10 p.m. to 7 a.m.	7 a.m. to 10 p.m.			
Residential (except multi-family)	45	65			
Multi-family residential and mobile home parks	50	65			
Commercial (all C Zones, including AP)	60	65			
Light Industrial (M1, M2)	70	70			
Heavy Industrial (M3)	70	70			

(b) Maximum permissible interior noise levels.

(1) No person shall operate or cause to operate any source of sound within a residential dwelling unit or allow the creation of noise on property owned, leased, occupied, or otherwise controlled by such person, which causes the noise level, when measured inside a neighboring receiving dwelling unit, to exceed the environmental and/or nuisance interpretation of the applicable limits shown on <u>Table 33-2</u>;

(2) If the ambient noise level inside a receiving dwelling unit exceeds permissible limits, the allowable noise exposure standard in that category shall be the measured ambient noise for a cumulative period of five (5) minutes in any one (1) hour, ambient plus five (5) dBA for one (1) minute within any one (1) hour, and shall not exceed the ambient plus ten (10) dBA at any time.

Table 33-2 — Interior Noise Standards							
Land Use Type	Time Interval	Maximum Noise Level (dBA)					
Multi-family residential		Any time	1 min./1 hr.	5 min./1 hr.			
	10 p.m. to 7 a.m.	35	40	35			
	7 a.m. to 10 p.m.	45	50	45			

(c) Methodology for calculating noise levels shall be as follows:

(1) Noise levels shall be measured by the equivalent sound level (Leq) for any hour;

(2) Nuisance noise shall be measured as a sound level not to be exceeded at any time;

(3) Sound levels by receiving land use shall be measured at the boundary or at any point within the boundary of the property affected;

(4) Fixed location public utility distribution or fixed transmission facilities, located on or adjacent to a property line, shall be subject to noise level limits of this section measured at or beyond six (6) feet from the boundary of the easement upon which the utility equipment is located;

(5) If the noise is continuous, the Leq for any hour will be represented by any lesser time period within that hour. Noise measurements of five (5) minutes or less will thus suffice to define the noise level;

(6) If the noise is intermittent, the Leq for any hour may be represented by a time period typical of the operating cycle. Measurement of intermittent noise is to be made of at least three (3) noisy/quiet periods. Alternatively, measurements may be taken at two (2) periods of at least fifteen (15) minutes each may be used;

(7) In the event the alleged noise event, as judged by the enforcement official, contains a steady, audible sound such as a whine, screech, or hum, or contains a repetitive, impulsive noise such as hammering or riveting, the standard may be reduced by five (5) dB at the discretion of the enforcement official;

(8) If the measured ambient noise level exceeds that permissible in Table 33-1, the allowable noise exposure standard shall be the ambient noise level. The ambient level shall be measured when the alleged noise violation source is not operating.

(d) The following is prohibited:

(1) No person shall unnecessarily make, continue, or cause to make or continue any noise disturbances;

(2) Sounding or permitting the sounding of any electrically operated or electronically amplified signal from any stationary bell, chime, siren, whistle, or similar device intended for non-emergency purposes, from any place, for more than one hundred twenty (120) seconds continually, in a one (1) hour period, or intermittent sounding over a five (5) minute period in one (1) hour;

(3) Creating or causing the creation of any sound within a noise-sensitive area, so as to exceed the maximum exterior noise levels set forth within <u>Table 33-1</u>.

(e) The following are exempt from these noise standards: warning devices necessary for the protection of public safety, including but not limited to, police, fire, ambulance sirens, train horns, which are exempted from the provisions of this ordinance.

(Amended by Ord. 2680, eff. March 4, 1999, as amended by Ord. 2777, eff. June 17, 2003)

Sec. 9-1.3310. Vibration.

No vibration shall be detectable beyond the property line of the site from which the vibration is emanating. Within M Districts, vibration shall not exceed the standards set forth in Table 33-3.

Table 33-3 — Maximum Vibration in M Districts							
Frequency (Cycles Per Second)	Vibration Displacement (inches)						
	Steady State	Impact					
Under 10	.0055	.0010					
10-19	.0044	.0008					
20-29	.0033	.0006					
30-39	.0002	.0004					
40+	.0001	.0002					

APPENDIX C

STUDY AREA PHOTOS





Close-up photo of feed mixer equipment

Feed mixer equipment with tractor





Archibald Avenue measurement

Haven Avenue measurement location



Edison Avenue measurement location C-2

APPENDIX D

NOISE MONITORING DATA PRINTOUTS

File Translated: U:\UcJobs_02600-03000_02700\02718\Measurements\01May15s_002.slmdl Model/Serial Number: 824 / A2629 Firmware/Software Revs: 4.261 / 3.120 Name Urban Crossroads, Inc. Descr1: 41 Corporate Park, Suite 300 Descr2: Irvine, CA 92606 Setup/Setup Descr: slm&rta.ssa / SLM & Real-Time Analyzer Location: Note1: Note2: Overall Any Data Start Time: 01-May-2006 15:46:09 Elapsed Time: 00:14:31 2A Weight C Weight Flat Lea: 83.5 dBA 89.8 dBC 90.0 dBF SEL: 112.9 dBA 119.2 dBC 119.4 dBF Peak: 100.3 dBA 105.6 dBC 105.8 dBF 01-May-2006 15:55:58 01-May-2006 15:56:38 01-May-2006 15:56:38 Lmax (slow): 87.0 dBA 95.0 dBC 95.2 dBF 01-May-2006 15:55:58 01-May-2006 15:56:31 01-May-2006 15:56:31 Lmin (slow): 69.9 dBA 78.6 dBC 79 4 dBF 01-May-2006 16:00:36 01-May-2006 15:46:09 01-May-2006 15:46:09 88.2 dBA Lmax (fast): 97.6 dBC 97.9 dBF 01-May-2006 15:55:58 01-May-2006 15:46:10 01-May-2006 15:46:10 Lmin (fast): 69.5 dBA 77.9 dBC 78.8 dBF 01-May-2006 16:00:36 01-May-2006 16:00:32 01-May-2006 16:00:32 Lmax (impulse): 88.4 dBA 97.9 dBC 98.2 dBF 01-May-2006 15:55:58 01-May-2006 15:46:10 01-May-2006 15:46:10 Lmin (impulse): 69.7 dBA 01-May-2006 16:00:36 78.3 dBC 79.2 dBF 01-May-2006 16:00:36 01-May-2006 16:00:36 Spectra Date Time Run Time 01-May-2006 15:46:09 00:14:31.2 Hz Leq1/3 Leq1/1 Max1/3 Max1/1 Min1/3 Min1/1 Hz Leq1/3 Leq1/1 Max1/3 Max1/1 Min1/3 Min1/1 12.5 66.6 65.4 42.8 630 74.2 77.6 57.2 16.0 67.5 71.4 66.4 71.5 45.3 49.8 800 73.1 74.1 57.0 20.0 65.7 67.9 46.3 1000 71.7 77.8 72.8 78.4 59.9 63.8 25.0 63.3 67.1 48.1 1250 73.9 73.9 59.7 31.5 66.4 71.9 73.9 78.4 51.1 58.1 1600 72.2 73.9 60 5 40.0 69.6 75.9 56.6 2000 72.8 77.1 74.3 79.0 58.8 63.6 50.0 74.3 78.3 55,8 2500 71.8 74.6 56.3 63.0 72.5 79.7 78.5 84.6 59.8 66.7 3150 69.6 73.6 53.6 80.0 76.9 81.8 65.2 4000 73.1 68.4 76.1 81.8 51.6 56.6 100 86.9 92.5 63.2 5000 66.2 79.5 49.2 125 72.3 87.3 77.8 92.8 63.7 66.8 6300 63.2 78.8 45.7 160 74.2 78.4 55.3 8000 61.4 66.4 80.6 84.9 42.6 48.1 200 77.6 79.8 54.8 10000 59.6 80.8 39.6 250 73.0 80.5 77.3 61.8 12500 83.7 57.7 56.6 79.5 36.1 315 75.5 79.2 57.9 16000 59.2 53.8 78.9 83.3 38.1 32.5 78.0 400 79.7 57.3 20000 51.4 76.5 28.3 74.5 80.7 500 75.7 82.7 54.7 61.3 Ln Start Level: 15 dB L50.00 L1.00 0.0 dba 0.0 dBA L95.00 0.0 dBA L5.00 0.0 dBA L90.00 0.0 dBA L99.00 0.0 dBA Detector: Fast Weighting: А SPL Exceedance Level 1: 85.0 dB Exceeded 3 times SPL Exceedance level 2: 120 dB Exceeded: 0 times Peak-1 Exceedance Level: 105 dB Exceeded: 4 times Peak-2 Exceedance Level: 100 dB Exceeded: 1 times Hysteresis: 2 Overloaded: 0 time(s) Paused: 0 times for 00:00:00.0

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 $0\\4$

File Translated: U:\UcJobs_02600-03000_02700\02718\Measurements\01May15s_002.slmdl Model/Serial Number: 824 / A2629

Curre Start Elaps	ent Any Data Time: sed Time:	01-May-2 00:14:32	2006 15:46:09 1.2	9		
Leq: SEL: Peak:	A 8 83 112 100 01-May-2006 15	Veight 5 dBA 9 dBA 3 dBA 55:58	01-May-2006	C Weight 89.8 dBC 119.2 dBC 105.6 dBC 15:56:38	01-May-2006	Flat 90.0 dBF 119.4 dBF 105.8 dBF 15:56:38
Lmax Lmin	(slow): 87. 01-May-2006 15: (slow): 69. 01-May-2006 16:	0 dBA 55:58 9 dBA 00:36	01-May-2006 01-May-2006	95.0 dBC 15:56:31 78.6 dBC 15:46:09	01-May-2006 01-May-2006	95.2 dBF 15:56:31 79.4 dBF 15:46:09
Lmax Lmin	(fast): 88. 01-May-2006 15: (fast): 69. 01-May-2006 16:	2 dBA 55:58 5 dBA 00:36	01-May-2006 01-May-2006	97.6 dBC 15:46:10 77.9 dBC 16:00:32	01-May-2006 01-May-2006	97.9 dBF 15:46:10 78.8 dBF 16:00:32
Lmax Lmin	(impulse): 88. 01-May-2006 15: (impulse): 69. 01-May-2006 16:	4 dBA 55:58 7 dBA 00:36	01-May-2006 01-May-2006	97.9 dBC 15:46:10 78.3 dBC 16:00:36	01-May-2006 01-May-2006	98.2 dBF 15:46:10 79.2 dBF 16:00:36
Calib Check Calib Cal F	orated: ed: orator decords Count:	01-May-2 01-May-2 not set 0	2006 15:44:18 2006 15:44:18	3 3	Offset: -46. Level: 114.0 Level: 114.0	6 dB dB dB
Interval Records: History Records: Run/Stop Records:		Disabled Disabled	Disabled Disabled		Number Interval Records: Number History Records: Number Run/Stop Records:	
File Translated: U:\UcJobs_02600-03000_02700\02718\Measurements\01May16s_003.slmdl Model/Serial Number: 824 / A2629 Firmware/Software Revs: 4.261 / 3.120 Urban Crossroads, Inc. Name: Descr1. 41 Corporate Park, Suite 300 Descr2: Irvine, CA 92606 Setup/Setup Descr: slm&rta.ssa / SLM & Real-Time Analyzer Location: Note1: Note2: Overall Any Data Start Time: 01-May-2006 16:23:52 Elapsed Time: 00:10:00.2 A Weight C Weight Flat Leq: 62.0 dBA 73.8 dBC 75.6 dBF SEL: 89.8 dBA 101.6 dBC 103.4 dBF Peak: 91.9 dBA 94.0 dBC 96.1 dBF 01-May-2006 16:25:35 01-May-2006 16:31:13 01-May-2006 16:26:09 Lmax (slow): 74.6 dBA 83.5 dBC 84.3 dBF 01-May-2006 16:25:35 01-May-2006 16:25:44 01-May-2006 16:24:27 Lmin (slow): 50.1 dBA 01-May-2006 16:28:52 62.9 dBC 64.9 dBF 01-May-2006 16:27:35 01-May-2006 16:27:35 77.8 dBA Lmax (fast): 85.9 dBC 88.0 dBF 01-May-2006 16:25:35 01-May-2006 16:31:13 01-May-2006 16:26:32 Lmin (fast): 48.5 dBA 61.2 dBC 63.5 dBF 01-May-2006 16:28:52 01-May-2006 16:27:34 01-May-2006 16:30:56 Lmax (impulse): 79.0 dBA 86 5 dBC 91.0 dBF 01-May-2006 16:25:35 01-May-2006 16:31:13 01-May-2006 16:26:32 Lmin (impulse): 50.9 dBA 01-May-2006 16:27:38 64.1 dBC 66.4 dBF 01-May-2006 16:26:53 01-May-2006 16:27:35 Spectra Date Time Run Time 01-May-2006 16:23:52 00:10:00.2 Hz Leq1/3 Leq1/1 Max1/3 Max1/1 Min1/3 Min1/1 Hz Leq1/3 Leq1/1 Max1/3 Max1/1 Min1/3 Min1/1 12.5 67.9 66.9 42.7 630 53.4 71.1 32.8 16.0 70.9 65.8 67.0 71.0 41.9 47.2 800 54.0 73.9 34.9 20.0 63.6 64.2 42.6 1000 53.4 58.0 70.5 76.0 34.9 39.5 25.0 61.8 66.2 42.2 1250 51.9 66.4 34.3 31.5 59.8 65.8 64.1 69.3 48.8 43.6 1600 50.1 61.6 33.4 40.0 61.3 62.4 45.7 2000 47.9 53.1 56.8 63.4 31.1 37.3 50.0 61.3 53.8 65.5 46.5 2500 45.8 32.8 63.0 70.9 77.4 65.0 70.9 46.8 51.6 3150 46.0 51.3 35.3 80.0 45.9 68.9 75.9 47.2 4000 49.9 51.4 55.4 35.8 39.3 100 64.8 74.1 52.0 5000 42.9 48.7 31.4 125 63.7 68.3 75.0 78.4 45.2 53.0 6300 37.6 46.6 26.5 160 61.4 70.8 38.7 8000 35.0 40.0 49.6 44.6 28.6 22.2 200 57.7 69.6 35.3 10000 30.6 42.2 20.5 250 60.9 56.3 64.9 73.0 34.2 38.8 12500 27.4 39.7 19.7 315 53.6 68.9 32.0 16000 30.3 24.8 35.9 41.6 20.2 25.4 400 52.1 70.5 31.5 20000 23.2 30.8 21.8 500 51.6 57.2 70.3 75.4 37.3 33.0 Ln Start Level: 15 dB 0.0 dBA L50.00 L1.00 0.0 dBA L95.00 0.0 dBA T.5.00 0.0 dBA L90.00 0.0 dBA L99.00 0.0 dBA Detector: Fast Weighting: А SPL Exceedance Level 1: 85.0 dB Exceeded: 0 times SPL Exceedance level 2: 120 dB Exceeded: 0 times 105 dB Peak-1 Exceedance Level: Exceeded: 0 times Peak-2 Exceedance Level: 100 dB Exceeded: 0 times Hysteresis: 2 0 time(s) Overloaded: Paused: 0 times for 00:00:00.0

Flat 75.6 dBF 103.4 dBF 96.1 dBF

84.3 dBF

0

0

2

01-May-2006 16:26:09

01-May-2006 16:25:44

File Translated: U:\UcJobs_02600-03000_02700\02718\Measurements\01May16s_003.slmdl Model/Serial Number: 824 / A2629

Current Any Data Start Time: Elapsed Time:

Start	Time: sed Time:	01-May-2006 16:23:52 00:10:00.2						
Leq: SEL: Peak:	01-May-2006	A Weight 62.0 dBA 89.8 dBA 91.9 dBA 16:25:35	C Weight 73.8 dBC 101.6 dBC 94.0 dBC 01-May-2006 16:31:13					
Lmax	(slow): 01-May-2006	74.6 dBA 16:25:35	83.5 dBC					
Lmin	(slow):	50.1 dBA	62.9 dBC					

Lmin	(slow):	50.1	dBA	01 May 2000	62.9 dBC	01 May 2000	64.9 dBF
	01-May-2006	16:28	3:52	01-May-2006	16:27:35	01-May-2006	16:27:35
Lmax	(fast):	77.8	dba		85.9 dBC		88.0 dBF
	01-May-2006	16:2!	5:35	01-May-2006	16:31:13	01-May-2006	16:26:32
Lmin	(fast):	48.5	dba		61.2 dBC		63.5 dBF
	01-May-2006	16:28	3:52	01-May-2006	16:27:34	01-May-2006	16:30:56
Lmax	(impulse):	79.0	dba		86.5 dBC		91.0 dBF
	01-May-2006	16:25	5:35	01-May-2006	16:31:13	01-May-2006	16:26:32
Lmin	(impulse):	50.9	dba		64.1 dBC	-	66.4 dBF
	01-May-2006	16:27	7:38	01-May-2006	16:26:53	01-May-2006	16:27:35
Calib	orated:		01-May-2	2006 15:44:1	8	Offset: -46.	6 dB
Check	ed:		01-May-2	2006 15:44:1	8	Level: 114.0	dB
Calib	orator		not set			Level: 114.0	dB
Cal F	lecords Count	::	0				
Inter	val Records:		Disabled	1		Number Interva	al Records:
Histo	ry Records:		Disabled	1		Number History	y Records:
Run/S	top Records:					Number Run/Sto	op Records:

File Translated: U:\UcJobs_02600-03000_02700\02718\Measurements\01May16s_004.s1md1 Model/Serial Number: 824 / A2629 Firmware/Software Revs: 4.261 / 3.120 Name: Urban Crossroads, Inc. Descr1: 41 Corporate Park, Suite 300 Descr2: Irvine, CA 92606 Setup/Setup Descr: slm&rta.ssa / SLM & Real-Time Analyzer Location: Note1: Note2: Overall Any Data 01-May-2006 16:47:31 Start Time: Elapsed Time: 00:10:01.6 A Weight C Weight Flat Leq: 56.7 dBA 73.3 dBC 77.7 dBF SEL 84.5 dba 101.1 dBC 105.5 dBF Peak: 91.9 dBA 97.4 dBC 98.3 dBF 01-May-2006 16:53:23 01-May-2006 16:53:03 01-May-2006 16:56:39 Lmax (slow): 71.7 dBA 86.6 dBC 87.2 dBF 01-May-2006 16:50:07 01-May-2006 16:53:03 01-May-2006 16:53:03 Lmin (slow): 45.5 dBA 65 2 dBC 68.7 dBF 01-May-2006 16:57:52 01-May-2006 16:55:55 01-May-2006 16:55:55 Lmax (fast): 75.1 dBA 88.7 dBC 89.2 dBF 01-May-2006 16:50:06 01-May-2006 16:53:03 01-May-2006 16:56:39 Lmin (fast): 44.4 dba 62.5 dBC 64.6 dBF 01-May-2006 16:57:51 01-May-2006 16:55:55 01-May-2006 16:55:55 Lmax (impulse): 76.1 dBA 89.6 dBC 92 8 dBF 01-May-2006 16:50:06 01-May-2006 16:53:03 01-May-2006 16:56:39 Lmin (impulse): 45.6 dBA 01-May-2006 16:57:52 66.7 dBC 70.2 dBF 01-May-2006 16:55:55 01-May-2006 16:54:15 Spectra Date Time Run Time 01-May-2006 16:47:31 00:10:01.6 Hz Leq1/3 Leq1/1 Max1/3 Max1/1 Min1/3 Min1/1 Hz Leq1/3 Leq1/1 Max1/3 Max1/1 Min1/3 Min1/1 12.5 73.4 78.2 48.5 630 48.3 68.0 32.4 16.0 71.8 76.8 78.8 82.3 52.1 55.2 800 48.3 66.7 32.7 20.0 70.2 74.5 50.0 1000 47.4 52.1 65.6 69.8 31.6 36.5 25.0 68,5 72.0 46,8 1250 45.8 60.6 30.6 31.5 65.8 71.2 74.0 67.1 46.0 52.1 1600 44.2 59.1 29.3 40.0 63.6 66.0 48.8 2000 47.2 42 5 57.3 62.6 28.9 33.7 50.0 60.3 67.1 44.8 2500 39.5 56.6 28.5 63.0 62.2 67.1 72.6 65.7 48.8 52.4 3150 38.0 54.3 29.0 80.0 63.8 69.7 48.2 4000 36.8 41.4 54.3 58.6 32.7 28.3 100 59.1 71.9 45.1 5000 34.4 52.7 26.1 125 60.4 63.5 64.3 73.2 43.6 48.1 6300 32.1 50.8 24.6 160 55.4 64.3 39.7 8000 30.3 35.2 48.5 53.6 28.4 23.6 200 52.8 69.0 36.1 10000 27.7 45.6 22.5 250 51.1 56.2 65.1 72.0 34.3 39.4 12500 25.1 43.0 21.1 315 49.7 66.7 32.8 16000 23.2 28.6 44.6 38.4 20.9 26.1 400 49.5 71.1 31.2 20000 22.9 32.2 21.8 500 48.6 53.6 72.7 75.8 36.8 32.4 Ln Start Level: 15 dB L1.00 0.0 dBA L50.00 0.0 dBA 1,95.00 0.0 dBA L5.000.0 dBA L90.00 0.0 dBA L99.00 0.0 dBA Detector: Fast Weighting: А SPL Exceedance Level 1: SPL Exceedance level 2: 85.0 dB Exceeded: 0 times 120 db Exceeded: 0 times 0 times Peak-1 Exceedance Level: 105 dB Exceeded: Peak-2 Exceedance Level: 100 dB Exceeded: 0 times 2 Hysteresis: 0 time(s) Overloaded: Paused: 1 times for 00:00:36.0

0 0 4

File Translated: U:\UcJobs_02600-03000_02700\02718\Measurements\01May16s_004.slmdl Model/Serial Number: 824 / A2629

Current Any Data Start Time: 01 Elapsed Time: 00

	01-May-2006	16:47:31
:	00:10:01.6	

Leq: SEL: Peak: 01-May-2006	A Weight 56.7 dBA 84.5 dBA 91.9 dBA 5 16:53:23	01-May-2006	C Weight 73.3 dBC 101.1 dBC 97.4 dBC 16:53:03	01-May-2006	Flat 77.7 dBF 105.5 dBF 98.3 dBF 16:56:39
Lmax (slow):	71.7 dBA	01 Mars 2006	86.6 dBC	01 25- 0005	87.2 dBF
Imin (slow):	15 5 dBx	01-May-2006	10:53:03	01-May-2006	16:53:03
01-May-2006	45.5 aba	01-Max-2006	16.55.55	01 Mars 2006	68./ QBF
or may 2000	1.0.01.02	01-May-2000	T0:00:00	01-May-2006	T0:00:00
Lmax (fast):	75.1 dBA		88.7 dBC		89 2 dBF
01-May-2006	16:50:06	01-Mav-2006	16:53:03	01-May-2006	16:56:39
Lmin (fast):	44.4 dBA	-	62.5 dBC		64.6 dBF
01-May-2006	5 16:57:51	01-May-2006	16:55:55	01-May-2006	16:55:55
				-	
Lmax (impulse):	76.1 dBA		89.6 dBC		92.8 dBF
01-May-2006	16:50:06	01-May-2006	16:53:03	01-May-2006	16:56:39
Lmin (impulse):	45.6 dBA		66.7 dBC		70.2 dBF
01-May-2006	16:57:52	01-May-2006	16:55:55	01-May-2006	16:54:15
Calibrated: Checked: Calibrator Cal Records Cour	01-May- 01-May- not set at: 0	2006 15:44:18 2006 15:44:18	3 3	Offset: -46. Level: 114.0 Level: 114.0	6 dB dB dB
Interval Records History Records: Run/Stop Records	: Disable Disable	d d		Number Interva Number History Number Run/Sto	al Records: y Records: op Records:

38.4

34.6

31.4

25.4

25.4

File Translated. U:\UcJobs_02600-03000_02700\02718\Measurements\01May17s 005.slmdl Model/Serial Number: 824 / A2629 Firmware/Software Revs: 4.261 / 3.120 Name: Urban Crossroads, Inc. Descr1: 41 Corporate Park, Suite 300 Descr2: Irvine, CA 92606 Setup/Setup Descr: slm&rta.ssa / SLM & Real-Time Analyzer Location: Note1: Note2: Overall Any Data 01-May-2006 17:06:54 Start Time: Elapsed Time: 00:10:04.5A Weight C Weight Flat Leq: 55.9 dBA 71.7 dBC 75.1 dBF SEL: 83.8 dBA 99.5 dBC 102.9 dBF 91.3 dBA Peak: 99.7 dBC 100.8 dBF 01-May-2006 17:12:22 01-May-2006 17:12:21 01-May-2006 17:12:21 Lmax (slow): 71.6 dBA 85.7 dBC 86.3 dBF 01-May-2006 17:12:22 01-May-2006 17:09:08 01-May-2006 17:09:08 Lmin (slow): 46.5 dBA 64.8 dBC 67.4 dBF 01-May-2006 17:13:46 01-May-2006 17:08:45 01-May-2006 17:08:55 75.9 dBA Lmax (fast): 88.0 dBC 88.5 dBF 01-May-2006 17:12:22 01-May-2006 17:09:07 01-May-2006 17:09:07 Lmin (fast): 45.5 dBA 63.1 dBC 64.9 dBF 01-May-2006 17:13:43 01-May-2006 17:09:31 01-May-2006 17:09:31 Lmax (impulse): 78.2 dBA 90.4 dBC 91 0 dBF 01-May-2006 17:12:22 01-May-2006 17:12:21 01-May-2006 17:13:46 Lmin (impulse): 46.5 dBA 65.9 dBC 68.1 dBF 01-May-2006 17:11:44 01-May-2006 17:09:28 01-May-2006 17:08:55 Spectra Time Run Time Date 01-May-2006 17:06:54 00:10:04.5 Hz Leq1/3 Leq1/1 Max1/3 Max1/1 Min1/3 Min1/1 Hz Leq1/3 Leq1/1 Max1/3 Max1/1 Min1/3 Min1/1 12.5 69.3 74.7 46.7 630 45.9 65.5 32.7 16.0 67.7 72.7 76.5 79.9 47.4 52.2 800 47.5 66.7 33.5 48.0 20.0 66.2 73.7 1000 47.0 51.7 71.0 66.4 33.9 25.0 64.7 74.7 44.5 1250 46.3 65 6 33.4 31.5 68.3 63.3 73.3 79.4 51.1 46.5 1600 45.2 65.8 31.2 40.0 62.2 75.7 47.5 2000 48.2 69.9 43.2 65.6 29.7 50.0 60.8 76.2 48.3 2500 40.6 63.6 27.9 63.0 65.9 68.6 83.0 54.6 80.7 51.6 3150 38.8 60.9 28.2 80.0 63.4 76.2 48.7 4000 36.9 41.8 58.0 63.5 26.8 100 57.6 74.5 46.3 5000 34.3 55.5 23.8 58.3 62.0 125 79.5 81.6 46.7 50.2 6300 31.7 52.3 21.7 160 55.2 74.3 41.9 8000 29.1 34.4 49.1 54.6 20.3 200 51.8 71.4 38.0 10000 26.5 45.6 19.7 250 49.2 54.4 67.6 73.7 39.9 12500 33.5 24.0 40.9 19.4 315 46.1 65.6 30.8 16000 22.6 27.9 42.0 34.5 20.4 400 44.8 67.0 31.2 20000 22.8 27.7 21.8 500 45.3 50.1 70.5 36.9 64.3 32.4 Ln Start Level: 15 dB L1.00 0.0 dBA L50.00 0.0 dBA L95.00 0.0 dBA L5.00 0.0 dBA L90.00 0.0 dBA L99.00 0.0 dBA Detector: Fast Weighting: А SPL Exceedance Level 1: 85.0 dB Exceeded: 0 times 120 dB SPL Exceedance level 2: Exceeded: 0 times Peak-1 Exceedance Level: 105 dB Exceeded: 0 times Peak-2 Exceedance Level: 100 dB Exceeded: 0 times Hysteresis: 2 Overloaded: 0 time(s) Paused: 0 times for 00:00:00.0

0 0 2

File Translated: U:\UcJobs_02600-03000_02700\02718\Measurements\01May17s_005.slmdl Model/Serial Number: 824 / A2629

Current Any Data Start Time: Elapsed Time:	01-May- 00:10:0	2006 17:06:5 4.5	4	
Leq: SEL: Peak: 01-May-2006	A Weight 55.9 dBA 83.8 dBA 91.3 dBA 17:12:22	01-May-2006	C Weight 71.7 dBC 99.5 dBC 99.7 dBC 17:12:21	Flat 75.1 dBF 102.9 dBF 100.8 dBF 01-May-2006 17:12:21
Lmax (slow): 01-May-2006 Lmin (slow): 01-May-2006	71.6 dBA 17:12:22 46.5 dBA 17:13:46	01-May-2006 01-May-2006	85.7 dBC 17:09:08 64.8 dBC 17:08:45	86.3 dBF 01-May-2006 17:09:08 67.4 dBF 01-May-2006 17:08:55
Lmax (fast): 01-May-2006 Lmin (fast): 01-May-2006	75.9 dBA 17:12:22 45.5 dBA 17:13:43	01-May-2006 01-May-2006	88.0 dBC 17:09:07 63.1 dBC 17:09:31	88.5 dBF 01-May-2006 17:09:07 64.9 dBF 01-May-2006 17:09:31
Lmax (impulse): 01-May-2006 Lmin (impulse): 01-May-2006	78.2 dBA 17:12:22 46.5 dBA 17:11:44	01-May-2006 01-May-2006	90.4 dBC 17:12:21 65.9 dBC 17:09:28	91.0 dBF 01-May-2006 17:13:46 68.1 dBF 01-May-2006 17:08:55
Calibrated: Checked: Calibrator Cal Records Count	01-May- 01-May- not set t: 0	2006 15:44:18 2006 15:44:18	8 8	Offset: -46.6 dB Level: 114.0 dB Level: 114.0 dB
Interval Records: History Records: Run/Stop Records:	: Disable Disable	d d		Number Interval Records: Number History Records: Number Run/Stop Records:

<u>APPENDIX E</u>

Leq TO CNEL CALCULATIONS

MEASURED Leq TO CNEL CONVERSION

2

1600

62.0

Noise Measurement location: Measurement Time: Measurement Level (dBA Leq):

Project : The Avenue Job Number: 2718 Analyst: J.Stephens

Hour	Adjusted Hourly	CNEL	Adjusted
Beginning	Leq	Penalty	Hourly Leq
0000			
0000	48.6	10.0	58.6
0100	46.5	10.0	56.5
0200	47.0	10.0	57.0
0300	46.9	10.0	56.9
0400	50.9	10.0	60.9
0500	55.1	10.0	65.1
0600	58.8	10.0	68.8
0700	59.8	0.0	59.8
0800	61.3	0.0	61.3
0900	61.9	0.0	61.9
1000	61.9	0.0	61.9
1100	62.0	0.0	62.0
1200	62.0	0.0	62.0
1300	61.9	0.0	61.9
1400	62.0	0.0	62.0
1500	62.2	0.0	62.2
1600	62.0 *	0.0	62.0
1700	62.1	0.0	62.1
1800	61.2	0.0	61.2
1900	60.4	5.0	65.4
2000	58.9	5.0	63.9
2100	55.8	5.0	60.8
2200	53.8	10.0	63.8
2300	50.6	10.0	60.6

Resulting CNEL (dBA) :

62.5

MEASURED Leq TO CNEL CONVERSION

3

1600

56.7

Noise Measurement location: Measurement Time: Measurement Level (dBA Leq): Project : The Avenue Job Number: 2718 Analyst: J.Stephens

Hour	Adjusted Hourly	CNEL	Adjusted
Beginning	Leq	Penalty	Hourly Leq
0000	40.0	10.0	
0000	43.3	10.0	53.3
0100	41.2	10.0	51.2
0200	41.7	10.0	51.7
0300	41.6	10.0	51.6
0400	45.6	10.0	55.6
0500	49.8	10.0	59.8
0600	53.5	10.0	63.5
0700	54.5	0.0	54.5
0800	56.0	0.0	56.0
0900	56.6	0.0	56.6
1000	56.6	0.0	56.6
1100	56.7	0.0	56.7
1200	56.7	0.0	56.7
1300	56.6	0.0	56.6
1400	56.7	0.0	56.7
1500	56.9	0.0	56.9
1600	56.7 *	0.0	56.7
1700	56.8	0.0	56.8
1800	55.9	0.0	55.9
1900	55.1	5.0	60.1
2000	53.6	5.0	58.6
2100	50.5	5.0	55.5
2200	48.5	10.0	58.5
2300	45.3	10.0	55.3

Resulting CNEL (dBA) : 57.2

MEASURED Leq TO CNEL CONVERSION

4

1700

55.9

Noise Measurement location: Measurement Time: Measurement Level (dBA Leq): Project : The Avenue Job Number: 2718 Analyst: J.Stephens

Hour	Adjusted Hourly	CNEL	Adjusted
Beginning	Leq	Penalty	Hourly Leq
0000			
0000	42.4	10.0	52.4
0100	40.3	10.0	50.3
0200	40.8	10.0	50.8
0300	40.7	10.0	50.7
0400	44.7	10.0	54.7
0500	48.9	10.0	58.9
0600	52.5	10.0	62.5
0700	53.6	0.0	53.6
0800	55.1	0.0	55.1
0900	55.7	0.0	55.7
1000	55.7	0.0	55.7
1100	55.8	0.0	55.8
1200	55.8	0.0	55.8
1300	55.7	0.0	55.7
1400	55.8	0.0	55.8
1500	56.0	0.0	56.0
1600	55.8	0.0	55.8
1700	55.9 *	0.0	55.9
1800	55.0	0.0	55.0
1900	54.2	5.0	59.2
2000	52.7	5.0	57.7
2100	49.6	5.0	54.6
2200	47.6	10.0	57.6
2300	44.4	10.0	54.4

Resulting CNEL (dBA) :

56.3

<u>APPENDIX F</u>

OFF-SITE FHWA TRAFFIC NOISE MODEL PRINTOUTS

Scenario: Existing Road Name: Chino Avenue Road Segment: w/o Archibald Ave.				Project Name: The Avenue EIR Job Number: 2718 Analyst: F.Sotelo					
SITE S	SPECIFIC IN	NPUT DATA			NO	ISE MOD	EL INPUTS	;	
Highway Data				Site Cor	ditions (H	lard = 10, S	Soft = 15)		
Average Daily	Traffic (Adt):	4,600 vehicle	s			Autos	s: 15		
Peak Hour I	Percentage:	10%		Me	dium Truc	ks (2 Axles): 15		
Peak He	our Volume:	460 vehicle	S	He	avy Truck	s (3+ Axles	<i>):</i> 15		
Veł	nicle Speed:	40 mph		Vehicle	Miy				
Near/Far Lar	ne Distance:	36 feet		Veniere	icleType	Dav	Evening	Night Daily	
Site Data					Au	tos: 77.5	% 12.9%	9.6% 97.42%	
Bar	rier Heiaht:	0.0 feet		М	edium True	cks: 84.8	% 4.9%	10.3% 1.84%	
Barrier Type (0-Wa	all, 1-Berm):	0.0			Heavy Truc	cks: 86.5°	% 2.7%	10.8% 0.74%	
Centerline Dis	t. to Barrier.	100.0 feet		Noise S	ource Elev	ations (in	feet)		
Centerline Dist. t	to Observer:	100.0 feet			Autos:	0.000	,		
Barrier Distance to Observer:		0.0 feet		Mediu	m Trucks:	2.297			
Observer Height (Above Pad):		5.0 feet		Hear	/y Trucks:	8.006	Grade Adjı	<i>istment:</i> 0.0	
Pad Elevation:		0.0 feet		Lane Equivalent Distance (in feet)					
Roa	d Elevation:								
F	Road Grade:	0.0%		Autos. 30.434 Modium Trucks: 08.404					
	Left View:	-90.0 degrees		Hoony Trucks: 98.404					
	Right view.	90.0 degree	35	nea	ly muchs.	90.413			
FHWA Noise Mode	l Calculation	IS		1					
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atte	n Berm Atten	
Autos:	66.51	-4.81	-4.	.52	-1.20	-4.77	7 0.00	0.000	
Medium Trucks:	77.72	-22.05	-4.	.51	-1.20	-4.88	3 0.00	0.000	
Heavy Trucks:	82.99	-26.01	-4.	.51	-1.20	-5.16	6 0.00	0.000	
Unmitigated Noise	Levels (with	out Topo and	barrier atte	enuation)	1		1		
VehicleType	Leq Peak Ho	ur Leq Day	⁄ Leq	Evening	Leq Ni	ght	Ldn	CNEL	
Autos:	56	5.0	54.1	52.3		46.3	54.9	55.5	
Medium Trucks:	50).0	48.4	42.1		40.5	49.0	49.2	
Heavy Irucks: 51.3 49.9		40.8 42.1 50.4			50.5				
Vehicle Noise:	58	3.0	56.3	53.0		48.4	57.0	57.4	
Centerline Distanc	e to Noise C	ontour (in feet)						
			70) dBA	65 dE	3A	60 dBA	55 dBA	
			Ldn:	14	29		63	135	
		CI	VEL:	14	31		67	145	

Scenario:	Existing
Road Name:	Chino Avenue
Road Segment:	e/o Archibald Ave.

SITE	SPECIFIC IN	NPUT DATA					NOISE	MODE		5	
Highway Data				S	Site Con	ditions	s (Hard =	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	6,000 vehicle	S					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	Axles):	15		
Peak F	our Volume:	600 vehicle	S		He	avy Tri	ucks (3+	Axles):	15		
Ve	hicle Speed:	40 mph			/ohiclo	Miv					
Near/Far La	ne Distance:	36 feet			Veh	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data					1011	lololyp	Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrior Hoight:	0.0 foot			M	edium	Trucks:	84.8%	4.9%	10.3%	1.84%
Da Barrier Type (0-M	Vall 1-Borm)				ŀ	leavy	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist to Barrier	0.0 100.0 feet		_							
Centerline Dist	to Observer	100.0 feet		Λ	Noise So	burce E	Elevatior	ns (in fe	et)		
Barrier Distance	to Observer	0.0 feet				Aut	os: 0	.000			
Observer Height	(Above Pad)	5.0 feet			Mediu	m Truc	ks: 2	.297			
P	ad Elevation:	0.0 feet			Heav	y Truc	ks: 8	.006	Grade Adj	ustment:	0.0
Ro	ad Elevation:	0.0 feet		L	.ane Eq	uivaler	nt Distan	ce (in i	feet)		
	Road Grade:	0.0%				Aut	os: 98	.494	,		
	Left View:	-90.0 degre	es		Mediu	m Truc	ks: 98	.404			
	Right View:	90.0 degre	90.0 degrees		Heavy Trucks: 98.413						
	0	0									
FHWA Noise Mod	el Calculation	IS					1				
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Berl	m Atten
Autos:	66.51	-3.66		-4.52	2	-1.20	1	-4.77	0.0	00	0.000
Medium Trucks:	77.72	-20.90		-4.51		-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	82.99	-24.85		-4.51		-1.20		-5.16	0.0	00	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq Ev	<i>ening</i>	Leo	n Night		Ldn	Cl	VEL
Autos:	57	7.1	55.2		53.5		47.	4	56.0		56.6
Medium Trucks:	51	1.1	49.6		43.2		41.	7	50.2		50.4
Heavy Trucks: 52.4		2.4	51.0		42.0		43.	2	51.6		51.7
Vehicle Noise:	59	9.1	57.4		54.1		49.	6	58.1		58.6
Centerline Distan	ce to Noise C	ontour (in fee	t)								
		,		70 d	IBA	65	5 dBA	6	0 dBA	55	dBA
			Ldn:	16	6		35	1	75	1	61
		С	NEL:	17	7		37		80	1	73

Scenario: Existing Road Name: Edison Avenue Road Segment: Helman to Archibald				Project Name: The Avenue EIR Job Number: 2718 Analyst: F Sotelo					
SITF	SPECIFIC IN				N				
Highway Data				Site Con	ditions (Hard = 10, S	Soft = 15)		
Average Daily	Traffic (Adt):	7,700 vehicles	6			Autos	s: 15		
Peak Hou	r Percentage:	10%		Me	dium Tru	cks (2 Axles): 15		
Peak I	Hour Volume:	770 vehicles	5	He	avy Truck	ks (3+ Axles): 15		
Ve	ehicle Speed:	50 mph		Vehicle	Miv				
Near/Far La	ane Distance:	72 feet		Veh	icleType	Dav	Evening N	light Daily	
Site Data					A	utos: 77.5	% 12.9%	9.6% 97.42%	
Ba	orrier Height:	0.0 feet		М	edium Tru	<i>icks:</i> 84.8	% 4.9% 1	0.3% 1.84%	
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy Tru	<i>icks:</i> 86.5	% 2.7% 1	0.8% 0.74%	
Centerline D	ist. to Barrier.	100.0 feet		Noise Su	ource Ele	vations (in	foot)		
Centerline Dist.	to Observer:	100.0 feet		110/30 00		· 0.000			
Barrier Distance	e to Observer:	0.0 feet		Mediu	m Trucks	· 2 297			
Observer Height	(Above Pad).	5.0 feet		Heav	/v Trucks	8.006	Grade Adjus	tment: 0.0	
F	Pad Elevation: 0.0								
Ro	ad Elevation:	0.0 feet		Lane Equivalent Distance (in feet)					
	Road Grade:	0.0%		Autos: 93.429					
	Left View:	-90.0 degree	S	Medium Trucks: 93.334					
	Right View:	90.0 degree	S	Heat	/y Trucks:	93.344			
FHWA Noise Mod	lel Calculation	s							
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atten	Berm Atten	
Autos:	70.20	-3.54	-4.	18	-1.20	-4.77	7 0.000	0.000	
Medium Trucks:	81.00	-20.78	-4.	17	-1.20	-4.88	3 0.000	0.000	
Heavy Trucks:	85.38	-24.74	-4.	17	-1.20	-5.16	6 0.000	0.000	
Unmitigated Nois	e Levels (with	out Topo and I	barrier atte	nuation)					
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq N	light	Ldn	CNEL	
Autos:	61	.3 5	59.4	57.6		51.6	60.2	60.8	
Medium Trucks:	54	.8 5	53.3	47.0		45.4	53.9	54.1	
Heavy Trucks: 55.3 53.8		53.8	44.8 46.1 54.4		54.5				
Vehicle Noise.	: 63	.0 6	61.2	58.2		53.4	61.9	62.4	
Centerline Distan	ce to Noise Co	ontour (in feet)							
			70	dBA	65 d	BA	60 dBA	55 dBA	
			Ldn:	29	63	3	135	290	
		CN	IEL:	31	67	,	145	312	

Scenario:	Existing
Road Name:	Edison Avenue
Road Segment:	e/o Haven Ave.

SITE	SPECIFIC IN	NPUT DATA			NOISE MODEL INPUTS							
Highway Data				5	Site Conditions (Hard = 10, Soft = 15)							
Average Daily	Traffic (Adt):	5,100 vehicle	s					Autos:	15			
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	Axles):	15			
Peak H	lour Volume:	510 vehicle	s		Hea	avy Tru	ucks (3+	Axles):	15			
Ve	hicle Speed:	50 mph			/ohiclo I	Niv						
Near/Far La	ane Distance:	72 feet			Vehi	icleTvn	e	Dav	Evenina	Niaht	Daily	
Site Data					••••	010130	Autos:	77.5%	12.9%	9.6%	97.42%	
Ba	rrier Height:	0.0 feet			Me	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy T	Trucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Di	ist. to Barrier:	100.0 feet			Noice Se		Iovatia	no (in f	not)			
Centerline Dist.	to Observer:	100.0 feet		1	10/38 30							
Barrier Distance	to Observer:	0.0 feet			Modiur	AUIO m Truo	v_{s}	207				
Observer Height	(Above Pad):	5.0 feet			Mediui		KS. 2		Grada Adi	ustmont	0.0	
Р	ad Elevation:	0.0 feet			neav	y muci	ns. c	.000	Grade Auj	ustinent.	0.0	
Ro	ad Elevation:	0.0 feet		L	Lane Equ	uivaler	nt Distai	nce (in i	feet)			
	Road Grade:	0.0%				Auto	os: 93	3.429				
	Left View:	-90.0 degre	es		Mediur	n Truc	ks: 93	3.334				
	Right View:	90.0 degre	es		Heav	y Truci	ks: 93	8.344				
FHWA Noise Mod	lel Calculation	ıs										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Berl	m Atten	
Autos:	70.20	-5.33		-4.18	3	-1.20		-4.77	0.0	00	0.000	
Medium Trucks:	81.00	-22.57		-4.17	7	-1.20		-4.88	0.0	00	0.000	
Heavy Trucks:	85.38	-26.53		-4.17	7	-1.20		-5.16	0.0	00	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)							
VehicleType	Leq Peak Ho	ur Leq Daj	V	Leq Ev	/ening	Leq	q Night		Ldn	Cl	VEL	
Autos:	59	9.5	57.6		55.8		49	.8	58.4		59.0	
Medium Trucks:	53	3.1	51.6		45.2		43	.6	52.1		52.3	
Heavy Trucks:	53	3.5	52.1		43.0		44	.3	52.6	i	52.8	
Vehicle Noise:	61	1.2	59.4		56.4		51	.6	60.2	2	60.6	
Centerline Distan	ce to Noise C	ontour (in fee	t)									
				70 c	IBA	65	5 dBA	E	60 dBA	55	dBA	
			Ldn:	22	2		48		102	2	21	
		С	NEL:	24	4		51		110	2	37	

Scenario: Existing Road Name: Archibald Avenue Road Segment: n/o Chino Ave.

SITE SPECIFIC IN	PUT DATA			NO	ISE MOD	EL INPUT	S				
Highway Data			Site Conditions (Hard = 10, Soft = 15)								
Average Daily Traffic (Adt):	6,000 vehicles				Autos	s: 15					
Peak Hour Percentage:	10%		Me	dium Truc	ks (2 Axles): 15					
Peak Hour Volume:	1,600 vehicles		He	avy Trucks	s (3+ Axles): 15					
Vehicle Speed:	50 mph		Vehicle	Mix							
Near/Far Lane Distance:	60 feet		Veh	icleType	Dav	Evenina	Niaht	Daily			
Site Data			Von	Au	tos: 77.5	% 12.9%	9.6%	97.42%			
Barrior Hoight:	0.0 foot		M	edium Truc	cks: 84.8	% 4.9%	10.3%	1.84%			
Barrier Type (0-Wall 1-Berm)			ŀ	Heavy Truc	cks: 86.5	% 2.7%	10.8%	0.74%			
Centerline Dist to Barrier	0.0 100.0 feet	_		,							
Centerline Dist. to Observer	100.0 feet	1	Noise So	ource Elev	vations (in	feet)					
Barrier Distance to Observer				Autos:	0.000						
Observer Height (Above Pad):	5.0 feet		Mediu	m Trucks:	2.297						
Pad Elevation:	0.0 feet		Heav	vy Trucks:	8.006	Grade Adj	justment:	0.0			
Road Elevation:	0.0 feet		Lane Eq	uivalent D)istance (ir	i feet)					
Road Grade:	0.0%			Autos:	95.525	,					
Left View:	-90.0 degrees		Mediu	m Trucks:	95.432						
Right View:	90.0 degrees		Heav	vy Trucks:	95.441						
FHWA Noise Model Calculation	S					1					
VehicleType REMEL	Traffic Flow D	listance	Finite	Road	Fresnel	Barrier Atte	en Ber	m Atten			
Autos: 70.20	-0.37	-4.3	2	-1.20	-4.77	7 0.0	000	0.000			
Medium Trucks: 81.00	-17.61	-4.3	1	-1.20	-4.88	3 0.0	000	0.000			
Heavy Trucks: 85.38	-21.56	-4.3	1	-1.20	-5.16	6 0.0	000	0.000			
Unmitigated Noise Levels (with	out Topo and barr	rier atten	uation)								
VehicleType Leq Peak Hou	r Leq Day	Leq E	vening	Leq Ni	ght	Ldn	Cl	VEL			
Autos: 64	.3 62.4	ŀ	60.7		54.6	63.2	2	63.8			
Medium Trucks: 57	.9 56.4	ŀ	50.0		48.5	56.9)	57.2			
Heavy Trucks: 58	.3 56.9)	47.8		49.1	57.4	1	57.6			
Vehicle Noise: 66	.0 64.3	3	61.2		56.4	65.0)	65.4			
Centerline Distance to Noise Co	ontour (in feet)										
		70 0	dBA	65 dE	BA	60 dBA	55	dBA			
	Ldn:	: 4	6	100	1	215	4	63			
	CNEL:	: 5	0	107		231	4	97			

Scenario:	Existing
Road Name:	Archibald Avenue
Road Segment:	Chino to Schaefer

SITE	SPECIFIC IN	NPUT DATA					NOISE	MODE		S	
Highway Data					Site Cor	ditions	G (Hard	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	15,100 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	? Axles):	15		
Peak H	lour Volume:	1,510 vehicle	s		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		_	Vehicle	Mix					
Near/Far La	ne Distance:	60 feet		_	Veh	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data					Von	loioryp	Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrior Hoight:	0.0 foot			М	edium	Trucks:	84.8%	4.9%	10.3%	1.84%
Da Barrier Type (0-M	Vall 1-Borm)					Heavy	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist to Barrier	0.0 100.0 feet									
Centerline Dist	to Observer	100.0 feet		_	Noise S	ource E	levatio	ns (in f	eet)		
Barrier Distance	to Observer	0.0 feet				Auto	os: (0.000			
Observer Height	(Above Pad):	5.0 feet			Mediu	m Truc	ks: 2	2.297	0 I I I		
P	ad Elevation:	0.0 feet			Hear	vy Truci	ks: 8	3.006	Grade Adj	ustment.	: 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivaler	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 9	5.525			
	Left View:	-90.0 degre	es		Mediu	m Truc	ks: 9	5.432			
	Right View:	90.0 degre	es		Hear	vy Truci	ks: 9	5.441			
FHWA Noise Mod	el Calculation	IS									
VehicleType	REMEL	Traffic Flow	Di	istance	Finite	Road	Fres	snel	Barrier Atte	en Ber	m Atten
Autos:	70.20	-0.62	1	-4.3	2	-1.20	L	-4.77	0.0	00	0.000
Medium Trucks:	81.00	-17.86		-4.3	51	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	85.38	-21.81		-4.3	51	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	ier atter	nuation)						
VehicleType	Leq Peak Ho	ur Leq Day	V	Leq E	vening	Leq	n Night		Ldn	CI	VEL
Autos:	64	4.1	62.2		60.4		54	.3	63.0)	63.6
Medium Trucks:	57	7.6	56.1		49.8		48	.2	56.7		56.9
Heavy Trucks:	58	3.1	56.6		47.6		48	.8	57.2		57.3
Vehicle Noise:	65	5.8	64.0		61.0		56	5.2	64.7	,	65.2
Centerline Distan	ce to Noise C	ontour (in fee	t)								
				70	dBA	65	i dBA	ť	60 dBA	55	dBA
			Ldn:	4	15		96		207	4	45
		С	NEL:	4	8		103		222	4	78

Scenario:	Existing
Road Name:	Archibald Avenue
Road Segment:	s/o Edison

SITE	SPECIFIC IN	NPUT DATA				ſ	NOISE	MODE		S	
Highway Data				S	Site Con	ditions	(Hard :	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	16,900 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles):	15		
Peak H	lour Volume:	1,690 vehicle	s		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		N	/ehicle l	Mix					
Near/Far La	ane Distance:	72 feet			Veh	icleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data							- Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			Me	ədium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			F	l eavy T	rucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	100.0 feet			laisa Sa		lovatio	ns (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		<u></u>	10/30 00			000			
Barrier Distance	to Observer:	0.0 feet			Madiu	AUIC m Truck		.000			
Observer Height	(Above Pad):	5.0 feet			Mediui	II IIUCr	(S. 2	.297	Grada Ad	iustmont	. 0 0
P	ad Elevation:	0.0 feet			neav	y TTUCK	(S. 0	.006	Graue Auj	usunent.	0.0
Ro	ad Elevation:	0.0 feet		L	.ane Equ	uivalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	.429			
	Left View:	-90.0 degre	es		Mediur	n Trucł	ks: 93	.334			
	Right View:	90.0 degre	es		Heav	y Truck	ks: 93	.344			
FHWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	70.20	-0.13		-4.18	3	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-17.37		-4.17	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-21.32		-4.17	7	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq Ev	vening	Leq	Night		Ldn	CI	VEL
Autos:	64	4.7	62.8		61.0		55	0	63.6	5	64.2
Medium Trucks:	58	3.3	56.8		50.4		48	8	57.3	3	57.5
Heavy Trucks:	58	3.7	57.3		48.2		49	5	57.8	3	58.0
Vehicle Noise:	66	6.4	64.6		61.6		56	8	65.4	ŀ	65.8
Centerline Distan	ce to Noise C	ontour (in feet)								
				70 a	IBA	65	dBA	ť	60 dBA	55	dBA
			Ldn:	49	9	1	06		228	4	91
		C	NEL:	53	3	1	14		245	5	27

Scenario: Existing Road Name: Haven Avenue Road Segment: n/o Chino Ave. Project Name: The Avenue EIR Job Number: 2718 Analyst: F.Sotelo

SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS							
Highway Data				S	Site Conditions (Hard = 10, Soft = 15)							
Average Daily	Traffic (Adt):	1 vehicles						Autos:	15			
Peak Hour	Percentage:	10%			Med	dium Tru	ıcks (2	Axles):	15			
Peak H	lour Volume:	0 vehicles			Hea	avy Truc	ks (3+	Axles):	15			
Ve	hicle Speed:	45 mph		V	ahicle II	Nix						
Near/Far La	ane Distance:	42 feet			Vehi	cleTvne		Dav	Evenina	Niaht	Daily	
Site Data						A	utos:	77.5%	12.9%	9.6%	97.42%	
Ba	rrier Height	0.0 feet			Ме	dium Tr	ucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall. 1-Berm):	0.0			H	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Di	ist. to Barrier.	100.0 feet		N	laisa Sa		ovatio	ne (in fi	aat)			
Centerline Dist.	to Observer:	100.0 feet		~	0130 30			000				
Barrier Distance	to Observer:	0.0 feet			Madium	AUIOS	. U	.000				
Observer Height	(Above Pad):	5.0 feet			Mediun		5. Z	.297	Crada Adi	iuotmont		
P	ad Elevation:	0.0 feet			Heav	y Trucks	8: 8	.006	Graue Auj	usimeni.	0.0	
Ro	ad Elevation:	0.0 feet		L	ane Equ	ıivalent	Distar	nce (in i	feet)			
Road Grade: 0.0%						Autos	s: 97	.898				
	Left View:	-90.0 degrees	S		Mediun	n Trucks	s: 97	.807				
	Right View:	90.0 degrees	S		Heav	y Trucks	s: 97	.816				
FHWA Noise Mod	lel Calculation	S										
VehicleType	REMEL	Traffic Flow	Distan	ce	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten	
Autos:	68.46	-41.95	-	4.48	1	-1.20		-4.77	0.0	000	0.000	
Medium Trucks:	79.45	-59.19	-	4.47		-1.20		-4.88	0.0	000	0.000	
Heavy Trucks:	84.25	-63.15	-	4.48		-1.20		-5.16	0.0	000	0.000	
Unmitigated Nois	e Levels (with	out Topo and b	arrier a	ttenu	uation)							
VehicleType	Leq Peak Hou	Ir Leq Day	Le	q Eve	ening	Leq I	Vight		Ldn	CI	VEL	
Autos:	20	.8 1	8.9		17.2		11.	1	19.7	,	20.3	
Medium Trucks:	14	.6 1	3.1		6.7		5	2	13.6	5	13.9	
Heavy Trucks:	15	.4 1	4.0		5.0		6	2	14.6	6	14.7	
Vehicle Noise:	22	.7 2	0.9		17.8		13	1	21.6	5	22.1	
Centerline Distan	ce to Noise Co	ontour (in feet)										
				70 dl	BA	65 c	<i>iBA</i>	e	60 dBA	55	dBA	
		L	.dn:	0		C)	·	0		1	
		CN	EL:	0		C)		0		1	

Monday, September 15, 2008

Scenario: Existing Road Name: Haven Avenue Road Segment: Chino to Schaefer

SITE	SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS							
Highway Data					Site Conditions (Hard = 10, Soft = 15)								
Average Daily	Traffic (Adt):	1 vehicle	s					Autos:	15				
Peak Hour	r Percentage:	10%			Me	dium Tru	ucks (2 J	Axles):	15				
Peak H	Hour Volume:	0 vehicle	s		He	avy Truc	cks (3+)	Axles):	15				
Ve	ehicle Speed:	45 mph			Vehicle	Mix							
Near/Far La	ane Distance:	42 feet			Veh	icleTvpe		Dav	Evenina	Niaht	Dailv		
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%		
Ba	rrier Height:	0.0 feet			M	ədium Tı	rucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-V	Vall, 1-Berm):	0.0			ŀ	leavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline D	ist. to Barrier.	100.0 feet		-	Noise Sc	ource Fl	evation	s (in fa	oot)				
Centerline Dist.	to Observer:	100.0 feet			110100 00		oruaion or 0	000					
Barrier Distance	to Observer:	0.0 feet			Madiu	m Truck	s. 0. s [.] 2	207					
Observer Height	(Above Pad).	5.0 feet			Hoay	n Truck	5. Z.	006	Grade Ad	ustment	· 0 0		
P	ad Elevation:	0.0 feet			Tieav	y HUCK	s. 0.	000	Grade Maj	douriont.	0.0		
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distan	ce (in t	feet)				
	Road Grade:	0.0%				Autos	s: 97.	898					
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 97.	807					
	Right View:	90.0 degree	es		Heav	y Truck	s: 97.	816					
FHWA Noise Mod	lel Calculation	s											
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Atte	en Ber	m Atten		
Autos:	68.46	-41.95		-4.4	.8	-1.20		-4.77	0.0	00	0.000		
Medium Trucks:	79.45	-59.19		-4.4	7	-1.20		-4.88	0.0	00	0.000		
Heavy Trucks:	84.25	-63.15		-4.4	-8	-1.20		-5.16	0.0	00	0.000		
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atter	nuation)								
VehicleType	Leq Peak Hou	Ir Leq Day	/	Leq E	vening	Leq	Night		Ldn	CI	VEL		
Autos:	20	.8	18.9		17.2		11.1	1	19.7	•	20.3		
Medium Trucks:	14	.6	13.1		6.7		5.2	2	13.6	;	13.9		
Heavy Trucks:	15	.4	14.0		5.0		6.2	2	14.6	;	14.7		
Vehicle Noise:	22	.7	20.9		17.8		13.	1	21.6	5	22.1		
Centerline Distan	ce to Noise Co	ontour (in feet)										
				70	dBA	65 (dBA	6	60 dBA	55	dBA		
			Ldn:		0	()		0		1		
		Ci	NEL:	(0	()		0		1		

Scenario: Existing Road Name: Haven Avenue Road Segment: s/o Edison Ave.

SITE	SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS							
Highway Data					Site Conditions (Hard = 10, Soft = 15)								
Average Daily	Traffic (Adt):	1 vehicle	s					Autos:	15				
Peak Hour	r Percentage:	10%			Me	dium Tru	ucks (2 J	Axles):	15				
Peak H	Hour Volume:	0 vehicle	s		He	avy Truc	cks (3+)	Axles):	15				
Ve	ehicle Speed:	45 mph			Vehicle	Mix							
Near/Far La	ane Distance:	42 feet			Veh	icleTvpe		Dav	Evenina	Niaht	Dailv		
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%		
Ba	rrier Height:	0.0 feet			M	ədium Tı	rucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-V	Vall, 1-Berm):	0.0			ŀ	leavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline D	ist. to Barrier.	100.0 feet		-	Noise Sc	ource Fl	evation	s (in fa	oot)				
Centerline Dist.	to Observer:	100.0 feet			110100 00		oruaion or 0	000					
Barrier Distance	to Observer:	0.0 feet			Madiu	m Truck	s. 0. s [.] 2	207					
Observer Height	(Above Pad).	5.0 feet			Hoay	n Truck	5. Z.	006	Grade Ad	ustment	· 0 0		
P	ad Elevation:	0.0 feet			Tieav	y HUCK	s. 0.	000	Grade Maj	douriont.	0.0		
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distan	ce (in t	feet)				
	Road Grade:	0.0%				Autos	s: 97.	898					
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 97.	807					
	Right View:	90.0 degree	es		Heav	y Truck	s: 97.	816					
FHWA Noise Mod	lel Calculation	s											
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Atte	en Ber	m Atten		
Autos:	68.46	-41.95		-4.4	.8	-1.20		-4.77	0.0	00	0.000		
Medium Trucks:	79.45	-59.19		-4.4	7	-1.20		-4.88	0.0	00	0.000		
Heavy Trucks:	84.25	-63.15		-4.4	-8	-1.20		-5.16	0.0	00	0.000		
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atter	nuation)								
VehicleType	Leq Peak Hou	Ir Leq Day	/	Leq E	vening	Leq	Night		Ldn	CI	VEL		
Autos:	20	.8	18.9		17.2		11.1	1	19.7	•	20.3		
Medium Trucks:	14	.6	13.1		6.7		5.2	2	13.6	;	13.9		
Heavy Trucks:	15	.4	14.0		5.0		6.2	2	14.6	;	14.7		
Vehicle Noise:	22	.7	20.9		17.8		13.	1	21.6	5	22.1		
Centerline Distan	ce to Noise Co	ontour (in feet)										
				70	dBA	65 (dBA	6	60 dBA	55	dBA		
			Ldn:		0	()		0		1		
		Ci	NEL:	(0	()		0		1		

Scenario:	Existing
Road Name:	Schaefer Avenue
Road Segment:	Helman to Archibald

Project Name: The Avenue EIR Job Number: 2718 Analyst: F.Sotelo

SITE	SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS							
Highway Data					Site Conditions (Hard = 10, Soft = 15)								
Average Daily	Traffic (Adt):	1 vehicle	S					Autos:	15				
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2	Axles):	15				
Peak H	our Volume:	0 vehicle	S		He	avy Tru	cks (3+	Axles):	15				
Ve	ehicle Speed:	45 mph		_	Vohiclo	Mix							
Near/Far La	ane Distance:	36 feet		_	Venicie i Veh	icleType	9	Dav	Evening	Night	Daily		
Site Data						/	Autos:	77.5%	5 12.9%	9.6%	97.42%		
Ba	rrier Height	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%		
Barrier Type (0-V	Vall, 1-Berm):	0.0			ŀ	leavy T	rucks:	86.5%	2.7%	10.8%	0.74%		
Centerline D	ist. to Barrier.	100.0 feet		-	Noise Sc	ource Fl	levatio	ns (in f	eet)				
Centerline Dist.	to Observer:	100.0 feet					s [.] 0	000					
Barrier Distance	to Observer:	0.0 feet			Madiu	m Truck	3. 0 ~~ 2	207					
Observer Height	(Above Pad).	5.0 feet			Loo	n Truck	3. Z	.231	Grade Ad	iustment	· 0 0		
P	ad Elevation:	0.0 feet			Tieav	y Huck	3. 0	.000	Grade Alaj	dounion	. 0.0		
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distar	nce (in	feet)				
	Road Grade:	0.0%				Auto	s: 98	.494					
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 98	.404					
	Right View:	90.0 degre	es		Heav	y Truck	s: 98	.413					
FHWA Noise Mod	lel Calculation	S											
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten		
Autos:	68.46	-41.95		-4.5	2	-1.20		-4.77	0.0	000	0.000		
Medium Trucks:	79.45	-59.19		-4.5	1	-1.20		-4.88	0.0	000	0.000		
Heavy Trucks:	84.25	-63.15		-4.5	1	-1.20		-5.16	0.0	000	0.000		
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	uation)								
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	Cl	VEL		
Autos:	20	.8	18.9		17.1		11.	1	19.7	7	20.3		
Medium Trucks:	14	.5	13.0		6.7		5.	1	13.6	6	13.8		
Heavy Trucks:	15	.4	14.0		4.9		6.	2	14.5	5	14.7		
Vehicle Noise:	22	.6	20.9		17.7		13.	1	21.6	6	22.1		
Centerline Distan	ce to Noise Co	ontour (in feet	t)										
				70 (dBA	65	dBA	6	60 dBA	55	dBA		
			Ldn:	(C		0		0		1		
		C	NEL:	(C		0		0		1		

Monday, September 15, 2008

Scenario: Existing Road Name: Schaefer Avenue Road Segment: Archibald to Turner

SITE	SPECIFIC IN	PUT DATA				Ν	OISE N	/IODE		5	
Highway Data				S	Site Cond	litions (′Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	1 vehicles					,	Autos:	15		
Peak Hour	Percentage:	10%			Mec	lium Tru	icks (2 A	Axles):	15		
Peak H	lour Volume:	0 vehicles			Hea	vy Truc	ks (3+ A	Axles):	15		
Ve	hicle Speed:	45 mph		L.	/ehicle N	liv					
Near/Far La	ane Distance:	36 feet		-	Vehic	leTvpe		Dav	Evenina	Niaht	Dailv
Site Data						A	utos:	 77.5%	12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			Me	dium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Н	eavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet		٨	laise Sa	urce Fle	vation	s (in fa	of)		
Centerline Dist.	to Observer:	100.0 feet		-			· 0()))))	,01)		
Barrier Distance	to Observer:	0.0 feet			Mediun	n Trucks	· 0.0	207			
Observer Height	(Above Pad):	5.0 feet			Hoav	/ Trucks	· 2.2	106	Grade Adi	ustment	0.0
P	ad Elevation:	0.0 feet			Tieavy	TTUCKS	. 0.0	000	Crado / laj		0.0
Ro	ad Elevation:	0.0 feet		L	.ane Equ	ivalent	Distand	ce (in f	feet)		
	Road Grade:	0.0%				Autos	: 98.4	494			
	Left View:	-90.0 degree	S		Mediun	n Trucks	: 98.4	404			
	Right View:	90.0 degree	S		Heavy	/ Trucks	: 98.	413			
FHWA Noise Mod	lel Calculations	5									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite I	Road	Fresn	el	Barrier Atte	en Ber	m Atten
Autos:	68.46	-41.95		-4.52	2	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	79.45	-59.19		-4.51	l	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-63.15		-4.51	l	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and b	oarrier	atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day	L	.eq Ev	vening	Leq I	Vight		Ldn	Cl	VEL
Autos:	20.	.8 1	8.9		17.1		11.1		19.7		20.3
Medium Trucks:	14.	.5 1	3.0		6.7		5.1		13.6	i	13.8
Heavy Trucks:	15.	.4 1	4.0		4.9		6.2		14.5		14.7
Vehicle Noise:	22.	.6 2	20.9		17.7		13.1		21.6	i	22.1
Centerline Distan	ce to Noise Co	ntour (in feet)									
				70 a	IBA	65 c	<i>IBA</i>	6	0 dBA	55	dBA
		L	.dn:	0		0			0		1
		CN	IEL:	0	1	0)		0		1

Scenario: Existing Road Name: Schaefer Avenue Road Segment: Turner to Haven

SITE	SPECIFIC IN	PUT DATA			I	NOISE	MODE		S	
Highway Data				Si	te Conditions	; (Hard	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	1 vehicles					Autos:	15		
Peak Hour	Percentage:	10%			Medium T	rucks (2	2 Axles):	15		
Peak H	our Volume:	0 vehicles			Heavy Tru	ıcks (3+	- Axles):	15		
Ve	hicle Speed:	45 mph		Ve	bicle Mix					
Near/Far La	ane Distance:	36 feet			VehicleTvp	е	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	b 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			Medium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy 7	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	100.0 feet		Nr	nise Source F	lovatio	ns (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		///						
Barrier Distance	to Observer:	0.0 feet			Auto Modium Truck	ko	2 207			
Observer Height	(Above Pad).	5.0 feet				no. A	2.231	Grade Adi	ustment	0.0
P	ad Elevation:	0.0 feet			Tleavy Truck	13. 0	5.000	Orace Auj	usunen.	0.0
Ro	ad Elevation:	0.0 feet		La	ne Equivalen	nt Dista	nce (in	feet)		
	Road Grade:	0.0%			Auto	os: 9	8.494			
	Left View:	-90.0 degrees			Medium Truck	ks: 9	8.404			
	Right View:	90.0 degrees			Heavy Truck	ks: 9	8.413			
FHWA Noise Mod	lel Calculations	5								
VehicleType	REMEL	Traffic Flow	Distanc	е	Finite Road	Fre	snel	Barrier Atte	en Ber	m Atten
Autos:	68.46	-41.95	-4	1.52	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	79.45	-59.19	-2	1.51	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-63.15	-2	1.51	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and b	arrier at	tenua	ation)					
VehicleType	Leq Peak Hou	r Leq Day	Leq	l Eve	ning Leq	Night		Ldn	Cl	VEL
Autos:	20.	8 18	3.9		17.1	11	.1	19.7	,	20.3
Medium Trucks:	14.	5 13	3.0		6.7	5	5.1	13.6	;	13.8
Heavy Trucks:	15.	4 14	4.0		4.9	6	6.2	14.5	5	14.7
Vehicle Noise:	22.	6 20).9		17.7	13	3.1	21.6	5	22.1
Centerline Distan	ce to Noise Co	ntour (in feet)								
		- *	7	70 dB	BA 65	dBA	ť	60 dBA	55	dBA
		Lo	dn:	0	1	0	1	0		1
		CNE	EL:	0		0		0		1

Scenario: Existing Road Name: Chino Avenue Road Segment: w/o Haven Ave.

SITE	SPECIFIC IN	PUT DATA				Ν	OISE	MODE		S	
Highway Data				3	Site Cond	ditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	1 vehicles	6					Autos:	15		
Peak Hour	Percentage:	10%			Med	dium Tru	ucks (2	Axles):	15		
Peak H	lour Volume:	0 vehicles	6		Hea	avy Truc	:ks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		-	Vehicle N	lix					
Near/Far La	ane Distance:	36 feet			Vehi	cleTvpe		Dav	Evenina	Niaht	Dailv
Site Data						/	Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet			Ме	dium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			h	leavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet		1	Noise So	urce El	evatio	ns (in fe	et)		
Centerline Dist.	to Observer:	100.0 feet		-			s [.] (000	,		
Barrier Distance	to Observer:	0.0 feet			Mediun	n Trucks	s. 2	297			
Observer Height	(Above Pad):	5.0 feet			Heav	v Trucks	s: 8	.006	Grade Ad	justment.	0.0
Р	ad Elevation:	0.0 feet			, iour	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
Ro	ad Elevation:	0.0 feet		L	Lane Equ	iivalent	Distar	nce (in i	feet)		
	Road Grade:	0.0%				Autos	s: 98	8.494			
	Left View:	-90.0 degree	es		Mediun	n Trucks	s: 98	8.404			
	Right View:	90.0 degree	es		Heav	y Trucks	s: 98	8.413			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-41.44		-4.52	2	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-58.68		-4.5	1	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-62.63		-4.5	1	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	r atten	uation)						
VehicleType	Leq Peak Hou	ır Leq Day		Leq E	vening	Leq	Night		Ldn	Cl	VEL
Autos:	19	.4	17.5		15.7		9	.6	18.3	3	18.9
Medium Trucks:	13	.3	11.8		5.5		3	.9	12.4	1	12.6
Heavy Trucks:	14	.6	13.2		4.2		5	.4	13.8	3	13.9
Vehicle Noise:	21	.4	19.6		16.4		11	.8	20.3	3	20.8
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 c	dBA	65 0	dBA	6	0 dBA	55	dBA
		1	Ldn:	C)	()		0		0
		CN	IEL:	C)	()		0		1

Scenario: Existing Road Name: Chino Avenue Road Segment: e/o Haven Ave.

SITE	SPECIFIC IN	PUT DATA				N	IOISE	MODE		S	
Highway Data					Site Con	ditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	1 vehicles	5					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tri	ucks (2	Axles):	15		
Peak H	our Volume:	0 vehicles	5		Hea	avy Truc	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		,	Vohiclo I	<i>liv</i>					
Near/Far La	ane Distance:	36 feet			Venicie i Vehi	ileTvne	•	Dav	Evenina	Niaht	Daily
Site Data					Vern	olo i ypo A	Autos:	77.5%	12.9%	9.6%	97.42%
 	rrior Hoight	0.0 foot			Me	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Da Barrier Type (0 - 14	Vall 1-Berm) [.]				F	leavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist to Barrier	0.0 100.0 feet									
Centerline Dist	to Observer	100.0 feet		1	Noise So	ource El	evatior	ns (in fe	eet)		
Barrier Distance	to Observer	0.0 feet				Auto	s: 0	.000			
Observer Height	(Above Pad)	5.0 feet			Mediur	n Truck	s: 2	.297			
P	ad Elevation:	0.0 feet			Heav	y Truck	s: 8	.006	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		1	Lane Equ	uivalent	Distan	ice (in i	feet)		
	Road Grade:	0.0%				Auto	s: 98	.494			
	Left View:	-90.0 dearee	s		Mediur	n Truck	s: 98	.404			
	Right View:	90.0 degree	s		Heav	y Truck	s: 98	.413			
FHWA Noise Mod	lel Calculations	s									• • •
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-41.44		-4.5	2	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-58.68		-4.5	1	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-62.63		-4.5	1	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (witho	out Topo and I	barrie	er atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day		Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	19.	4	17.5		15.7		9.	6	18.3	3	18.9
Medium Trucks:	13.	3	11.8		5.5		3.	9	12.4	1	12.6
Heavy Trucks:	14.	6 [·]	13.2		4.2		5.	4	13.8	3	13.9
Vehicle Noise:	21.	4	19.6		16.4		11.	8	20.3	3	20.8
Centerline Distan	ce to Noise Co	ntour (in feet))								
				70 c	dBA	65	dBA	6	60 dBA	55	dBA
		l	Ldn:	C)	(D		0		0
		CN	IEL:	C)	(C		0		1

Scenario: Existing Road Name: Mill Creek Road Road Segment: n/o Edison Ave. Project Name: The Avenue EIR Job Number: 2718 Analyst: F.Sotelo

SITE	SPECIFIC IN	PUT DATA				ľ	IOISE I	MODE		S	
Highway Data				,	Site Con	ditions	(Hard =	: 10, S	oft = 15)		
Average Daily	Traffic (Adt):	1 vehicle	S					Autos:	15		
Peak Hour	r Percentage:	10%			Me	dium Tr	ucks (2	Axles).	15		
Peak I	Hour Volume:	0 vehicle	s		He	avy Tru	cks (3+)	Axles):	15		
Ve	ehicle Speed:	40 mph			Vehicle	Mix					
Near/Far La	ane Distance:	36 feet		_	Venicie I Veh	icleTvne	è	Dav	Evenina	Niaht	Daily
Site Data					Ven		, Autos:	77.5%	5 12.9%	9.6%	97.42%
	prrior Hoight:	0.0 foot			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0			I	-leavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	100.0 feet		_				- /: 6	()		
Centerline Dist.	to Observer:	100.0 feet			Noise Sc	burce E	ievation		eet)		
Barrier Distance	to Observer:	0.0 feet				Auto	s: 0.	000			
Observer Height	(Above Pad):	5.0 feet			Mediu	m Truck	:s: 2.	297	Out de Ad	(
P	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	006	Grade Adj	ustment	: 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 98	494			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 98.	404			
	Right View:	90.0 degre	es		Heav	y Truck	s: 98.	413			
FHWA NOISE MOD		S Troffic Flow	Dia	10000	Finita	Deed	Free		Downion Att	on Dor	
venicie i ype	REMEL	Trailic Flow	DIS	stance	Finite	Road	Fresi		Barrier Atte	en Ber	m Atten
Aulos.	1 00.01	-41.44		-4.5	2	-1.20		-4.77	0.0	000	0.000
	11.12	-00.00		-4.3	· I	-1.20		-4.00	0.0	000	0.000
	02.99	-02.03		-4.5		-1.20		-3.10	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	19.	.4	17.5		15.7		9.0	6	18.3	3	18.9
Medium Trucks:	13.	.3	11.8		5.5		3.9	9	12.4	ŀ	12.6
Heavy Trucks:	14	.6	13.2		4.2		5.4	4	13.8	}	13.9
Vehicle Noise:	21	.4	19.6		16.4		11.	8	20.3	3	20.8
Centerline Distan	ce to Noise Co	ontour (in feet	t)								
				70	dBA	65	dBA	(60 dBA	55	dBA
			Ldn:	(0		0		0		0
		С	NEL:	(0		0		0		1

Monday, September 15, 2008

Scenario: Existing Road Name: Mill Creek Road Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	PUT DATA				Γ	NOISE	MODE		S	
Highway Data					Site Con	ditions	(Hard =	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	1 vehicle	s					Autos:	15		
Peak Hour	r Percentage:	10%			Me	dium Tr	rucks (2	Axles):	15		
Peak H	Hour Volume:	0 vehicle	s		He	avy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph			Vehicle	Mix					
Near/Far La	ane Distance:	36 feet			Veh	icleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ba	orrier Height	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet		_	Noiso Sa		lovation	ns (in f	aat)		
Centerline Dist.	to Observer:	100.0 feet		-	10136 00						
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto m Truck	13. U	207			
Observer Height	(Above Pad):	5.0 feet			Hoa	W Truck	ω. 2 ω. 8	006	Grade Ad	iustment	· 0 0
P	Pad Elevation:	0.0 feet			Tieav	y much		.000	Grade ridj	Juotinoni	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	os: 98	.494			
	Left View:	-90.0 degre	es		Mediu	m Truck	(s: 98	.404			
	Right View:	90.0 degre	es		Heav	y Truck	ks: 98	.413			
FHWA Noise Mod	lel Calculations	5									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-41.44		-4.5	2	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-58.68		-4.5	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-62.63		-4.5	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	19.	4	17.5		15.7		9.	6	18.3	3	18.9
Medium Trucks:	: 13.	3	11.8		5.5		3.	9	12.4	1	12.6
Heavy Trucks:	14.	6	13.2		4.2		5.	4	13.8	3	13.9
Vehicle Noise:	: 21.	4	19.6		16.4		11.	8	20.3	3	20.8
Centerline Distan	ce to Noise Co	ntour (in feet	t)								
				70	dBA	65	dBA	E	60 dBA	55	dBA
			Ldn:		0		0		0		0
		С	NEL:		0		0		0		1

Scenario: Existing Road Name: Milliken Avenue Road Segment: n/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA				I	NOISE	MODE		S	
Highway Data				÷	Site Con	ditions	; (Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 1	0,500 vehicle	S					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles).	15		
Peak H	lour Volume:	1,050 vehicles	S		He	avy Tru	ıcks (3+	Axles).	15		
Ve	hicle Speed:	50 mph			Vehicle	Mix					
Near/Far La	ane Distance:	72 feet			Veh	icleTvp	е	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	6 12.9%	9.6%	6 97.42%
Ba	rrier Height	0.0 feet			M	edium T	Trucks:	84.8%	4.9%	10.3%	6 1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			I	Heavy T	Trucks:	86.5%	<i>6</i> 2.7%	10.8%	6 0.74%
Centerline Di	ist. to Barrier.	100.0 feet			Naisa Su	ourco E	lovatio	nc (in f	(act)		
Centerline Dist.	to Observer:	100.0 feet		-	10/36 30				eei)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUIC m Truck	bs. 0	.000			
Observer Height	(Above Pad):	5.0 feet			wealu		κς. Ζ	.297	Crada Ac	livotmor	<i>+</i> · 0 0
P	ad Elevation:	0.0 feet			Heav	y Truci	KS: 8	.006	Grade Ad	ijusimen	<i>u.</i> 0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	nt Distar	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	.429			
	Left View:	-90.0 degree	es		Mediu	m Trucl	ks: 93	.334			
	Right View:	90.0 degree	es		Heav	/y Trucł	ks: 93	3.44			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier At	ten Be	rm Atten
Autos:	70.20	-2.20		-4.18	8	-1.20		-4.77	0.	000	0.000
Medium Trucks:	81.00	-19.44		-4.1	7	-1.20		-4.88	0.	000	0.000
Heavy Trucks:	85.38	-23.39		-4.1	7	-1.20		-5.16	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou	Ir Leq Day	'	Leq E	vening	Leq	Night		Ldn	0	NEL
Autos:	62	.6	60.7		59.0		52	9	61.	5	62.1
Medium Trucks:	56	.2	54.7		48.3		46	.8	55.	2	55.5
Heavy Trucks:	56	.6	55.2		46.2		47.	.4	55.	8	55.9
Vehicle Noise:	64	.3	62.6		59.5		54	.7	63.	3	63.8
Centerline Distan	ce to Noise Co	ontour (in feet)								
				70 c	dBA	65	dBA	(60 dBA	55	5 dBA
			Ldn:	3	6		77		166		357
		Cl	VEL:	3	8		83		178		384

Scenario: Existing Road Name: Milliken Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC INI	PUT DATA			N	OISE N	IODE		S	
Highway Data				Site Con	ditions	(Hard =	10, Se	oft = 15)		
Average Daily	Traffic (Adt): 1	0,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Tru	ucks (2 A	Axles):	15		
Peak H	lour Volume:	1,090 vehicles		He	avy Truc	cks (3+ A	Axles):	15		
Ve	ehicle Speed:	50 mph		Vehicle	Mix					
Near/Far La	ane Distance:	72 feet	_	Veh	icleTvpe		Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet		М	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0		I	Heavy Ti	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	_	Noice S	SURGO EL	ovotion	o (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet	'	10138 30				eel)		
Barrier Distance	to Observer:	0.0 feet		N /!!	Autos	s: 0.0	000			
Observer Height	(Above Pad):	5.0 feet		Mealu	m Trucks	s: 2	297	Crada Ad	inatmont	
P	ad Elevation:	0.0 feet		Heal	/y Trucks	5. 8.0	006	Graue Auj	usimeni	. 0.0
Ro	ad Elevation:	0.0 feet	1	Lane Eq	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos	s: 93.	429			
	Left View:	-90.0 degrees		Mediu	m Truck	s: 93.	334			
	Right View:	90.0 degrees		Heav	/y Trucks	s: 93.	344			
FHWA Noise Mod	lel Calculations	:								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresh	nel	Barrier Atte	en Ber	m Atten
Autos:	70.20	-2.03	-4.18	8	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-19.27	-4.1	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-23.23	-4.1	7	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (witho	ut Topo and bar	rier atten	uation)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	62.8	8 60.9	9	59.1		53.1		61.7	7	62.3
Medium Trucks:	56.4	4 54.9	9	48.5		46.9)	55.4	ł	55.6
Heavy Trucks:	56.8	8 55.4	4	46.3		47.6	6	55.9)	56.1
Vehicle Noise:	64.	5 62.7	7	59.7		54.9)	63.5	5	63.9
Centerline Distan	ce to Noise Co	ntour (in feet)								
			70 0	dBA	65 (dBA	e	60 dBA	55	dBA
		Ldr	n: 3	7	7	9		170	3	66
		CNEL	.: 3	9	8	5		183	3	93

Scenario: Existing Road Name: Edison Avenue Road Segment: Archibald to Haven

SITE	SPECIFIC IN	IPUT DATA				Γ	NOISE	MOD	L INPUT	S	
Highway Data					Site Con	ditions	: (Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	6,400 vehicle	S					Autos	: 15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles)	: 15		
Peak H	lour Volume:	640 vehicle	S		He	avy Tru	ıcks (3+	Axles)	: 15		
Ve	ehicle Speed:	50 mph		,	Vehicle I	Mix					
Near/Far La	ane Distance:	72 feet			Veh	icleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data							- Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			Me	edium T	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet			Noice Se		lovatio	no (in f			
Centerline Dist.	to Observer:	100.0 feet		-	NUISE SC				eel)		
Barrier Distance	to Observer:	0.0 feet			Modiu	AUIC m Truol		207			
Observer Height	(Above Pad):	5.0 feet			Hoo	n nucr	13. 2		Grade Ad	liustmon	+· 0 0
P	ad Elevation:	0.0 feet			пеач	y Thườ	(S. C	0.000	Uraue Au	jusunen	. 0.0
Ro	ad Elevation:	0.0 feet		I	Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	3.429			
	Left View:	-90.0 degree	es		Mediu	m Truck	ks: 93	3.334			
	Right View:	90.0 degree	es		Heav	ry Truck	ks: 93	8.344			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Disi	tance	Finite	Road	Fres	nel	Barrier Att	en Bei	rm Atten
Autos:	70.20	-4.35		-4.18	8	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-21.59		-4.1	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-25.54		-4.1	7	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	60).5	58.6		56.8		50	.8	59.4	4	60.0
Medium Trucks:	54	.0	52.5		46.2		44	.6	53.	1	53.3
Heavy Trucks:	54	.5	53.0		44.0		45	.3	53.	6	53.7
Vehicle Noise:	62	2.2	60.4		57.4		52	.6	61.	1	61.6
Centerline Distan	ce to Noise C	ontour (in feet)								
				70 c	dBA	65	dBA		60 dBA	55	dBA
			Ldn:	2	6	;	55		119	2	257
		Cl	VEL:	2	8	!	59		128	2	276

Scenario: Existing Road Name: Haven Avenue Road Segment: Schaefer to Edison

SITE	SPECIFIC IN	PUT DATA				NOI	SE MODE		S	
Highway Data				S	ite Condit	ions (Ha	rd = 10, S	oft = 15)		
Average Daily	Traffic (Adt):	1 vehicles					Autos	15		
Peak Hour	Percentage:	10%			Mediu	m Trucks	s (2 Axles)	: 15		
Peak H	lour Volume:	0 vehicles			Heavy	/ Trucks	(3+ Axles)	: 15		
Ve	hicle Speed:	45 mph		V	ehicle Mix	•				
Near/Far La	ane Distance:	42 feet			Vehicle	Tvpe	Dav	Evenina	Niaht	Dailv
Site Data						Auto	os: 77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			Media	um Truck	ks: 84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Hea	vy Truck	ks: 86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet		N	loise Sour	ce Fleva	tions (in f	eet)		
Centerline Dist.	to Observer:	100.0 feet				Autos:	0.000			
Barrier Distance	to Observer:	0.0 feet			Medium T	rucks:	2 297			
Observer Height	(Above Pad):	5.0 feet			Heavy 7	rucks:	8 006	Grade Adi	ustment [.]	0.0
Р	ad Elevation:	0.0 feet			Ticavy I	ruchs.	0.000	erade raj		0.0
Ro	ad Elevation:	0.0 feet		Li	ane Equiv	alent Dis	stance (in	feet)		
	Road Grade:	0.0%				Autos:	97.898			
	Left View:	-90.0 degrees			Medium 1	rucks:	97.807			
	Right View:	90.0 degrees			Heavy T	rucks:	97.816			
FHWA Noise Mod	lel Calculations	5								
VehicleType	REMEL	Traffic Flow	Distanc	е	Finite Ro	ad F	resnel	Barrier Atte	en Berl	m Atten
Autos:	68.46	-41.95	-4	4.48	-'	1.20	-4.77	0.0	00	0.000
Medium Trucks:	79.45	-59.19	-4	1.47	-^	1.20	-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-63.15	-4	4.48	-*	1.20	-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and ba	arrier at	tenu	uation)					
VehicleType	Leq Peak Hou	r Leq Day	Leq	η Eve	ening	Leq Nig	ht	Ldn	Cl	VEL
Autos:	20.	8 18	3.9		17.2		11.1	19.7	•	20.3
Medium Trucks:	14.	6 13	3.1		6.7		5.2	13.6	;	13.9
Heavy Trucks:	15.	4 14	4.0		5.0		6.2	14.6	;	14.7
Vehicle Noise:	. 22.	7 20).9		17.8		13.1	21.6	5	22.1
Centerline Distan	ce to Noise Co	ntour (in feet)								
			7	70 dl	BA	65 dBA	l I	60 dBA	55	dBA
		Lo	dn:	0		0		0		1
		CNE	EL:	0		0		0		1

Scenario: Existing Road Name: Edison Avenue Road Segment: Haven to Mill Creek

SITE	SPECIFIC IN	PUT DATA				Ν		/ODE	L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	10 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2 A	Axles):	15		
Peak H	lour Volume:	1 vehicle	s		He	avy Tru	cks (3+ A	Axles):	15		
Ve	hicle Speed:	50 mph			Vehicle	Mix					
Near/Far La	ne Distance:	72 feet			Veh	icleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			I	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet			Noise Sc	ource F	levation	s (in fi	oot)		
Centerline Dist.	to Observer:	100.0 feet		-	10130 00			3 (<i>III</i> 10 200			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck	$\frac{3}{2}$	207			
Observer Height	(Above Pad):	5.0 feet			Hear	w Truck	s. 2.	207	Grade Adi	ustment	· 0.0
P	ad Elevation:	0.0 feet		_	ncar	y Huck	3. 0.	000	erade ridj		0.0
Ro	ad Elevation:	0.0 feet		_	Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 93.	429			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 93.	334			
	Right View:	90.0 degre	es		Heav	/y Truck	s: 93.	344			
FHWA Noise Mod	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresh	nel	Barrier Atte	en Ber	m Atten
Autos:	70.20	-32.41		-4.1	8	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	81.00	-49.65		-4.1	7	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	85.38	-53.60		-4.1	7	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	32.	4	30.5		28.8		22.7	7	31.3	5	31.9
Medium Trucks:	26.	0	24.5		18.1		16.6	6	25.0)	25.3
Heavy Trucks:	26.	4	25.0		15.9		17.2	2	25.6	i	25.7
Vehicle Noise:	34.	1	32.4		29.3		24.5	5	33.1		33.5
Centerline Distan	ce to Noise Co	ntour (in feet)								
				70	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:		0		1		2		3
		C	NEL:		0		1		2		4

Scenario: Existing Road Name: Edison Avenue Road Segment: Mill Creek to Hamner

SITE	SPECIFIC IN	PUT DATA				Ν		/ODE	L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	10 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2 A	Axles):	15		
Peak H	lour Volume:	1 vehicle	s		He	avy Tru	cks (3+ A	Axles):	15		
Ve	hicle Speed:	50 mph			Vehicle	Mix					
Near/Far La	ne Distance:	72 feet			Veh	icleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			I	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet			Noise Sc	ource F	levation	s (in fi	oot)		
Centerline Dist.	to Observer:	100.0 feet		-	10130 00			3 (<i>III</i> 10 200			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck	$\frac{3}{2}$	207			
Observer Height	(Above Pad):	5.0 feet			Hear	w Truck	s. 2.	207	Grade Adi	ustment	· 0.0
P	ad Elevation:	0.0 feet		_	ncar	y Huck	3. 0.	000	erade ridj		0.0
Ro	ad Elevation:	0.0 feet		_	Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 93.	429			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 93.	334			
	Right View:	90.0 degre	es		Heav	/y Truck	s: 93.	344			
FHWA Noise Mod	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresh	el	Barrier Atte	en Ber	m Atten
Autos:	70.20	-32.41		-4.1	8	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	81.00	-49.65		-4.1	7	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	85.38	-53.60		-4.1	7	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	32.	4	30.5		28.8		22.7	7	31.3	5	31.9
Medium Trucks:	26.	0	24.5		18.1		16.6	6	25.0)	25.3
Heavy Trucks:	26.	4	25.0		15.9		17.2	2	25.6	i	25.7
Vehicle Noise:	34.	1	32.4		29.3		24.5	5	33.1		33.5
Centerline Distan	ce to Noise Co	ntour (in feet)								
				70	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:		0		1		2		3
		C	NEL:		0		1		2		4

Scenario: Existing Road Name: Edison Avenue Road Segment: e/o Hamner Project Name: The Avenue EIR Job Number: 2718 Analyst: F.Sotelo

SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS							
Highway Data					Site Conditions (Hard = 10, Soft = 15)							
Average Daily Traffic (Adt):		10 vehicles						Autos:	15			
Peak Hour Percentage:		10%			Me	dium Ti	rucks (2	Axles):	15			
Peak Hour Volume:		1 vehicles			Heavy Trucks (3+ Axles): 15							
Ve	ehicle Speed:	50 mph		-	Vohiclo	Miv						
Near/Far La	ane Distance:	72 feet			Venicie I	icleTvn	e	Dav	Evenina	Niaht	Daily	
Site Data							Autos:	77.5%	5 12.9%	9.6%	97.42%	
Ba	orrier Height:	0.0 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-Wall, 1-Berm):		0.0			ŀ	leavy T	rucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Dist. to Barrier.		100.0 feet			Naine Seuree Elevatione (in fact)							
Centerline Dist. to Observer:		100.0 feet		-	10136 30				eel)			
Barrier Distance to Observer:		0.0 feet			Madiu	AUIC m Truci	$\frac{1}{2}$.000				
Observer Height	(Above Pad):	5.0 feet			wealu		(S. Z	.297	Grada Ad	iustmont	. 0 0	
Pad Elevation:		0.0 feet			Heav	y Truck	(S. 8	.006	Graue Au	usunen	. 0.0	
Road Elevation:		0.0 feet			Lane Eq	uivalen	t Distan	ice (in	feet)			
	Road Grade:	0.0%				Auto	os: 93	.429				
	Left View:	-90.0 degre	es		Mediu	m Truck	ks: 93	.334				
Right View:		90.0 degrees			Heavy Trucks: 93.344							
FHWA Noise Mod	lel Calculations	6										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten	
Autos:	70.20	-32.41		-4.1	8	-1.20		-4.77	0.0	000	0.000	
Medium Trucks:	81.00	-49.65		-4.1	7	-1.20		-4.88	0.0	000	0.000	
Heavy Trucks: 85.38		-53.60 -4.		-4.1	-1.20		-5.16 0.000		000	0.000		
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	nuation)							
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	C	NEL	
Autos:	32.	4	30.5		28.8		22.	7	31.3	3	31.9	
Medium Trucks: 26		.0 24.5			18.1		16.6		25.0)	25.3	
Heavy Trucks:26		.4 25.0			15.9		17.2		25.6	6	25.7	
Vehicle Noise:	Vehicle Noise: 34.1 32.4			29.3 24		24.	.5 33.1			33.5		
Centerline Distan	ce to Noise Co	ntour (in feet	t)									
				70	dBA	65	dBA	6	60 dBA	55	dBA	
			Ldn:		0		1		2		3	
		С	NEL:		0		1		2		4	

Monday, September 15, 2008

Scenario: 2015 Without Project Road Name: Chino Avenue Road Segment: w/o Archibald Ave.

SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS						
Highway Data				Site Cor	nditions	(Hard =	10, Se	oft = 15)			
Average Daily	Traffic (Adt):	11,600 vehicles					Autos:	15			
Peak Hour	Percentage:	10%		Me	edium Tru	ucks (2 /	Axles):	15			
Peak H	lour Volume:	1,160 vehicles		He	avy Truc	cks (3+ /	Axles):	15			
Ve	hicle Speed:	40 mph		Vehicle	Miy						
Near/Far La	ne Distance:	36 feet		Veh	nicleTvpe	9	Dav	Evenina	Niaht	Dailv	
Site Data					ء مرز ۲ ماده. ۸	Autos:	 77.5%	5 12.9%	9.6%	5 97.42%	
Ba	rrier Heiaht:	0.0 feet		М	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	/all, 1-Berm):	0.0			Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Di	ist. to Barrier.	100.0 feet		Noiso S	ource El	lovation	s (in f	oot)			
Centerline Dist.	to Observer:	100.0 feet		NUISE S			<u>000</u>				
Barrier Distance	to Observer:	0.0 feet		Modiu	Autos m Trucki	s. 0.	207				
Observer Height (Above Pad):		5.0 feet	5.0 feet					Grade Ad	iustmen	t· 0 0	
P	ad Elevation:	0.0 feet		Tiea	y Huck	s <i>.</i> 0.	000	Grade Au	usunen	. 0.0	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	t Distan	ce (in	feet)			
	Road Grade:	0.0%			Autos	s: 98.	494				
	Left View:	-90.0 degrees		Mediu	m Truck	s: 98.	404				
	Right View:	90.0 degrees		Hear	vy Truck	s: 98.	413				
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Distance	e Finite	Road	Fresr	nel	Barrier Att	en Be	rm Atten	
Autos:	66.51	-0.79	-4	.52	-1.20		-4.77	0.0	000	0.000	
Medium Trucks:	77.72	-18.03	-4	.51	-1.20		-4.88	0.0	000	0.000	
Heavy Trucks:	82.99	-21.99	-4	.51	-1.20		-5.16	0.0	000	0.000	
Unmitigated Nois	e Levels (with	out Topo and ba	rrier att	enuation)							
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq	Night		Ldn	C	NEL	
Autos:	60	.0 58	.1	56.3		50.3	3	58.9	9	59.5	
Medium Trucks: 54.0		.0 52	.5	46.1		44.6		53.0		53.2	
Heavy Trucks: 55.3		.3 53	.9	44.8		46.1		54.4	1	54.6	
Vehicle Noise: 62.0		.0 60	60.3		57.0		52.4)	61.4	
Centerline Distan	ce to Noise Co	ontour (in feet)									
			7	0 dBA	65	dBA	6	60 dBA	55	5 dBA	
		La	ln:	25	5	54		116	2	251	
		CNE	L:	27	5	58		125	2	268	
Scenario: 2015 Without Project Road Name: Chino Avenue Road Segment: e/o Archibald Ave.

SITE	SPECIFIC IN	PUT DATA			NC	DISE MOD	EL INPUTS	5
Highway Data				Site Con	ditions (l	Hard = 10, S	Soft = 15)	
Average Daily	Traffic (Adt): 1	3,400 vehicles				Autos	s: 15	
Peak Hour	Percentage:	10%		Ме	dium Truc	cks (2 Axles): 15	
Peak F	our Volume:	1,340 vehicles		He	avy Truck	s (3+ Axles): 15	
Ve	hicle Speed:	40 mph		Vohiclo	Miv			
Near/Far La	ne Distance:	36 feet		Veh	icleType	Dav	Evenina	Night Daily
Site Data				VOII	AL	utos: 77.5	% 12.9%	9.6% 97.42%
Ba	rrior Hoight:	0.0 foot		М	edium Tru	icks: 84.8	% 4.9%	10.3% 1.84%
Barrier Type (0-W	Vall 1-Berm) [.]				Heavy Tru	icks: 86.5	% 2.7%	10.8% 0.74%
Centerline Di	ist to Barrier	100.0 feet)	
Centerline Dist.	to Observer:	100.0 feet		Noise Se	ource Ele	vations (in	feet)	
Barrier Distance	to Observer:	0.0 feet			Autos:	0.000		
Observer Height	(Above Pad):	5.0 feet		Mediu	m Trucks:	2.297	0 I I I	
P	ad Elevation:	0.0 feet		Heav	/y Trucks:	8.006	Grade Adj	ustment: 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent l	Distance (ir	i feet)	
	Road Grade:	0.0%			Autos:	98.494	-	
	Left View:	-90.0 degrees		Mediu	m Trucks:	98.404		
	Right View:	90.0 degrees		Heav	/y Trucks:	98.413		
FHWA Noise Mod	el Calculation	s						
Vehicle I ype	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atte	en Berm Atten
Autos:	66.51	-0.17	-4.	52	-1.20	-4.77	0.0	00 0.000
Medium Trucks:	11.12	-17.41	-4.	51 - 4	-1.20	-4.88	3 0.0	
Heavy Trucks:	82.99	-21.36	-4.8	51	-1.20	-5.16	6 0.0	00 0.000
Unmitigated Noise	e Levels (with	out Topo and ba	rrier atte	nuation)				
VehicleType	Leq Peak Hou	r Leq Day	Leq E	Evening	Leq N	light	Ldn	CNEL
Autos:	60	.6 58	.7	57.0		50.9	59.5	60.1
Medium Trucks:	54	.6 53	.1	46.7		45.2	53.6	53.9
Heavy Trucks:	55.	.9 54	.5	45.5		46.7	55.1	55.2
Vehicle Noise:	62	.6 60	.9	57.6		53.1	61.6	62.1
Centerline Distan	ce to Noise Co	ontour (in feet)						
			70	dBA	65 di	BA	60 dBA	55 dBA
		Ld	n:	28	59		128	276
		CNE	'L: :	30	64		137	295

Scenario: 2015 Without Project Road Name: Edison Avenue Road Segment: Helman to Archibald

SITE	SPECIFIC IN	IPUT DATA			NOI	SE MOD	EL INPUTS	
Highway Data				Site Co	nditions (Ha	rd = 10, S	oft = 15)	
Average Daily	Traffic (Adt):	36,200 vehicles				Autos	: 15	
Peak Hour	r Percentage:	10%		M	edium Truck	s (2 Axles)	: 15	
Peak I	Hour Volume:	3,620 vehicles		H	eavy Trucks	(3+ Axles)	: 15	
Ve	ehicle Speed:	50 mph		Vehicle	Mix			
Near/Far La	ane Distance:	72 feet		Venicie	hicleType	Dav	Evenina	Night Daily
Site Data					Auto	os: 77.5%	6 12.9%	9.6% 97.42%
Ba	orrier Height:	0.0 feet		N	ledium Truck	ks: 84.8%	6 4.9%	10.3% 1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0			Heavy Truck	ks: 86.5%	6 2.7%	10.8% 0.74%
Centerline D	ist. to Barrier:	100.0 feet		N/a 1 a a 0		(' ('		
Centerline Dist.	to Observer:	100.0 feet		Noise S	ource Eleva	tions (in i	reet)	
Barrier Distance	to Observer:	0.0 feet			Autos:	0.000		
Observer Height	(Above Pad):	5.0 feet		Mediu	im Trucks:	2.297	0 I I I	
P	ad Elevation:	0.0 feet		Hea	vy Trucks:	8.006	Grade Adju	istment: 0.0
Ro	ad Elevation:	0.0 feet		Lane Ec	quivalent Di	stance (in	feet)	
	Road Grade:	0.0%			Autos:	93.429		
	Left View:	-90.0 degree	S	Mediu	um Trucks:	93.334		
	Right View:	90.0 degree	S	Hea	vy Trucks:	93.344		
FHWA Noise Moo	lel Calculation	S						
VehicleType	REMEL	Traffic Flow	Distan	ce Finite	e Road 🛛 🕴	resnel	Barrier Atte	n Berm Atten
Autos:	70.20	3.18	-	4.18	-1.20	-4.77	0.00	0.000
Medium Trucks:	81.00	-14.06	-	4.17	-1.20	-4.88	0.00	0.000 0.000
Heavy Trucks:	85.38	-18.02	-	4.17	-1.20	-5.16	0.00	0.000
Unmitigated Nois	e Levels (with	out Topo and b	oarrier a	ttenuation)				
VehicleType	Leq Peak Hou	ır Leq Day	Le	q Evening	Leq Nig	ht	Ldn	CNEL
Autos:	68	6.0 6	6.1	64.3	3	58.3	66.9	67.5
Medium Trucks:	61	.6 6	0.1	53.7	7	52.2	60.6	60.9
Heavy Trucks:	62	2.0 6	0.6	51.5	5	52.8	61.1	61.3
Vehicle Noise:	69	0.7 6	7.9	64.9)	60.1	68.7	69.1
Centerline Distan	ce to Noise Co	ontour (in feet)						
				70 dBA	65 dBA	١	60 dBA	55 dBA
		L	.dn:	82	176		378	815
		CN	EL:	88	189		407	876

Scenario: 2015 Without Project Road Name: Edison Avenue Road Segment: e/o Haven Ave.

SITE	SPECIFIC IN	NPUT DATA			N	DISE N	IODE		S	
Highway Data				Site Con	ditions (Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	56,800 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Tru	cks (2 A	Axles).	15		
Peak H	lour Volume:	5,680 vehicles		He	avy Trucl	ks (3+ A	Axles):	15		
Ve	ehicle Speed:	50 mph		Vehicle	Mix					
Near/Far La	ane Distance:	72 feet		Veh	icleTvpe		Dav	Evenina	Niaht	Dailv
Site Data					A	utos:	77.5%	5 12.9%	9.69	% 97.42%
Ba	rrier Heiaht:	0.0 feet		М	edium Tru	ucks:	84.8%	4.9%	10.39	% 1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy Tru	icks:	86.5%	2.7%	10.89	% 0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noiso Su	ourco Ela	vation	s (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		140136 30			3 (III I 200	<i>cci)</i>		
Barrier Distance	to Observer:	0.0 feet		Modiu	Autos. m Trucks	. 0.0 · 24	200 207			
Observer Height	(Above Pad):	5.0 feet		Hoa	M Trucks	. 2 . gi	297	Grade Ad	iustmei	nt [.] 0.0
Р	ad Elevation:	0.0 feet		Tiean	y muchs.	. 0.0	000	Crado / la	aounoi	1. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos	: 93.	429			
	Left View:	-90.0 degrees		Mediu	m Trucks	: 93.	334			
	Right View:	90.0 degrees		Heav	/y Trucks.	: 93.	344			
FHWA Noise Mod	lel Calculation	ıs								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresn	nel	Barrier Att	en Be	erm Atten
Autos:	70.20	5.13	-4.	18	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-12.10	-4.	17	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-16.06	-4.	17	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	rrier atte	nuation)						
VehicleType	Leq Peak Ho	ur Leq Day	Leq I	Evening	Leq N	light		Ldn	(CNEL
Autos:	70	0.0 68	.1	66.3		60.2	2	68.9	9	69.5
Medium Trucks:	63	3.5 62	.0	55.7		54.1		62.6	6	62.8
Heavy Trucks:	63	3.9 62	.5	53.5		54.7	7	63.1		63.2
Vehicle Noise:	71	1.7 69	.9	66.9		62.1		70.6	6	71.1
Centerline Distan	ce to Noise C	ontour (in feet)	T				T			
			70	dBA	65 d	BA	6	60 dBA	5	5 dBA
		Ld	n: ´	110	23	7		511		1,101
		CNE	L: ^	118	25	5		549		1,183

Scenario: 2015 Without Project Road Name: Archibald Avenue Road Segment: n/o Chino Ave.

SITE	SPECIFIC IN	IPUT DATA			r	NOISE	MODE		S	
Highway Data				Site Co	onditions	(Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	31,500 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		N	ledium Tr	rucks (2	Axles):	15		
Peak F	lour Volume:	3,150 vehicles		E	leavy Tru	icks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		Vehicle	Mix					
Near/Far La	ne Distance:	60 feet		Ve	hicleTvpe	e	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		<i>I</i>	Medium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			Heavy T	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noise	Source E	lovation	ns (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		10130 0			000			
Barrier Distance	to Observer:	0.0 feet		Modi	Auto Jum Truck	~ 0	207			
Observer Height	(Above Pad):	5.0 feet		Weu		ιο. Ζ.	291	Grada Ad	iustmont	. 0 0
P	ad Elevation:	0.0 feet		Пеа	avy Truck	IS. 0.	000	Orace Auj	usuneni	0.0
Ro	ad Elevation:	0.0 feet		Lane E	quivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Auto	os: 95	.525			
	Left View:	-90.0 degrees		Medi	um Truck	ks: 95	.432			
	Right View:	90.0 degrees		Hea	avy Truck	ks: 95	.441			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	ə Finit	e Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	70.20	2.57	-4	.32	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-14.66	-4	.31	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-18.62	-4	.31	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and ba	nrrier att	enuation)					
VehicleType	Leq Peak Hou	ur Leq Day	Leq	Evening	Leq	Night		Ldn	CI	VEL
Autos:	67	7.3 65	.4	63.	6	57.	5	66.2	2	66.8
Medium Trucks:	60).8 59	.3	53.	0	51.	4	59.9)	60.1
Heavy Trucks:	61	.2 59	.8	50.	8	52.	0	60.4	ŀ	60.5
Vehicle Noise:	69	0.0 67	.2	64.	2	59.	4	67.9)	68.4
Centerline Distan	ce to Noise Co	ontour (in feet)								
			7	0 dBA	65	dBA	6	60 dBA	55	dBA
		La	ln:	73	1	57		337	7	27
		CNE	EL:	78	1	68		362	7	81

Scenario: 2015 Without Project Road Name: Archibald Avenue Road Segment: Chino to Schaefer

SITE	SPECIFIC IN	IPUT DATA				N	OISE	MODE		S	
Highway Data				S	ite Condi	tions ((Hard =	: 10, S	oft = 15)		
Average Daily	Traffic (Adt):	33,100 vehicles						Autos:	15		
Peak Hour	Percentage:	10%			Medi	um Tru	icks (2	Axles).	15		
Peak F	lour Volume:	3,310 vehicles			Heav	y Truc	:ks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		V	ahicla Mi	Y					
Near/Far La	ne Distance:	60 feet			Vehicl	° eTvpe		Dav	Evenina	Niaht	Daily
Site Data						<u>А (1997)</u>	lutos:	77.5%	5 12.9%	9.69	% 97.42%
Ba	rrier Heiaht:	0.0 feet			Med	ium Tr	ucks:	84.8%	4.9%	10.39	% 1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			He	avy Tr	ucks:	86.5%	2.7%	10.89	% 0.74%
Centerline Di	ist. to Barrier.	100.0 feet		N	laisa Sau	rco El	ovation	s (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		/ •	0136 300				eelj		
Barrier Distance	to Observer:	0.0 feet			Modium	Trucks	s. 0.	207			
Observer Height	(Above Pad):	5.0 feet			Hoovy	Trucks	ο. <u>Ζ</u>	291	Grade Ao	liustme	nt [.] 0 0
P	ad Elevation:	0.0 feet			Tieavy	TTUCKS	s. 0.	000	0/000 / 10	juotinoi	1. 0.0
Ro	ad Elevation:	0.0 feet		L	ane Equi	valent	Distan	ce (in	feet)		
	Road Grade:	0.0%				Autos	s: 95	.525			
	Left View:	-90.0 degrees	5		Medium	Trucks	s: 95	.432			
	Right View:	90.0 degrees	5		Heavy	Trucks	s: 95	.441			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite R	oad	Fres	nel	Barrier Att	ten B	erm Atten
Autos:	70.20	2.79		-4.32		1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-14.45		-4.31	-	1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-18.40		-4.31		1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier	attenu	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	L	eq Eve	ening	Leq I	Night		Ldn	(CNEL
Autos:	67	.5 6	5.6		63.8		57.	8	66.4	4	67.0
Medium Trucks:	61	.0 5	9.5		53.2		51.	6	60.	1	60.3
Heavy Trucks:	61	.5 6	0.0		51.0		52.	3	60.	6	60.7
Vehicle Noise:	69	0.2 6	7.4		64.4		59.	6	68.	1	68.6
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dl	BA	65 d	dBA	(60 dBA	5	5 dBA
		L	dn:	75		16	62		349		751
		CN	EL:	81		17	74		375		807

Scenario: 2015 Without Project Road Name: Archibald Avenue Road Segment: s/o Edison

SITE	SPECIFIC IN						NOISE	MODE		S	
Highway Data				9	Site Cond	litions	s (Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	44,500 vehicle	s					Autos:	: 15		
Peak Hour	Percentage:	10%			Mea	lium T	rucks (2	Axles)	: 15		
Peak H	our Volume:	4,450 vehicle	s		Hea	vy Tru	ucks (3+	Axles).	: 15		
Ve	ehicle Speed:	50 mph		1	/ohiclo M	liv					
Near/Far La	ane Distance:	72 feet			Vehic Vehic	leTvp	e	Dav	Evenina	Niaht	Daily
Site Data					, crine	,	Autos:	77.5%	6 12.9%	9.6%	6 97.42%
Ba	rrier Height	0.0 feet			Me	dium T	Trucks:	84.8%	6 4.9%	10.3%	ы́ 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			H	eavy T	Trucks:	86.5%	6 2.7%	10.8%	6 0.74%
Centerline D	ist. to Barrier.	100.0 feet			Vaice Ca		lovatia	no (in f			
Centerline Dist.	to Observer:	100.0 feet		r	voise sol				eet)		
Barrier Distance	to Observer:	0.0 feet			Madium	AUto	os: C	.000			
Observer Height	(Above Pad):	5.0 feet			Meaium		KS: Z		Crada Ad	iuotmon	+ 0.0
P	ad Elevation:	0.0 feet			Heavy	/ I ruci	KS: 8	.006	Graue Au	Jusunen	<i>l.</i> 0.0
Ro	ad Elevation:	0.0 feet		L	.ane Equ	ivalen	nt Distai	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	3.429			
	Left View:	-90.0 degre	es		Medium	n Trucl	ks: 93	3.334			
	Right View:	90.0 degre	es		Heavy	/ Trucl	ks: 93	8.344			
FHWA Noise Mod	lel Calculation	IS									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite F	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	70.20	4.08		-4.18	3	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-13.16		-4.17	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.12		-4.17	7	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	ier atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq Ev	/ening	Leq	n Night		Ldn	C	NEL
Autos:	68	3.9	67.0		65.2		59	.2	67.8	3	68.4
Medium Trucks:	62	2.5	61.0		54.6		53	.1	61.5	5	61.7
Heavy Trucks:	62	2.9	61.5		52.4		53	.7	62.0)	62.2
Vehicle Noise:	70).6	68.8		65.8		61	.0	69.6	6	70.0
Centerline Distan	ce to Noise C	ontour (in feet	t)								
				70 a	IBA	65	5 dBA	(60 dBA	55	5 dBA
			Ldn:	94	4	2	202		434		936
		C	NEL:	10	1	2	217		467	1	,005

Scenario: 2015 Without Project Road Name: Haven Avenue Road Segment: n/o Chino Ave.

SITE	SPECIFIC IN	PUT DATA			NO	ISE MOD	EL INPUTS	5
Highway Data				Site Con	ditions (H	lard = 10, S	Soft = 15)	
Average Daily	Traffic (Adt): 2	5,400 vehicles				Autos	s: 15	
Peak Hour	Percentage:	10%		Me	dium Truc	ks (2 Axles): 15	
Peak H	lour Volume:	2,540 vehicles		He	avy Truck	s (3+ Axles): 15	
Ve	hicle Speed:	45 mph	_	Vehicle I	Mix			
Near/Far La	ne Distance:	42 feet		Veh	icleTvpe	Dav	Evenina	Night Daily
Site Data					Au	tos: 77.5	% 12.9%	9.6% 97.42%
Ba	rrier Height:	0.0 feet		Me	ədium Tru	cks: 84.8 ^o	% 4.9%	10.3% 1.84%
Barrier Type (0-V	/all, 1-Berm):	0.0		ŀ	leavy Tru	cks: 86.5°	% 2.7%	10.8% 0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Naisa Sa	urce Elev	vations (in	foot)	
Centerline Dist.	to Observer:	100.0 feet		110136 30			ieel)	
Barrier Distance	to Observer:	0.0 feet		Madiu	Aulos. m Trucko:	0.000		
Observer Height	(Above Pad):	5.0 feet		Hoo	n Trucks.	2.297	Grada Adii	istment: 00
P	ad Elevation:	0.0 feet		neav	y TTUCKS.	0.000		
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent D	Distance (in	feet)	
	Road Grade:	0.0%			Autos:	97.898		
	Left View:	-90.0 degrees		Mediu	m Trucks:	97.807		
	Right View:	90.0 degrees		Heav	y Trucks:	97.816		
FHWA Noise Mod	el Calculations	5						
VehicleType	REMEL	Traffic Flow D	istance	Finite	Road	Fresnel	Barrier Atte	en Berm Atten
Autos:	68.46	2.10	-4.4	8	-1.20	-4.77	0.0	0.00
Medium Trucks:	79.45	-15.14	-4.4	7	-1.20	-4.88	0.0	0.00
Heavy Trucks:	84.25	-19.10	-4.4	8	-1.20	-5.16	0.0	0.00
Unmitigated Nois	e Levels (witho	out Topo and barr	rier atter	uation)				
VehicleType	Leq Peak Hou	r Leq Day	Leq E	vening	Leq Ni	ight	Ldn	CNEL
Autos:	64.	9 63.0	1	61.2		55.2	63.8	64.
Medium Trucks:	58.	6 57.1		50.8		49.2	57.7	57.
Heavy Trucks:	59.	5 58.1		49.0		50.3	58.6	58.
Vehicle Noise:	66.	7 65.0		61.8		57.1	65.7	66.
Centerline Distan	ce to Noise Co	ntour (in feet)						
			70	dBA	65 dE	BA	60 dBA	55 dBA
		Ldn:	5	2	111		239	516
		CNEL:	5	5	119	1	257	553

Scenario: 2015 Without Project Road Name: Haven Avenue Road Segment: Chino to Schaefer

SITE	SPECIFIC IN	PUT DATA			NO	ISE MOD	EL INPUTS	5	
Highway Data				Site Cor	nditions (H	<i>lard = 10,</i> S	oft = 15)		
Average Daily	Traffic (Adt): 2	8,200 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Me	edium Truc	ks (2 Axles)	: 15		
Peak F	lour Volume:	2,820 vehicles		He	eavy Trucks	s (3+ Axles)	: 15		
Ve	hicle Speed:	45 mph		Vehicle	Mix				
Near/Far La	ne Distance:	42 feet		Veh	nicleTvpe	Dav	Evenina	Niaht	Dailv
Site Data					Au	tos: 77.5%	% 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	ledium Truc	cks: 84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			Heavy Truc	cks: 86.5%	% 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noise S	ource Elev	ations (in	foot)		
Centerline Dist.	to Observer:	100.0 feet		10/30 0	Autos:				
Barrier Distance	to Observer:	0.0 feet		Madi	Autos.	2 207			
Observer Height	(Above Pad):	5.0 feet		Weald		2.297	Grada Adii	ustmont:	0.0
P	ad Elevation:	0.0 feet		пеа	vy Trucks:	8.006	Grade Auji	usument.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent D	istance (in	feet)		
	Road Grade:	0.0%			Autos:	97.898			
	Left View:	-90.0 degrees		Mediu	ım Trucks:	97.807			
	Right View:	90.0 degrees		Hea	vy Trucks:	97.816			
FHWA Noise Mod	el Calculations	S							
VehicleType	REMEL	Traffic Flow	Distance	ə Finite	Road	Fresnel	Barrier Atte	n Bern	n Atten
Autos:	68.46	2.55	-4	.48	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	79.45	-14.69	-4	.47	-1.20	-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-18.64	-4	.48	-1.20	-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	nrier att	enuation)					
VehicleType	Leq Peak Hou	r Leq Day	Leq	Evening	Leq Ni	ght	Ldn	CN	EL
Autos:	65.	.3 63	.4	61.7	,	55.6	64.2		64.8
Medium Trucks:	59.	.1 57	.6	51.2	2	49.7	58.1		58.4
Heavy Trucks:	59.	.9 58	.5	49.5	i	50.7	59.1		59.2
Vehicle Noise:	67.	.2 65	.4	62.3	}	57.6	66.1		66.6
Centerline Distan	ce to Noise Co	ontour (in feet)							
			7	0 dBA	65 dE	BA	60 dBA	55 a	IBA
		La	In:	55	119		257	55	3
		CNE	EL:	59	128		275	59	3

Scenario: 2015 Without Project Road Name: Haven Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA				NC	DISE	MODE		S	
Highway Data					Site Con	ditions (H	Hard =	: 10, Se	oft = 15)		
Average Daily	r Traffic (Adt):	1 vehicle	S					Autos:	15		
Peak Hou	r Percentage:	10%			Me	dium Truc	cks (2	Axles):	15		
Peak I	Hour Volume:	0 vehicle	S		He	avy Truck	as (3+)	Axles):	15		
Ve	ehicle Speed:	45 mph			Vahicla	Mix					
Near/Far La	ane Distance:	42 feet			Veh	icleType		Dav	Evenina	Niaht	Daily
Site Data					von	AL	ıtos:	77.5%	5 12.9%	9.6%	97.42%
Ba	orrior Hoight	0.0 feet			M	ədium Tru	icks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy Tru	cks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	100.0 feet		_				- /: f	41		
Centerline Dist.	to Observer:	100.0 feet		1	Noise So	burce Ele	vation	is (in t	eet)		
Barrier Distance	to Observer:	0.0 feet				Autos:	0.	000			
Observer Heiaht	(Above Pad):	5.0 feet			Mediu	m Trucks:	2.	297	Over ele A el		
F	Pad Elevation:	0.0 feet			Heav	y Trucks:	8.	006	Grade Ad	justment	2 0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalent L	Distan	ce (in	feet)		
	Road Grade:	0.0%				Autos:	97	.898			
	Left View:	-90.0 degre	es		Mediu	m Trucks:	97	.807			
	Right View:	90.0 degre	es		Heav	y Trucks:	97	.816			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	-41.95		-4.4	8	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-59.19		-4.4	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-63.15		-4.4	8	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq N	light		Ldn	С	NEL
Autos:	20	0.8	18.9		17.2		11.	1	19.7	7	20.3
Medium Trucks:	: 14	.6	13.1		6.7		5.	2	13.6	6	13.9
Heavy Trucks:	15	5.4	14.0		5.0		6.	2	14.6	6	14.7
Vehicle Noise.	: 22	2.7	20.9		17.8		13.	1	21.6	6	22.1
Centerline Distan	ce to Noise Co	ontour (in fee	t)								
				70 0	dBA	65 dl	BA	6	60 dBA	55	dBA
			Ldn:	(C	0			0	·	1
		С	NEL:	(C	0			0		1

Scenario: 2015 Without Project Road Name: Schaefer Avenue Road Segment: Helman to Archibald

SITE	SPECIFIC IN	IPUT DATA				NOISE	MODE		S	
Highway Data				Site Con	ditions	G (Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	7,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Ti	rucks (2	Axles).	15		
Peak H	our Volume:	790 vehicles		He	avy Tru	ıcks (3+	Axles).	15		
Ve	hicle Speed:	45 mph	_	Vehicle	Mix					
Near/Far La	ane Distance:	36 feet	_	Venicie I Veh	icleTvp	e	Dav	Evenina	Niaht	Daily
Site Data					lololyp	Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		М	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy T	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet	=	Naiaa S			no (in f	(a.a.t.)		
Centerline Dist.	to Observer:	100.0 feet	_	Noise Se				eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUIO m Truol	bs: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Mediu		ks: Z	.297	Grada Ad	iustmont	
P	ad Elevation:	0.0 feet		пеа	y muci	KS. 0	.006	Grade Au	usunen	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	nt Distar	nce (in	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mediu	m Trucl	ks: 98	.404			
	Right View:	90.0 degrees		Heav	/y Trucł	ks: 98	.413			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	-2.97	-4.5	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-20.21	-4.5	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-24.17	-4.5	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rrier atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	59	.8 57.9	9	56.1		50	.0	58.7	7	59.3
Medium Trucks:	53	.5 52.	0	45.7		44	.1	52.6	6	52.8
Heavy Trucks:	54	.4 52.9	9	43.9		45.	.2	53.5	5	53.6
Vehicle Noise:	61	.6 59.9	9	56.7		52	.0	60.6	6	61.0
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	(60 dBA	55	dBA
		Ldr	n: 2	24		51		109	2	35
		CNEL	2: 2	25	:	54		117	2	52

Scenario: 2015 Without Project Road Name: Schaefer Avenue Road Segment: Archibald to Turner

SITE	SPECIFIC IN	IPUT DATA				N	DISE	MODE		S	
Highway Data				S	ite Cond	ditions (Hard =	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	5,200 vehicles						Autos:	15		
Peak Hou	r Percentage:	10%			Med	dium Tru	cks (2	Axles):	15		
Peak l	Hour Volume:	520 vehicles			Hea	avy Truck	(3+	Axles):	15		
Ve	ehicle Speed:	45 mph		V	ohiclo II	<i>Ni</i> v					
Near/Far La	ane Distance:	36 feet			Vehi	cleTvne		Dav	Evenina	Niaht	Daily
Site Data					Von	A	utos:	77.5%	5 12.9%	9.6%	97.42%
Ba	orrior Hoight:	0 0 feet			Me	dium Tru	ıcks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Ь	leavy Tru	icks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet			0			/: f	()		
Centerline Dist.	to Observer:	100.0 feet		N	01se 50	urce Ele	vatior	is (in to	eet)		
Barrier Distance	to Observer:	0.0 feet				Autos:	: 0	.000			
Observer Heiaht	(Above Pad);	5.0 feet			Mediun	n Trucks.	: 2	.297	Over ele A el		
Ŭ F	Pad Elevation:	0.0 feet			Heav	y Trucks.	8	.006	Grade Ad	Justment	. 0.0
Ro	ad Elevation:	0.0 feet		La	ane Equ	livalent	Distan	ce (in	feet)		
	Road Grade:	0.0%				Autos.	98	.494			
	Left View:	-90.0 degrees	6		Mediun	n Trucks.	: 98	.404			
	Right View:	90.0 degrees	6		Heav	y Trucks.	98	.413			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Distar	nce	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	-4.79		-4.52		-1.20		-4.77	0.0	000	0.000
Medium Trucks.	79.45	-22.03		-4.51		-1.20		-4.88	0.0	000	0.000
Heavy Trucks	84.25	-25.99		-4.51		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier a	attenu	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	L	eq Eve	ening	Leq N	light		Ldn	С	NEL
Autos:	57	.9 5	6.1		54.3		48.	2	56.9	Ð	57.5
Medium Trucks.	51	.7 5	0.2		43.8		42.	3	50.8	3	51.0
Heavy Trucks:	52	.6 5	1.1		42.1		43.	3	51.7	7	51.8
Vehicle Noise	59	.8 5	8.0		54.9		50.	2	58.8	3	59.2
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dE	BA	65 d	BA	E	60 dBA	55	dBA
		L	dn:	18		38	5		83	1	78
		CN	EL:	19		41			89	1	91

Scenario: 2015 Without Project Road Name: Schaefer Avenue Road Segment: Turner to Haven

SITE	SPECIFIC IN	IPUT DATA			1	NOISE	MODE	L INPUT	S	
Highway Data				Site Cor	nditions	s (Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	3,800 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	edium Ti	rucks (2 J	Axles):	15		
Peak F	lour Volume:	380 vehicles		He	eavy Tru	ıcks (3+)	Axles):	15		
Ve	hicle Speed:	45 mph		Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		Vel	nicleTvp	е	Dav	Evenina	Niaht	Dailv
Site Data					liele i jp	Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		M	ledium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all. 1-Berm):	0.0			Heavy T	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noine C	-		- (: f	41		
Centerline Dist.	to Observer:	100.0 feet		Noise S	ource E	evation		eet)		
Barrier Distance	to Observer:	0.0 feet		Madi	AUto	DS: 0.	000			
Observer Height	(Above Pad):	5.0 feet		Meail	IM Truci	KS: 2.	297	Crada Adi	iuotmont	
P	ad Elevation:	0.0 feet		неа	vy Truci	KS: 8.	006	Graue Auj	usimeni	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	juivalen	nt Distan	ce (in :	feet)		
	Road Grade:	0.0%			Auto	os: 98.	494			
	Left View:	-90.0 degrees		Mediu	ım Trucl	ks: 98.	404			
	Right View:	90.0 degrees		Hea	vy Trucl	ks: 98.	413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Atte	en Ber	m Atten
Autos:	68.46	-6.15	-4.	.52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-23.39	-4.	.51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-27.35	-4.	.51	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and ba	arrier atte	enuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq	n Night		Ldn	Cl	VEL
Autos:	56	.6 54	1.7	52.9)	46.9	9	55.5	5	56.1
Medium Trucks:	50	.3 48	3.8	42.5	i	40.9	9	49.4	ŀ	49.6
Heavy Trucks:	51	.2 49	9.8	40.7	•	42.0)	50.3	3	50.5
Vehicle Noise:	58	.4 56	6.7	53.5	5	48.9	9	57.4	ŀ	57.9
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70) dBA	65	i dBA	6	60 dBA	55	dBA
		Lo	dn:	14		31		67	1	44
		CNE	EL:	15	:	33		72	1	55

Scenario: 2015 Without Project Road Name: Chino Avenue Road Segment: w/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA				NO	ISE I	NODE		S	
Highway Data				Si	te Condit	ions (H	lard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	10,400 vehicles						Autos:	15		
Peak Hour	Percentage:	10%			Mediu	m Truc	ks (2 /	Axles).	15		
Peak H	our Volume:	1,040 vehicles			Heavy	r Truck	s (3+ /	Axles).	15		
Ve	ehicle Speed:	40 mph		Ve	hicle Mix						
Near/Far La	ane Distance:	36 feet		VC	Vehicle	Tvpe		Dav	Evenina	Niaht	Dailv
Site Data						Au	tos:	77.5%	b 12.9%	9.6%	6 97.42%
Ba	rrier Height:	0.0 feet			Mediu	ım Truc	cks:	84.8%	4.9%	10.3%	6 1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Hea	vy Truc	cks:	86.5%	ы́ 2.7%	10.8%	6 0.74%
Centerline Di	ist. to Barrier.	100.0 feet		No	nise Sour	o Flor	vətion	s (in f			
Centerline Dist.	to Observer:	100.0 feet		///			0	000			
Barrier Distance	to Observer:	0.0 feet			Modium 7	rucko:	0. 2	207			
Observer Height	(Above Pad):	5.0 feet				rucks.	۲. ٥	291	Grado Ad	liustmon	<i>t</i> · 0 0
P	ad Elevation:	0.0 feet			neavy i	TUCKS.	0.	000	Orade Au	justinen	1. 0.0
Ro	ad Elevation:	0.0 feet		La	ne Equiv	alent D	listan	ce (in	feet)		
	Road Grade:	0.0%				Autos:	98.	494			
	Left View:	-90.0 degrees			Medium T	rucks:	98.	404			
	Right View:	90.0 degrees			Heavy 7	rucks:	98.	413			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Distand	e	Finite Ro	ad	Fresr	nel	Barrier Att	en Be	rm Atten
Autos:	66.51	-1.27	-	4.52	-1	.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-18.51	-	4.51	-1	.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-22.46	-	4.51	-1	.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	arrier at	tenua	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	Lee	q Eve	ning	Leq Ni	ght		Ldn	C	NEL
Autos:	59	.5 57	' .6		55.9		49.8	3	58.4	4	59.0
Medium Trucks:	53	5.5 52	2.0		45.6		44.′	1	52.5	5	52.8
Heavy Trucks:	54	.8 53	8.4		44.4		45.6	6	54.0	C	54.1
Vehicle Noise:	61	.5 59	9.8		56.5		52.0)	60.	5	61.0
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dB	BA	65 dE	BA	(60 dBA	55	5 dBA
		Lo	in:	23		50			108		233
		CNE	EL:	25		54			116		249

Scenario: 2015 Without Project Road Name: Chino Avenue Road Segment: e/o Haven Ave.

SITE				NOISE	MODE		S			
Highway Data	ighway Data					s (Hard	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	13,500 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	ədium T	rucks (2	2 Axles):	15		
Peak H	lour Volume:	1,350 vehicles		He	avy Tru	ucks (3+	- Axles):	15		
Ve	hicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		Venicle	nicleTvn		Dav	Evenina	Niaht	Daily
Site Data				101	liolo i yp	Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	ledium	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			Heavy	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noine C				41		
Centerline Dist.	to Observer:	100.0 feet		Noise S	ource E	zievatio		eet)		
Barrier Distance	to Observer:	0.0 feet			AUto	os: (0.000			
Observer Height	(Above Pad):	5.0 feet		Meail	IM Truc	KS: A	2.297	Crada Adi	uotmont	0.0
P	ad Elevation:	0.0 feet		неа	vy Truc	KS: 0	3.006	Graue Auj	usuneni.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	luivaler	nt Dista	nce (in i	feet)		
	Road Grade:	0.0%			Aute	os: 9	8.494			
	Left View:	-90.0 degrees		Mediu	ım Truc	ks: 9	8.404			
	Right View:	90.0 degrees		Hea	vy Truc	ks: 9	8.413			
FHWA Noise Mod	el Calculation	IS								
VehicleType	REMEL	Traffic Flow	Distance	Finite	e Road	Fre	snel	Barrier Atte	en Berl	m Atten
Autos:	66.51	-0.14	-4	.52	-1.20)	-4.77	0.0	00	0.000
Medium Trucks:	77.72	-17.37	-4	.51	-1.20)	-4.88	0.0	00	0.000
Heavy Trucks:	82.99	-21.33	-4	.51	-1.20)	-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	nrier atte	enuation)						
VehicleType	Leq Peak Hou	ur Leq Day	Leq	Evening	Leo	q Night		Ldn	Cl	IEL
Autos:	60).7 58	.8	57.0)	50).9	59.6	i	60.2
Medium Trucks:	54	.6 53	.1	46.8	3	45	5.2	53.7		53.9
Heavy Trucks:	55	5.9 54	.5	45.5	5	46	5.7	55.1		55.2
Vehicle Noise:	62	2.7 60	.9	57.7	7	53	8.1	61.6	;	62.1
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70) dBA	65	5 dBA	6	60 dBA	55	dBA
		La	In:	28		60		129	2	77
		CNE	EL:	30		64		138	2	97

Scenario: 2015 Without Project Road Name: Mill Creek Road Road Segment: n/o Edison Ave.

SITE	SPECIFIC IN	NPUT DATA				NC	ISE I	NODE	L INPU	ΓS		
Highway Data	ahway Data					ons (F	lard =	10, S	oft = 15)			
Average Daily	Traffic (Adt):	10,500 vehicles						Autos:	: 15			
Peak Hour	Percentage:	10%			Mediu	n Truc	:ks (2 /	Axles)	: 15			
Peak H	lour Volume:	1,050 vehicles			Heavy	Truck	s (3+ /	Axles).	: 15			
Ve	hicle Speed:	40 mph		Ve	hicle Mix							
Near/Far La	ane Distance:	36 feet			Vehicle	Tvpe		Dav	Evenina	Nio	ht	Dailv
Site Data						Au	tos:	77.5%	6 12.9%	- 11g 5 9	.6%	97.42%
Ba	rrier Height:	0.0 feet			Mediu	ım Tru	cks:	84.8%	6 4.9%	b 10	.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Hea	vy Tru	cks:	86.5%	6 2.7%	b 10	.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		N	nico Sour	o Elo	otion	o (in f				
Centerline Dist.	to Observer:	100.0 feet		///	Jise Sour			S (III I	eel)			
Barrier Distance	to Observer:	0.0 feet			Madium T	Autos:	0.	207				
Observer Height	(Above Pad):	5.0 feet				TUCKS.	۷.	297	Grada A	diustn	nont.	0.0
P	ad Elevation:	0.0 feet			neavy i	IUCKS.	0.	000	Graue A	ujusin	ient.	0.0
Ro	ad Elevation:	0.0 feet		La	ne Equiva	alent D	Distan	ce (in	feet)			
	Road Grade:	0.0%				Autos:	98.	494				
	Left View:	-90.0 degrees			Medium T	rucks:	98.	404				
	Right View:	90.0 degrees			Heavy T	rucks:	98.	413				
FHWA Noise Mod	lel Calculation	IS										
VehicleType	REMEL	Traffic Flow	Distand	ce	Finite Ro	ad	Fresi	nel	Barrier A	tten	Berr	n Atten
Autos:	66.51	-1.23	-	4.52	-1	.20		-4.77	0	.000		0.000
Medium Trucks:	77.72	-18.47	-	4.51	-1	.20		-4.88	0	.000		0.000
Heavy Trucks:	82.99	-22.42	-	4.51	-1	.20		-5.16	0	.000		0.000
Unmitigated Nois	e Levels (with	out Topo and ba	nrier at	ttenu	ation)							
VehicleType	Leq Peak Hou	ur Leq Day	Le	q Eve	ening	Leq N	ight		Ldn		С٨	IEL
Autos:	59	9.6 57	.7		55.9		49.8	3	58	.5		59.1
Medium Trucks:	53	3.5 52	.0		45.7		44.1	1	52	.6		52.8
Heavy Trucks:	54	1.9 53	.4		44.4		45.6	6	54	.0		54.1
Vehicle Noise:	61	.6 59	.8		56.6		52.0	C	60	.6		61.0
Centerline Distan	ce to Noise C	ontour (in feet)										
				70 dE	BA	65 dE	BA	(60 dBA		55 (dBA
		La	ln:	23	. <u> </u>	51			109		23	34
		CNE	EL:	25		54			117		25	51

Scenario: 2015 Without Project Road Name: Mill Creek Road Road Segment: s/o Edison Ave.

SITE			Ν	OISE	MODE		S			
Highway Data	lighway Data					(Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	9,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Tr	rucks (2	Axles):	15		
Peak H	lour Volume:	990 vehicles		Hea	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph	L.	/ehicle I	Nix					
Near/Far La	ne Distance:	36 feet		Vehi	cleTvne	,	Dav	Evenina	Niaht	Daily
Site Data				Voli	0101300	Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet		Me	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0		F	leavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	100.0 feet					/: f	41		
Centerline Dist.	to Observer:	100.0 feet	Λ	voise 30		levation		eet)		
Barrier Distance	to Observer:	0.0 feet		Madium	AUto Auto	os: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Mediur		(S. 2	.297	Grada Ad	iustmont	
P	ad Elevation:	0.0 feet		пеач	у ттиск	S. 0	.006	Graue Auj	usuneni	. 0.0
Ro	ad Elevation:	0.0 feet	L	.ane Equ	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mediur	n Truck	ks: 98	.404			
	Right View:	90.0 degrees		Heav	y Truck	(s: 98	.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow Di	istance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-1.48	-4.52	2	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-18.72	-4.51	l	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-22.68	-4.51		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and barr	ier atteni	uation)						
VehicleType	Leq Peak Hou	r Leq Day	Leq Ev	vening	Leq	Night		Ldn	Cl	NEL
Autos:	59	.3 57.4		55.6		49.	6	58.2	2	58.8
Medium Trucks:	53.	.3 51.8		45.4		43.	9	52.3	3	52.6
Heavy Trucks:	54	.6 53.2		44.1		45.	4	53.7	7	53.9
Vehicle Noise:	61	.3 59.6		56.3		51.	8	60.3	3	60.7
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70 d	IBA	65	dBA	ť	60 dBA	55	dBA
		Ldn:	23	3	2	49		105	2	25
		CNEL:	24	1	5	52		112	2	41

Scenario: 2015 Without Project Road Name: Milliken Avenue Road Segment: n/o Edison Ave.

SITE SPECIFIC INPUT DATA						NO	SE M	ODE		S	
Highway Data	Highway Data					ons (Ha	ard = 1	0, So	oft = 15)		
Average Daily	Traffic (Adt):	28,200 vehicles					Au	ıtos:	15		
Peak Hour	Percentage:	10%			Mediur	n Truck	s (2 Ax	les):	15		
Peak H	lour Volume:	2,820 vehicles			Heavy	Trucks	(3+ Ax	les):	15		
Ve	hicle Speed:	50 mph		V	ehicle Mix						
Near/Far La	ne Distance:	72 feet			Vehicle	Tvpe	D	av	Evenina	Niaht	Dailv
Site Data						Aut		<u>~</u> , 7.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Mediu	m Truc	ks: 8	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			Hea	/y Truc	ks: 8	6.5%	2.7%	10.8%	0.74%
Centerline Di	st. to Barrier.	100.0 feet		N	oiso Sourc		ations	(in fo			
Centerline Dist.	to Observer:	100.0 feet		14	oise sourd				el)		
Barrier Distance	to Observer:	0.0 feet			/ Modium T	AUIOS.	0.00				
Observer Height ((Above Pad):	5.0 feet				uchs.	2.23)/)6	Grada Ad	iustmont	· 0 0
Pa	ad Elevation:	0.0 feet			neavy n	ucns.	0.00	0	Orade Auj	ustinent	. 0.0
Roa	ad Elevation:	0.0 feet		La	ane Equiva	lent Di	stance	e (in f	feet)		
	Road Grade:	0.0%			/	Autos:	93.42	29			
	Left View:	-90.0 degrees	6		Medium T	rucks:	93.33	34			
	Right View:	90.0 degrees	3		Heavy T	rucks:	93.34	14			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite Roa	ad i	Fresne		Barrier Att	en Ber	m Atten
Autos:	70.20	2.09		-4.18	-1	.20	-4	1.77	0.0	000	0.000
Medium Trucks:	81.00	-15.14		-4.17	-1	.20	-4	4.88	0.0	000	0.000
Heavy Trucks:	85.38	-19.10		-4.17	-1	.20	-8	5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and b	arrier	attenu	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	L	.eq Eve	ening	Leq Nig	iht		Ldn	С	NEL
Autos:	66	6.9 6	5.0		63.3		57.2		65.8	3	66.4
Medium Trucks:	60	.5 5	9.0		52.6		51.1		59.5	5	59.8
Heavy Trucks:	60	.9 5	9.5		50.5		51.7		60.1		60.2
Vehicle Noise:	68	6.6 6	6.9		63.8		59.0		67.6	6	68.1
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dE	BA	65 dB,	4	6	0 dBA	55	dBA
		L	dn:	69		149			320	6	690
		CN	EL:	74		160			344	7	'42

Scenario: 2015 Without Project Road Name: Milliken Avenue Road Segment: s/o Edison Ave.

SITE SPECIFIC INPUT DATA NOISE						MODE	L INPUT	S			
Highway Data	Highway Data					dition	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	29,800 vehicles	5					Autos.	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	2 Axles)	: 15		
Peak H	lour Volume:	2,980 vehicles	6		Hea	avy Tri	ucks (3-	Axles)	: 15		
Ve	hicle Speed:	50 mph		V	/ohiclo I	Niv					
Near/Far La	ane Distance:	72 feet			Vehi	icleTvr	e	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	6 12.9%	9.6%	6 97.42%
Ba	rrier Height:	0.0 feet			Me	dium	Trucks:	84.8%	6 4.9%	10.3%	6 1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			ŀ	leavy	Trucks:	86.5%	6 2.7%	10.8%	6 0.74%
Centerline Di	ist. to Barrier:	100.0 feet			laisa Sa	urool	Elovatio	no (in f			
Centerline Dist.	to Observer:	100.0 feet		N	10158 30			0.000	eel)		
Barrier Distance	to Observer:	0.0 feet			Madium	AUT	US:	0.000			
Observer Height	(Above Pad):	5.0 feet			Mediur		KS.	2.297	Grade Ad	liustmor	<i>t</i> · 0 0
P	ad Elevation:	0.0 feet			пеач	y muc	KS.	5.006	Graue Au	jusimen	1. 0.0
Ro	ad Elevation:	0.0 feet		L	ane Equ	uivaleı	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Aut	os: 9	3.429			
	Left View:	-90.0 degree	s		Mediur	n Truc	ks: 9	3.334			
	Right View:	90.0 degree	S		Heav	y Truc	ks: 9	3.344			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fre	snel	Barrier Att	en Be	rm Atten
Autos:	70.20	2.33		-4.18	3	-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-14.90		-4.17	,	-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-18.86		-4.17	,	-1.20)	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	r atteni	uation)						
VehicleType	Leq Peak Hou	ur Leq Day		Leq Ev	rening	Leo	q Night		Ldn	C	NEL
Autos:	67	7.2 6	65.3		63.5		57	7.4	66.	1	66.7
Medium Trucks:	60).7 5	59.2		52.9		51	.3	59.8	3	60.0
Heavy Trucks:	61	.1 5	59.7		50.7		5′	.9	60.3	3	60.4
Vehicle Noise:	68	8.9 6	67.1		64.1		59	9.3	67.8	8	68.3
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 d	'BA	65	5 dBA		60 dBA	55	5 dBA
		I	Ldn:	72	2		154		332		716
		CN	IEL:	77	7		166		357		769

Scenario: 2015 Without Project Road Name: Edison Avenue Road Segment: Archibald to Haven

SITE	SPECIFIC IN	PUT DATA				N	OISE	MODE		S	
Highway Data					Site Con	ditions (Hard =	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	29,800 vehicles						Autos	: 15		
Peak Hour	Percentage:	10%			Me	dium Tru	icks (2	Axles)	: 15		
Peak H	lour Volume:	2,980 vehicles			He	avy Truc	ks (3+	Axles)	: 15		
Ve	hicle Speed:	50 mph		,	/ohiclo	Mix					
Near/Far La	ne Distance:	72 feet			Venicie i Veh	icleTyne		Dav	Evenina	Niah	t Daily
Site Data					VCII	A	utos:	77.5%	6 12.9%	9.6	3% 97.42%
Ba	rrier Height:	0.0 feet			M	edium Tr	ucks:	84.8%	6 4.9%	10.3	3% 1.84%
Barrier Type (0-W	/all_1-Rerm) [.]	0.0			ŀ	leavy Tr	ucks:	86.5%	6 2.7%	10.8	8% 0.74%
Centerline Di	ist to Barrier	100.0 feet									
Centerline Dist.	to Observer:	100.0 feet		r	voise So	ource Ele	evatio	ns (in f	eet)		
Barrier Distance	to Observer:	0.0 feet				Autos	: 0	.000			
Observer Height ((Above Pad):	5.0 feet			Mediu	m Trucks	s: 2	.297	• • • •		(
Pa	ad Elevation:	0.0 feet			Heav	y Trucks	: 8	.006	Grade Ad	justme	ent: 0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distar	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 93	.429			
	Left View:	-90.0 degree	S		Mediu	m Trucks	: 93	.334			
	Right View:	90.0 degree	S		Heav	y Trucks	: 93	.344			
EUWA Noise Med	al Calculation										
VehicleType		Traffic Flow	Dista	nce	Finite	Road	Fres	nel	Rarrier Δtt	on F	Rerm Atten
Autos:	70.20	2 33	Diota	-4 18	3	-1 20	1100	-4 77	Danie 711	000	0.000
Medium Trucks:	81.00	-14 90		-4 17	7	-1 20		-4 88	0.0	000	0.000
Heavy Trucks:	85.38	-18.86		-4.17	7	-1.20		-5.16	0.0	000	0.000
Inmitigated Noise	o Lovols (with	out Topo and h	arriar	atton	uation)						
VehicleType	Levels (Willing	r Lea Dav			venina	Leal	liaht		l dn		CNEL
Autos:	67	2 6	53	-09 -	63 5	Logi	57	4	66	1	66 7
Medium Trucks:	60	7 5	9.2		52.9		51	3	59 i	3	60.0
Heavy Trucks:	61.	.1 5	9.7		50.7		51.	9	60.3	3	60.4
Vehicle Noise:	68.	.9 6	7.1		64.1		59.	3	67.	3	68.3
Centerline Distan	ce to Noise Co	ontour (in feet)									
		. ,		70 a	<i>IBA</i>	65 c	<i>IBA</i>		60 dBA		55 dBA
		L	.dn:	72	2	15	4		332	1	716
		CN	EL:	77	7	16	6		357		769

Scenario: 2015 Without Project Road Name: Haven Avenue Road Segment: Schaefer to Edison

SITE			NO	ISE MOD	EL INPUTS	5		
Highway Data	lighway Data					ard = 10, S	oft = 15)	
Average Daily	Traffic (Adt): 29	9,900 vehicles				Autos	: 15	
Peak Hour	Percentage:	10%		Mee	dium Trucl	ks (2 Axles)	: 15	
Peak H	lour Volume: 2	2,990 vehicles		Hea	avy Trucks	s (3+ Axles)	: 15	
Ve	hicle Speed:	45 mph		Vehicle I	<i>Niy</i>			
Near/Far La	ne Distance:	42 feet		Venicie i Vehi	cleType	Dav	Evenina	Night Daily
Site Data				Voin	Aut	tos: 77.5%	6 12.9%	9.6% 97.42%
Ba	rrier Height:	0.0 feet		Me	edium Truc	ks: 84.89	6 4.9%	10.3% 1.84%
Barrier Type (0-W	/all. 1-Berm):	0.0		E	leavy Truc	ks: 86.5%	% 2.7%	10.8% 0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Naina Ca		ationa (in	(a a 4)	
Centerline Dist.	to Observer:	100.0 feet	_	Noise So	ource Elev	ations (in i	reet)	
Barrier Distance	to Observer:	0.0 feet			Autos:	0.000		
Observer Height	(Above Pad):	5.0 feet		Meaiur	n Trucks:	2.297	Que de Adi	
Pa	ad Elevation:	0.0 feet		Heav	y Trucks:	8.006	Grade Adji	ustment: 0.0
Ro	ad Elevation:	0.0 feet		Lane Equ	uivalent D	istance (in	feet)	
	Road Grade:	0.0%			Autos:	97.898		
	Left View:	-90.0 degrees		Mediur	n Trucks:	97.807		
	Right View:	90.0 degrees		Heav	y Trucks:	97.816		
FHWA Noise Mod	el Calculations							
VehicleType	REMEL	Traffic Flow D	listance	Finite	Road	Fresnel	Barrier Atte	en Berm Atten
Autos:	68.46	2.81	-4.4	8	-1.20	-4.77	0.0	00 0.00
Medium Trucks:	79.45	-14.43	-4.4	7	-1.20	-4.88	0.0	00 0.00
Heavy Trucks:	84.25	-18.39	-4.4	8	-1.20	-5.16	0.0	00 0.00
Unmitigated Noise	e Levels (witho	ut Topo and barı	rier atter	nuation)				
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq Ni	ght	Ldn	CNEL
Autos:	65.6	63.7	•	61.9		55.9	64.5	65.
Medium Trucks:	59.3	3 57.8	5	51.5		49.9	58.4	58.
Heavy Trucks:	60.2	2 58.8	;	49.7		51.0	59.3	59.
Vehicle Noise:	67.4	4 65.7	,	62.5		57.9	66.4	66.
Centerline Distan	ce to Noise Coi	ntour (in feet)						
			70	dBA	65 dB	A	60 dBA	55 dBA
		Ldn	: 5	57	124		267	575
		CNEL	: 6	62	133		286	617

Scenario: 2015 Without Project Road Name: Edison Avenue Road Segment: Haven to Mill Creek

SITE	SPECIFIC INF	PUT DATA			NO	ISE MO	DEL	INPUT	S	
Highway Data		Site Con	ditions (H	lard = 10), Soft	= 15)				
Average Daily	Traffic (Adt): 4	5,900 vehicles				Au	tos:	15		
Peak Hour	Percentage:	10%		Me	dium Truc	ks (2 Axl	es):	15		
Peak F	lour Volume:	4,590 vehicles		He	avy Truck	s (3+ Axl	es):	15		
Ve	hicle Speed:	50 mph	_	Vehicle	Miv					
Near/Far La	ne Distance:	72 feet	_	Ven	icleType	De	av F	venina	Niaht	Daily
Site Data				1011	Au	tos: 77	.5%	12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet		M	edium Tru	<i>cks:</i> 84	.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all_1-Berm) [.]	0.0		I	Heavy True	cks: 86	.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	100.0 feet	_					4		
Centerline Dist.	to Observer:	100.0 feet		NOISE SC	ource Elev		in teet)		
Barrier Distance	to Observer:	0.0 feet			Autos:	0.000) -			
Observer Heiaht	(Above Pad);	5.0 feet		Mediu	m Trucks:	2.29				
P	ad Elevation:	0.0 feet		Heav	/y Trucks:	8.006	5 G	rade Ad	justment	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent D	Distance	(in fee	et)		
	Road Grade:	0.0%			Autos:	93.429	9			
	Left View:	-90.0 degrees		Mediu	m Trucks:	93.334	4			
	Right View:	90.0 degrees		Heav	/y Trucks:	93.344	4			
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow Di	istance	Finite	Road	Fresnel	Ba	arrier Att	en Ber	m Atten
Autos:	70.20	4.21	-4.1	8	-1.20	-4.	.77	0.0	000	0.000
Medium Trucks:	81.00	-13.03	-4.1	7	-1.20	-4.	.88	0.0	000	0.000
Heavy Trucks:	85.38	-16.98	-4.1	7	-1.20	-5.	.16	0.0	000	0.000
Unmitigated Noise	e Levels (witho	ut Topo and barr	ier atter	nuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq Ni	ight	L	dn	Cl	VEL
Autos:	69.0	67.1		65.4		59.3		67.9	9	68.5
Medium Trucks:	62.6	61.1		54.7		53.2		61.6	6	61.9
Heavy Trucks:	63.0	0 61.6		52.6		53.8		62.2	2	62.3
Vehicle Noise:	70.7	7 69.0		65.9		61.2		69.7	7	70.2
Centerline Distan	ce to Noise Cor	ntour (in feet)								
			70	dBA	65 dE	BA	60	dBA	55	dBA
		Ldn:	9	6	206	;	4	43	9	55
		CNEL:	1(03	221		4	76	1,	026

Scenario: 2015 Without Project Road Name: Edison Avenue Road Segment: Mill Creek to Hamner

SITE	SPECIFIC IN	NPUT DATA					NOIS	E MODE		S	
Highway Data	ghway Data				ite Con	dition	s (Haro	d = 10, So	oft = 15)		
Average Daily	Traffic (Adt):	56,800 vehicles	6					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks	(2 Axles):	15		
Peak H	lour Volume:	5,680 vehicles	6		He	avy Tr	ucks (3	+ Axles):	15		
Ve	hicle Speed:	50 mph		V	ehicle l	Mix					
Near/Far La	ne Distance:	72 feet		-	Veh	icleTvr	be	Dav	Evenina	Niaht	Dailv
Site Data							Autos	: 77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Me	ədium	Trucks	: 84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy	Trucks	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet			laiaa Ca			ono (in f			
Centerline Dist.	to Observer:	100.0 feet		N	ioise sc		Elevati		eet)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUT	OS:	0.000			
Observer Height	(Above Pad):	5.0 feet			Mediui		KS.	2.297	Grada Adi	iustmont	0.0
P	ad Elevation:	0.0 feet			пеал	y nuc	KS.	8.000	Graue Auj	usimeni.	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalei	nt Dist	ance (in	feet)		
	Road Grade:	0.0%				Aut	os:	93.429			
	Left View:	-90.0 degree	es		Mediui	m Truc	ks: 9	93.334			
	Right View:	90.0 degree	es		Heav	ry Truc	ks: s	93.344			
FHWA Noise Mod	el Calculation	IS									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fre	esnel	Barrier Atte	en Ber	m Atten
Autos:	70.20	5.13		-4.18	5	-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-12.10		-4.17	•	-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-16.06		-4.17	•	-1.20)	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	r attenı	uation)						
VehicleType	Leq Peak Ho	ur Leq Day	,	Leq Ev	ening	Leo	q Night		Ldn	Cl	VEL
Autos:	70	0.0	68.1		66.3		6	0.2	68.9)	69.5
Medium Trucks:	63	3.5	62.0		55.7		5	4.1	62.6	5	62.8
Heavy Trucks:	63	3.9	62.5		53.5		5	4.7	63.1		63.2
Vehicle Noise:	71	1.7	69.9		66.9		6	2.1	70.6	6	71.1
Centerline Distan	ce to Noise C	ontour (in feet)								
				70 d	BA	65	5 dBA	6	60 dBA	55	dBA
			Ldn:	11(0		237		511	1,1	101
		CI	VEL:	118	8	:	255		549	1,	183

Scenario: 2015 Without Project Road Name: Edison Avenue Road Segment: e/o Hamner

SITE	SPECIFIC II						NOISE	MODE		S	
Highway Data					Site Con	ditions	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	55,800 vehic	les					Autos:	15		
Peak Hour	r Percentage:	10%			Ме	dium T	rucks (2	2 Axles).	15		
Peak H	Hour Volume:	5,580 vehic	les		He	avy Tru	ucks (3+	- Axles):	15		
Ve	ehicle Speed:	50 mph		-	Vehicle	Mix					
Near/Far La	ane Distance:	72 feet			Veh	icleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			М	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			I	Heavy T	Trucks:	86.5%	ы́ 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		-	Noiso Si	ourco F	Iovatio	ns (in f			
Centerline Dist.	to Observer:	100.0 feet		-	110/30 00						
Barrier Distance	to Observer:	0.0 feet			Madiu	m Truo	v_{s}	2.000			
Observer Height	(Above Pad):	5.0 feet			Меци		ns. 2 ko: 9	2.291	Grado Ad	iustmont	· 0 0
P	ad Elevation:	0.0 feet		-	near	y muci	ns. (5.000	Orade Au	usunon	. 0.0
Ro	ad Elevation:	0.0 feet		-	Lane Eq	uivaler	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	3.429			
	Left View:	-90.0 deg	ees		Mediu	m Truci	ks: 9	3.334			
	Right View:	90.0 deg	ees		Heav	/y Trucl	ks: 9:	3.344			
FHWA Noise Mod	lel Calculation	าร									
VehicleType	REMEL	Traffic Flow	' Di	istance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:	70.20	5.0	6	-4.1	18	-1.20	1	-4.77	0.0	000	0.000
Medium Trucks:	81.00) -12.1	8	-4.1	17	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-16.1	4	-4.1	17	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	hout Topo an	d barr	ier atte	nuation)						
VehicleType	Leq Peak Ho	ur Leq D	ay	Leq E	Evening	Leq	n Night		Ldn	С	NEL
Autos:	69	9.9	68.0		66.2		60).2	68.8	3	69.4
Medium Trucks:	63	3.5	61.9		55.6		54	.0	62.5	5	62.7
Heavy Trucks:	63	3.9	62.5		53.4		54	.7	63.0)	63.1
Vehicle Noise:	7	1.6	69.8		66.8		62	2.0	70.5	5	71.0
Centerline Distan	ce to Noise C	contour (in fe	et)					1			
				70	dBA	65	5 dBA	(60 dBA	55	dBA
			Ldn:	1	09	2	234		505	1,	088
			CNEL:	1	17	2	252		542	1,	169

Scenario: 2015 With Project Road Name: Chino Avenue Road Segment: w/o Archibald Ave.

SITE	SPECIFIC IN	PUT DATA			NC	DISE MOD	EL INPUTS	5
Highway Data		Site Con	ditions (F	lard = 10, S	Soft = 15)			
Average Daily	Traffic (Adt): 1	1,600 vehicles				Autos	s: 15	
Peak Hour	Percentage:	10%		Ме	dium Truc	ks (2 Axles:): 15	
Peak H	our Volume:	1,160 vehicles		He	avy Truck	s (3+ Axles): 15	
Ve	ehicle Speed:	40 mph	_	Vohiclo	Miv			
Near/Far La	ane Distance:	36 feet	-	Veh	icleType	Dav	Evenina	Night Daily
Site Data					AL	itos: 77.5	% 12.9%	9.6% 97.42%
 	rrior Hoight:	0.0 foot		М	edium Tru	cks: 84.8	% 4.9%	10.3% 1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0		I	Heavy Tru	<i>cks:</i> 86.5	% 2.7%	10.8% 0.74%
Centerline D	ist to Barrier	100.0 feet	-					
Centerline Dist.	to Observer:	100.0 feet	-	Noise So	ource Ele	vations (in	feet)	
Barrier Distance	to Observer:	0.0 feet			Autos:	0.000		
Observer Height	(Above Pad):	5.0 feet		Mediu	m Trucks:	2.297	0 I I I	
P	ad Elevation:	0.0 feet		Heav	/y Trucks:	8.006	Grade Adj	ustment: 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent [Distance (ir	ı feet)	
	Road Grade:	0.0%			Autos:	98.494		
	Left View:	-90.0 degrees		Mediu	m Trucks:	98.404		
	Right View:	90.0 degrees		Heav	/y Trucks:	98.413		
FHWA Noise Mod	lel Calculation	S						
VehicleType	REMEL	Traffic Flow [Distance	Finite	Road	Fresnel	Barrier Atte	en Berm Atten
Autos:	66.51	-0.79	-4.5	52	-1.20	-4.77	7 0.0	00 0.000
Medium Trucks:	77.72	-18.03	-4.5	51	-1.20	-4.88	3 0.0	00 0.000
Heavy Trucks:	82.99	-21.99	-4.5	51	-1.20	-5.16	6 0.0	00 0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier attei	nuation)				
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq N	ight	Ldn	CNEL
Autos:	60	.0 58.′	1	56.3		50.3	58.9	59.5
Medium Trucks:	54	.0 52.5	5	46.1		44.6	53.0	53.2
Heavy Trucks:	55	.3 53.9	9	44.8		46.1	54.4	54.6
Vehicle Noise:	62	.0 60.3	3	57.0		52.4	61.0	61.4
Centerline Distan	ce to Noise Co	ontour (in feet)						
			70	dBA	65 dl	BA	60 dBA	55 dBA
		Ldn	n: 2	25	54		116	251
		CNEL	.: 2	27	58		125	268

Scenario: 2015 With Project Road Name: Chino Avenue Road Segment: e/o Archibald Ave.

SITE	SPECIFIC INP	UT DATA			NC	DISE MO	ODEI		S	
Highway Data				Site Con	ditions (I	Hard = 1	0, So	ft = 15)		
Average Daily	Traffic (Adt): 13	,400 vehicles				Αι	utos:	15		
Peak Hour	Percentage:	10%		Me	dium Truc	cks (2 Ax	des):	15		
Peak H	our Volume: 1	,340 vehicles		He	avy Truck	rs (3+ Ax	des):	15		
Ve	hicle Speed:	40 mph	_	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		Veh	icleType	מ	av	Evenina	Niaht	Daily
Site Data				Von	AL	itos: 7	ау 7.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	edium Tru	icks: 84	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0		ŀ	-leavy Tru	cks: 8	6.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	_	Noice Se	uroo Elo	votiona	(in fo	of)		
Centerline Dist.	to Observer:	100.0 feet	-	Noise Sc				el)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUTOS:	0.00)U			
Observer Height	(Above Pad):	5.0 feet		wealu	III IIUCKS.	2.28		Grada Ad	iustmont	^ω Ο Ο
P	ad Elevation:	0.0 feet		Heav	y Trucks:	8.00	0	Graue Auj	usunen	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent l	Distance	e (in f	eet)		
	Road Grade:	0.0%			Autos:	98.49	94			
	Left View:	-90.0 degrees		Mediu	m Trucks:	98.40)4			
	Right View:	90.0 degrees		Heav	y Trucks:	98.41	13			
FHWA Noise Mod	lel Calculations									
VehicleType	REMEL T	Traffic Flow Dis	stance	Finite	Road	Fresne	/ /	Barrier Atte	en Ber	rm Atten
Autos:	66.51	-0.17	-4.5	2	-1.20	-4	4.77	0.0	000	0.000
Medium Trucks:	77.72	-17.41	-4.5	1	-1.20	-4	4.88	0.0	000	0.000
Heavy Trucks:	82.99	-21.36	-4.5	1	-1.20	-5	5.16	0.0	000	0.000
Unmitigated Nois	e Levels (withou	ıt Topo and barri	ier atter	nuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq N	light		Ldn	C	NEL
Autos:	60.6	58.7		57.0		50.9		59.5	5	60.1
Medium Trucks:	54.6	53.1		46.7		45.2		53.6	6	53.9
Heavy Trucks:	55.9	54.5		45.5		46.7		55.1		55.2
Vehicle Noise:	62.6	60.9		57.6		53.1		61.6	6	62.1
Centerline Distan	ce to Noise Con	tour (in feet)								
			70 (dBA	65 dl	BA	6	0 dBA	55	dBA
		Ldn:	2	8	59			128	2	276
		CNEL:	3	0	64			137	2	295

Scenario: 2015 With Project Road Name: Edison Avenue Road Segment: Helman to Archibald

SITE	SPECIFIC IN	IPUT DATA				N	OISE	MODE		s	
Highway Data					Site Cor	nditions (Hard =	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	36,400 vehicles	5					Autos:	15		
Peak Hour	Percentage:	10%			Me	edium Tru	icks (2	Axles).	15		
Peak H	our Volume:	3,640 vehicles	5		He	avy Truc	ks (3+	Axles).	15		
Ve	hicle Speed:	50 mph			Vehicle	Mix					
Near/Far La	ane Distance:	72 feet			Veh	nicleType		Dav	Evenina	Niaht	Daily
Site Data					101	A	utos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrior Hoight:	0.0 feet			М	edium Tri	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-M	Vall 1-Berm) [.]	0.0 1001				Heavy Tri	ucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	100.0 feet									
Centerline Dist.	to Observer:	100.0 feet			Noise S	ource Ele	evatio	ns (in f	eet)		
Barrier Distance	to Observer:	0.0 feet				Autos	: 0	.000			
Observer Height	(Above Pad).	5.0 feet			Mediu	m Trucks	: 2	.297			0.0
P	ad Elevation:	0.0 feet			Hear	vy Trucks	: 8	.006	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distar	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 93	.429			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 93	.334			
	Right View:	90.0 degree	es		Hea	vy Trucks	: 93	.344			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	70.20	3.20		-4.1	8	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-14.04		-4.1	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.99		-4.1	7	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	,	Leq E	vening	Leq N	Vight		Ldn	С	NEL
Autos:	68	3.0	66.1		64.4		58.	3	66.9	9	67.5
Medium Trucks:	61	.6	60.1		53.7		52.	2	60.6	6	60.9
Heavy Trucks:	62	2.0	60.6		51.6		52.	8	61.2	2	61.3
Vehicle Noise:	69).7	68.0		64.9		60.	1	68.7	7	69.2
Centerline Distan	ce to Noise Co	ontour (in feet)								
				70 0	dBA	65 a	IBA	(60 dBA	55	dBA
			Ldn:	8	2	17	6		380	8	18
		CI	VEL:	8	8	18	9		408	8	79

Scenario: 2015 With Project Road Name: Edison Avenue Road Segment: e/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA			Ν	OISE	MODE		S	
Highway Data				Site Co	nditions ((Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	57,300 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		M	ədium Tru	icks (2 i	Axles):	15		
Peak F	lour Volume:	5,730 vehicles		H	eavy Truc	:ks (3+ /	Axles):	15		
Ve	hicle Speed:	50 mph		Vehicle	Mix					
Near/Far La	ne Distance:	72 feet		Vel	nicleTvpe		Dav	Evenina	Niaht	Dailv
Site Data					A	lutos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		N	ledium Tr	ucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			Heavy Tr	ucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	st. to Barrier.	100.0 feet		Noise S	ource El	ovation	s (in f	aat)		
Centerline Dist.	to Observer:	100.0 feet		10/30 0			000			
Barrier Distance	to Observer:	0.0 feet		Modiu	Autos Im Trucks	$\sim 0.$	207			
Observer Height	(Above Pad):	5.0 feet		Hoo	nn Trucks	s. 2.	291	Grada Ad	iustmont	. 0 0
P	ad Elevation:	0.0 feet		nea	vy mucha	s. 0.	000	Orade Auj	usunon	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Ec	quivalent	Distan	ce (in i	feet)		
	Road Grade:	0.0%			Autos	s: 93.	429			
	Left View:	-90.0 degrees	;	Mediu	ım Trucks	s: 93.	334			
	Right View:	90.0 degrees		Hea	vy Trucks	s: 93.	344			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	e Finite	e Road	Fresr	nel	Barrier Att	en Ber	m Atten
Autos:	70.20	5.17	-4	1.18	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-12.07	-4	1.17	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-16.02	-4	1.17	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and b	arrier att	enuation)						
VehicleType	Leq Peak Ho	ur Leq Day	Leq	Evening	Leq I	Night		Ldn	C	NEL
Autos:	70	0.0 68	3.1	66.3	3	60.3	3	68.9)	69.5
Medium Trucks:	63	3.6 62	2.1	55.7	,	54.2	2	62.6	6	62.8
Heavy Trucks:	64	l.0 62	2.6	53.5	5	54.8	3	63.1		63.3
Vehicle Noise:	71	.7 69	9.9	66.9)	62.′	1	70.7	7	71.1
Centerline Distan	ce to Noise C	ontour (in feet)								
			7	0 dBA	65 0	dBA	6	60 dBA	55	dBA
		L	dn:	111	23	39		514	1,	107
		CNI	EL:	119	25	56		552	1,	190

Scenario: 2015 With Project Road Name: Archibald Avenue Road Segment: n/o Chino Ave.

SITE SPECIFIC IN	IPUT DATA			NC	DISE N	<u>IOD</u> E	L INPUT	S	
Highway Data			Site Con	ditions (l	Hard =	10, S	oft = 15)		
Average Daily Traffic (Adt):	31,400 vehicles					Autos:	15		
Peak Hour Percentage:	10%		Me	dium Truc	cks (2 A	Axles).	15		
Peak Hour Volume:	3,140 vehicles		He	avy Truck	ks (3+ A	xles).	15		
Vehicle Speed:	50 mph	_	Vohiela	Mix					
Near/Far Lane Distance:	60 feet	_	Vehicle	icleType		Dav	Evenina	Night	Daily
Site Data			Veni		utos:	77 5%	L 12 9%	9.6%	97 42%
Barriar Haight	0.0 feet		Me	ədium Tru	icks:	84.8%	4.9%	10.3%	5 1.84%
Barrier Height:			F	leavy Tru	icks:	86.5%	6 2.7%	10.8%	0.74%
Barrier Type (0-Wall, 1-Berlin).	0.0 100.0 feet	_	-				,0		
Centerline Dist. to Desnver	100.0 feet	-	Noise Sc	ource Ele	vation	s (in f	eet)		
Barriar Distance to Observer:				Autos:	.00	000			
Observer Height (Above Red)	5.0 feet		Mediur	m Trucks:	: 2.2	297			
Doserver Height (Above Fad). Pad Elevation:			Heav	y Trucks:	8.0	006	Grade Ad	justmen	t: 0.0
Road Elevation:		-	Lane Eq	uivalent l	Distand	e (in	feet)		
Road Grade:		-		Autos	. 95	525			
Left View	-90 0 degrees		Mediu	m Trucks	· 95.	132 132			
Right View:	90.0 degrees		Heav	v Trucks	· 95.	141			
rught view.	Solo degrees		ricar	y maone.					
FHWA Noise Model Calculation	S	l							
VehicleType REMEL	Traffic Flow D	Distance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten
Autos: 70.20	2.56	-4.3	32	-1.20		-4.77	0.0	000	0.000
Medium Trucks: 81.00	-14.68	-4.3	31	-1.20		-4.88	0.0	000	0.000
Heavy Trucks: 85.38	-18.63	-4.3	31	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise Levels (with	out Topo and bar	rier attei	nuation)						
VehicleType Leg Peak Hou	ur Leq Day	Leg E	vening	Leg N	light		Ldn	C	NEL
Autos: 67	.2 65.3	3	63.6	· ·	57.5		66.1	1	66.8
Medium Trucks: 60	.8 59.3	3	52.9		51.4		59.9	9	60.1
Heavy Trucks: 61	.2 59.8	3	50.8		52.0		60.4	1	60.5
Vehicle Noise: 68	8.9 67.2	2	64.1		59.4		67.9	9	68.4
Centerline Distance to Noise C	ontour (in feet)								
		70	dBA	65 d	BA	(60 dBA	55	5 dBA
	Ldn	n: 7	73	156	6		337	-	725
	CNEL	.: 7	78	168	8		362	-	779

Scenario: 2015 With Project Road Name: Archibald Avenue Road Segment: Chino to Schaefer

SITE	SPECIFIC IN	IPUT DATA				NOISE	MOD		S	
Highway Data				Site	e Condition:	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	33,100 vehicles					Autos	: 15		
Peak Hour	Percentage:	10%			Medium T	rucks (2	Axles)	: 15		
Peak H	our Volume:	3,310 vehicles			Heavy Tr	ucks (3+	Axles)	: 15		
Ve	ehicle Speed:	50 mph		Vot	nicle Mix					
Near/Far La	ane Distance:	60 feet		Ven	VehicleTvr	e	Dav	Evenina	Niaht	Daily
Site Data					v or noi o r yp	Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0 0 feet			Medium	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0			Heavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	100.0 feet		Mai		-1		(n n 4)		
Centerline Dist.	to Observer:	100.0 feet		ΝΟΙ	se Source I	zievatio		reet)		
Barrier Distance	to Observer:	0.0 feet			Aut	os: (0.000			
Observer Height	(Above Pad):	5.0 feet		Λ	/ledium Truc	KS: 2		Oursels Ast		
P	ad Elevation:	0.0 feet			Heavy Iruc	ks: E	6.006	Grade Adj	lustment	2 0.0
Ro	ad Elevation:	0.0 feet		Lan	ne Equivaler	nt Dista	nce (in	feet)		
	Road Grade:	0.0%			Aut	os: 95	5.525			
	Left View:	-90.0 degrees	S	٨	Aedium Truc	ks: 95	5.432			
	Right View:	90.0 degrees	S		Heavy Truc	ks: 95	5.441			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Distanc	e I	Finite Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	70.20	2.79	-4	4.32	-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-14.45	-4	4.31	-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-18.40	-4	4.31	-1.20	1	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier at	tenuat	tion)					
VehicleType	Leq Peak Hou	ur Leq Day	Leo	q Even	ing Lea	n Night		Ldn	С	NEL
Autos:	67	.5 6	5.6		63.8	57	.8	66.4	1	67.0
Medium Trucks:	61	.0 5	9.5		53.2	51	.6	60.1	l	60.3
Heavy Trucks:	61	.5 6	0.0		51.0	52	.3	60.6	6	60.7
Vehicle Noise:	69	0.2 6	7.4		64.4	59	.6	68.1	l	68.6
Centerline Distan	ce to Noise Co	ontour (in feet)								
				70 dBA	65	5 dBA		60 dBA	55	dBA
		L	.dn:	75		162		349	7	'51
		CN	EL:	81		174		375	8	807

Scenario: 2015 With Project Road Name: Archibald Avenue Road Segment: s/o Edison

SITE	SPECIFIC IN	NPUT DATA				r	NOISE	MODE		S	
Highway Data				5	Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	44,500 vehicles	6					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tr	rucks (2	2 Axles).	15		
Peak H	lour Volume:	4,450 vehicles	6		He	avy Tru	icks (3-	- Axles).	15		
Ve	ehicle Speed:	50 mph		1	/ohiclo	Mix					
Near/Far La	ane Distance:	72 feet			Veh	icleTvne	e	Dav	Evenina	Niaht	Daily
Site Data							Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrior Hoight:	0.0 foot			M	ədium T	rucks:	84.8%	4.9%	10.3%	1.84%
Da Barrier Type (0-M	Vall 1-Borm)				ŀ	leavy T	rucks:	86.5%	<i>6</i> 2.7%	10.8%	0.74%
Centerline D	ist to Barrier	100.0 feet									
Centerline Dist	to Observer	100.0 feet		^	Noise So	ource E	levatio	ns (in f	eet)		
Barrier Distance	to Observer	0.0 feet				Auto	os:	0.000			
Observer Height	(Above Pad)	5.0 feet			Mediu	m Truck	(S: 2	2.297	~		
P	ad Elevation:	0.0 feet			Heav	y Truck	(S: 6	3.006	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		L	.ane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 9	3.429			
	Left View:	-90.0 degree	es		Mediu	m Truck	ks: 9	3.334			
	Right View:	90.0 degree	es		Heav	y Truck	ks: 9	3.344			
FHWA Noise Mod	lel Calculation	1S				_ /	_				
Vehicle I ype	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:	70.20	4.08		-4.18	3	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-13.16		-4.17	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.12		-4.17		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)					-	
VehicleType	Leq Peak Ho	ur Leq Day	,	Leq Ev	/ening	Leq	Night		Ldn	CI	NEL
Autos:	68	3.9	67.0		65.2		59	.2	67.8	3	68.4
Medium Trucks:	62	2.5	61.0		54.6		53	5.1	61.5	5	61.7
Heavy Trucks:	62	2.9	61.5		52.4		53	8.7	62.0)	62.2
Vehicle Noise:	70).6	68.8		65.8		61	.0	69.6	6	70.0
Centerline Distan	ce to Noise C	ontour (in feet)								
				70 a	IBA	65	dBA	(60 dBA	55	dBA
			Ldn:	94	4	2	202		434	9	36
		Cl	NEL:	10	1	2	217		467	1,	005

Scenario: 2015 With Project Road Name: Haven Avenue Road Segment: n/o Chino Ave.

SITE	SPECIFIC IN	IPUT DATA					NOISE			S	
Highway Data				S	Site Con	dition	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	27,900 vehicles						Autos.	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2 Axles)	: 15		
Peak H	our Volume:	2,790 vehicles			He	avy Tri	ucks (3	+ Axles).	: 15		
Ve	ehicle Speed:	45 mph		V	(ohiclo l	Miv					
Near/Far La	ane Distance:	42 feet		V	Vehi Vehi	icleTvr	00	Dav	Evenina	Niaht	Daily
Site Data					VOIII	010190	Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Me	edium	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0			F	leavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	100.0 feet		-							
Centerline Dist.	to Observer:	100.0 feet		Λ	loise Sc	ource E	Elevatio	ons (in f	eet)		
Barrier Distance	to Observer:	0.0 feet				Aut	os: ,	0.000			
Observer Height	(Above Pad):	5.0 feet			Mediui	n Iruc -	KS:	2.297	Crada Ad		4.00
С Р	ad Elevation:	0.0 feet			Heav	y Truc	KS:	8.006	Grade Ad	justmen	<i>t.</i> 0.0
Ro	ad Elevation:	0.0 feet		L	ane Equ	uivaleı	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Aut	os: 9	7.898			
	Left View:	-90.0 degree	s		Mediur	n Truc	ks: 9	7.807			
	Right View:	90.0 degree	S		Heav	y Truc	ks: g	7.816			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fre	snel	Barrier Att	en Be	rm Atten
Autos:	68.46	2.51		-4.48	8	-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	79.45	-14.73		-4.47	•	-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-18.69		-4.48	}	-1.20)	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and I	barrie	r attent	uation)						
VehicleType	Leq Peak Hou	ur Leq Day		Leq Ev	rening	Leo	q Night		Ldn	C	NEL
Autos:	65	5.3 6	63.4		61.6		5	5.6	64.2	2	64.8
Medium Trucks:	59	0.0 5	57.5		51.2		49	9.6	58.	1	58.3
Heavy Trucks:	59).9 5	58.5		49.4		50).7	59.0)	59.2
Vehicle Noise:	67	'.1 6	65.4		62.2		5	7.6	66.	1	66.6
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 d	BA	65	5 dBA	(60 dBA	55	5 dBA
		L	_dn:	55	5		118		255	ł	549
		CN	IEL:	59)		127		273	4	589

Scenario: 2015 With Project Road Name: Haven Avenue Road Segment: Chino to Schaefer

SITE	SPECIFIC IN	NPUT DATA					NOIS	E MODE		S	
Highway Data				S	Site Con	dition	s (Haro	d = 10, So	oft = 15)		
Average Daily	Traffic (Adt):	30,900 vehicles	6					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks	(2 Axles):	15		
Peak H	lour Volume:	3,090 vehicles	6		He	avy Tr	ucks (3	+ Axles):	15		
Ve	hicle Speed:	45 mph		V	/ehicle l	Mix					
Near/Far La	ne Distance:	42 feet			Veh	icleTvr)e	Dav	Evenina	Niaht	Dailv
Site Data							Autos	: 77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			Me	ədium	Trucks	: 84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy	Trucks	: 86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet			laisa Sa		Elovati	one (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		~	ioise sc		zievali		eet)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUT	OS:	0.000			
Observer Height	(Above Pad):	5.0 feet			Mediui	TI TIUC	KS.	2.297	Grada Ad	ustmont	. 0.0
P	ad Elevation:	0.0 feet			neav	y nuc	KS.	0.000		usunem.	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivaleı	nt Dist	ance (in	feet)		
	Road Grade:	0.0%				Aut	os: 9	97.898			
	Left View:	-90.0 degree	es		Mediui	m Truc	ks: 9	97.807			
	Right View:	90.0 degree	es		Heav	ry Truc	ks: 9	97.816			
FHWA Noise Mod	lel Calculation	IS									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fre	esnel	Barrier Atte	en Berl	m Atten
Autos:	68.46	2.95		-4.48	5	-1.20)	-4.77	0.0	00	0.000
Medium Trucks:	79.45	-14.29		-4.47	•	-1.20)	-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-18.25		-4.48	3	-1.20)	-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atteni	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	,	Leq Ev	rening	Leo	q Night		Ldn	Cl	VEL
Autos:	65	5.7	63.8		62.1		5	6.0	64.6	5	65.2
Medium Trucks:	59	9.5	58.0		51.6		5	0.1	58.5	5	58.8
Heavy Trucks:	60).3	58.9		49.9		5	51.1	59.5		59.6
Vehicle Noise:	67	7.6	65.8		62.7		5	8.0	66.5	5	67.0
Centerline Distan	ce to Noise C	ontour (in feet)								
				70 d	BA	65	5 dBA	6	60 dBA	55	dBA
			Ldn:	59)		127		273	5	88
		CI	VEL:	63	3		136		293	6	30

Scenario: 2015 With Project Road Name: Haven Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	PUT DATA			N	OISE M	ODEI		\$	
Highway Data				Site Cor	nditions (Hard = 1	0, So	ft = 15)		
Average Daily	Traffic (Adt):	1 vehicles				A	utos:	15		
Peak Hour	Percentage:	10%		Me	edium Tru	cks (2 A)	des):	15		
Peak H	lour Volume:	0 vehicles		He	eavy Trucl	ks (3+ A)	des):	15		
Ve	ehicle Speed:	45 mph		Vehicle	Mix					
Near/Far La	ane Distance:	42 feet		Veh	nicleType	Γ)av	Evenina	Niaht	Daily
Site Data				101	A	utos: 7	7.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	ledium Tru	ucks: 8	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy Tru	ucks: 8	6.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet		Noise S	ouroo Ela	votiona	lin fo	<u>at</u>)		
Centerline Dist.	to Observer:	100.0 feet		Noise S				el)		
Barrier Distance	to Observer:	0.0 feet			Autos	. 0.00				
Observer Height	(Above Pad):	5.0 feet		Mealu	m Trucks	: 2.2	97	Crada Adi	untmont	
P	ad Elevation:	0.0 feet		Hea	vy Trucks	: 8.00	76	Grade Auj	usimeni.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance	e (in f	eet)		
	Road Grade:	0.0%			Autos	: 97.8	98			
	Left View:	-90.0 degrees		Mediu	ım Trucks	: 97.8	07			
	Right View:	90.0 degrees		Hea	vy Trucks	: 97.8	16			
FHWA Noise Mod	lel Calculations	5								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresne	1 I	Barrier Atte	n Ber	m Atten
Autos:	68.46	-41.95	-4.	48	-1.20	-4	4.77	0.0	00	0.000
Medium Trucks:	79.45	-59.19	-4.	47	-1.20	-4	4.88	0.0	00	0.000
Heavy Trucks:	84.25	-63.15	-4.	48	-1.20	-{	5.16	0.0	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and ba	arrier atte	enuation)						
VehicleType	Leq Peak Hou	r Leq Day	Leq	Evening	Leq N	light		Ldn	Cl	VEL
Autos:	20.	8 18	3.9	17.2		11.1		19.7		20.3
Medium Trucks:	14.	6 13	3.1	6.7		5.2		13.6		13.9
Heavy Trucks:	15.	4 14	4.0	5.0		6.2		14.6		14.7
Vehicle Noise:	22.	7 20).9	17.8	•	13.1		21.6		22.1
Centerline Distan	ce to Noise Co	ntour (in feet)								
			70) dBA	65 d	IBA	6	0 dBA	55	dBA
		Lo	dn:	0	0	I		0		1
		CNE	EL:	0	0			0		1

Scenario: 2015 With Project Road Name: Schaefer Avenue Road Segment: Helman to Archibald

SITE	SPECIFIC IN	IPUT DATA				I	NOISE	MODE		S	
Highway Data				S	Site Con	ditions	; (Hard =	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	8,000 vehicles						Autos	: 15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles)	: 15		
Peak H	lour Volume:	800 vehicles			Hea	avy Tru	ıcks (3+	Axles)	: 15		
Ve	ehicle Speed:	45 mph		1	/ohiclo I	Niv					
Near/Far La	ane Distance:	36 feet			Vehi	icleTvp	e	Dav	Evenina	Niaht	Daily
Site Data					v en i		Autos:	77.5%	6 12.9%	9.6%	6 97.42%
Ba	rrier Height:	0.0 feet			Me	edium T	Trucks:	84.8%	6 4.9%	10.3%	6 1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0			ŀ	leavy T	Trucks:	86.5%	6 2.7%	10.8%	6 0.74%
Centerline D	ist. to Barrier:	100.0 feet						/! /	(a. a. 4)		
Centerline Dist.	to Observer:	100.0 feet		r	voise So	ource E	evation		eet)		
Barrier Distance	to Observer:	0.0 feet				Auto	DS: 0	.000			
Observer Height	(Above Pad):	5.0 feet			Mealur	n Truci	KS: Z	.297	Crada Ac	livotmor	×+· 0 0
P	ad Elevation:	0.0 feet			Heav	y Truci	(S. 8	.006	Grade Ad	ijusimer	<i>n.</i> 0.0
Ro	ad Elevation:	0.0 feet		L	ane Equ	uivalen	nt Distan	ice (in	feet)		
	Road Grade:	0.0%				Auto	os: 98	.494			
	Left View:	-90.0 degree	S		Mediur	n Trucl	ks: 98	.404			
	Right View:	90.0 degree	S		Heav	y Trucl	ks: 98	.413			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fres	nel	Barrier At	ten Be	erm Atten
Autos:	68.46	-2.92		-4.52	2	-1.20		-4.77	0.	000	0.000
Medium Trucks:	79.45	-20.16		-4.51	1	-1.20		-4.88	0.	000	0.000
Heavy Trucks:	84.25	-24.11		-4.51	1	-1.20		-5.16	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo and k	barrier	r atten	uation)						
VehicleType	Leq Peak Hou	ır Leq Day		Leq Ev	/ening	Leq	ı Night		Ldn	0	ONEL
Autos:	59	.8 5	57.9		56.2		50.	1	58.	7	59.3
Medium Trucks:	53	.6 5	52.1		45.7		44.	2	52.	6	52.9
Heavy Trucks:	54	.4 5	53.0		44.0		45.	2	53.	6	53.7
Vehicle Noise:	61	.7 5	59.9		56.8		52.	1	60.	6	61.1
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 a	IBA	65	dBA		60 dBA	5	5 dBA
		L	.dn:	24	4	:	51		110		237
		CN	IEL:	25	5	:	55		118		255

Scenario: 2015 With Project Road Name: Schaefer Avenue Road Segment: Archibald to Turner

SITE	SPECIFIC IN	IPUT DATA				ſ	NOISE	MODE		S	
Highway Data					Site Con	ditions	(Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	5,200 vehicle	s					Autos.	: 15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles)	: 15		
Peak H	our Volume:	520 vehicle	s		Hea	avy Tru	ıcks (3+	Axles)	: 15		
Ve	hicle Speed:	45 mph			Vohiclo I	Miv					
Near/Far La	ne Distance:	36 feet			Venicie i Vehi	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data							- Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Me	ədium T	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			F	l eavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet			Noiso Sa		lovatio	ne (in f	iont)		
Centerline Dist.	to Observer:	100.0 feet		'	10/36 30				eel)		
Barrier Distance	to Observer:	0.0 feet			Modiu	Auic m Truck		207			
Observer Height	(Above Pad):	5.0 feet			Weului Цору	n nucr v Truck	13. 2		Grade Ad	iustment	· 0 0
Р	ad Elevation:	0.0 feet			neav	y Hucr	NS. C	.000	Orade Au	Justinent	. 0.0
Ro	ad Elevation:	0.0 feet		1	Lane Equ	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 98	3.494			
	Left View:	-90.0 degre	es		Mediur	n Truck	ks: 98	3.404			
	Right View:	90.0 degre	es		Heav	y Truck	ks: 98	3.413			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	-4.79		-4.52	2	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-22.03		-4.5	1	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-25.99		-4.5	1	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	57	.9	56.1		54.3		48	.2	56.9	9	57.5
Medium Trucks:	51	.7	50.2		43.8		42	.3	50.8	3	51.0
Heavy Trucks:	52	2.6	51.1		42.1		43	.3	51.	7	51.8
Vehicle Noise:	59	.8	58.0		54.9		50	.2	58.	3	59.2
Centerline Distan	ce to Noise Co	ontour (in feet	t)								
				70 c	dBA	65	dBA		60 dBA	55	dBA
			Ldn:	1	8	4	38	·	83	1	78
		C	NEL:	19	9		41		89	1	91

Scenario: 2015 With Project Road Name: Schaefer Avenue Road Segment: Turner to Haven

SITE	SPECIFIC IN	NPUT DATA					NOISE	MODE		S	
Highway Data					Site Con	ditions	; (Hard =	= 10, So	oft = 15)		
Average Daily	[,] Traffic (Adt):	4,200 vehicle	s					Autos:	15		
Peak Hour	r Percentage:	10%			Me	dium T	rucks (2	Axles):	15		
Peak H	Hour Volume:	420 vehicle	s		He	avy Tru	ıcks (3+	Axles):	15		
Ve	ehicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ane Distance:	36 feet		_	Veh	icleTvp	е	Dav	Evenina	Niaht	Dailv
Site Data						,,	Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			M	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			I	leavy T	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet			Noiso Su	ourco E	lovatio	ne (in f	aat)		
Centerline Dist.	to Observer:	100.0 feet		-	10136 30						
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto m Truo	bs. 0	.000			
Observer Height	(Above Pad).	5.0 feet			Hoa	n Truci	no. Z	.297	Grade Adi	iustment	· 0 0
P	ad Elevation:	0.0 feet			near	y muci	13. 0	.000	Grade Maj	uounoni	0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivaler	nt Distar	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 98	.494			
	Left View:	-90.0 degre	es		Mediu	m Truci	ks: 98	.404			
	Right View:	90.0 degre	es		Heav	y Truci	ks: 98	.413			
FHWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	68.46	-5.72		-4.5	2	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-22.96		-4.5	1	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-26.91		-4.5	1	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atten	nuation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq E	vening	Leq	n Night		Ldn	CI	VEL
Autos:	57	7.0	55.1		53.4		47.	3	55.9)	56.5
Medium Trucks:	50).8	49.3		42.9		41.	4	49.8	3	50.1
Heavy Trucks:	51	1.6	50.2		41.2		42.	4	50.8	3	50.9
Vehicle Noise:	58	3.9	57.1		54.0		49.	3	57.8	3	58.3
Centerline Distan	ce to Noise C	ontour (in feet)								
				70 0	dBA	65	dBA	e	60 dBA	55	dBA
			Ldn:	1	5		33		72	1	54
		C	NEL:	1	7		36		77	1	66
Scenario: 2015 With Project Road Name: Chino Avenue Road Segment: w/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA			ſ	NOISE	MODE		S	
Highway Data				Site Cor	nditions	; (Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	10,500 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	ədium Tı	rucks (2	Axles):	15		
Peak H	our Volume:	1,050 vehicles		He	eavy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		Venicie Veł	nicleType	e	Dav	Evenina	Niaht	Daily
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	ledium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy T	Frucks:	86.5%	ъ́ 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noice C		lovation	no (in f			
Centerline Dist.	to Observer:	100.0 feet		Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet		Madi	AUIC	0s: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Media		$x \le z$.297	Grado Ad	iustmont	· 0 0
P	ad Elevation:	0.0 feet		пеа	vy Truck	<i>(S. 0</i>	.000	Orace Au	usuneni	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ice (in	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mediu	ım Truck	ks: 98	.404			
	Right View:	90.0 degrees		Hea	vy Truck	ks: 98	.413			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	-1.23	-4	.52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-18.47	-4.	.51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-22.42	-4	.51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	nrrier atte	enuation)						
VehicleType	Leq Peak Hou	ur Leq Day	Leq	Evening	Leq	Night		Ldn	CI	NEL
Autos:	59	.6 57	.7	55.9	1	49.	8	58.5	5	59.1
Medium Trucks:	53	5.5 52	.0	45.7		44.	1	52.6	6	52.8
Heavy Trucks:	54	.9 53	.4	44.4		45.	6	54.0)	54.1
Vehicle Noise:	61	.6 59	.8	56.6	;	52.	0	60.6	6	61.0
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70) dBA	65	dBA	6	60 dBA	55	dBA
		La	ln:	23	!	51		109	2	34
		CNE	EL:	25	į	54		117	2	51

Scenario: 2015 With Project Road Name: Chino Avenue Road Segment: e/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA			Ν	NOISE	NODE	L INPUT	S	
Highway Data				Site Con	ditions	(Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	13,700 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Tr	rucks (2 J	Axles):	15		
Peak F	lour Volume:	1,370 vehicles		He	avy Tru	cks (3+)	Axles):	15		
Ve	hicle Speed:	40 mph	_	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet	_	Veh	icleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data						- Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all. 1-Berm):	0.0		I	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	_	Naina Ci			- (: f	41		
Centerline Dist.	to Observer:	100.0 feet		Noise So	Durce E	levation	$\frac{s}{200}$	eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUto Auto	os: 0.	000			
Observer Height	(Above Pad):	5.0 feet		Mealu	m Truck	(S: 2.	297	Crada Adi	iuotmont	
P	ad Elevation:	0.0 feet		Heal	у тиск	(S. 8.	006	Graue Auj	usunem	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%			Auto	os: 98.	494			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 98.	404			
	Right View:	90.0 degrees		Heav	/y Truck	ks: 98.	413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow D	Distance	Finite	Road	Fresr	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	-0.07	-4.5	2	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-17.31	-4.5	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-21.27	-4.5	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and bar	rier atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	60	.7 58.8	3	57.1		51.0)	59.6	5	60.2
Medium Trucks:	54	.7 53.2	2	46.8		45.3	3	53.7	•	54.0
Heavy Trucks:	56	5.0 54.6	6	45.6		46.8	3	55.2	2	55.3
Vehicle Noise:	62	2.7 61.0	C	57.7		53.2	2	61.7	7	62.2
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	6	60 dBA	55	dBA
		Ldn	n: 2	28	6	60		130	2	280
		CNEL	.: 3	80	6	65		139	3	800

Scenario: 2015 With Project Road Name: Mill Creek Road Road Segment: n/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA			Ν	OISE	MODE		S	
Highway Data				Site Con	ditions	(Hard =	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	10,500 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Tr	rucks (2	Axles):	15		
Peak F	lour Volume:	1,050 vehicles		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph	-	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet	-	Veh	icleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data						- Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0		I	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	F	Naina S		lovation	o (in f	201		
Centerline Dist.	to Observer:	100.0 feet	-	Noise So	Durce E	levation		et)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUto m Truck	os: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Mediu	III TTUCK	(S. 2)	.297	Grade Ad	iustmont	0.0
P	ad Elevation:	0.0 feet		пеа	у писк	S. 0	.006	Graue Auj	usimeni.	0.0
Ro	ad Elevation:	0.0 feet	_	Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mediu	m Truck	(s: 98	.404			
	Right View:	90.0 degrees		Heav	/y Truck	ks: 98	.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Atte	en Berl	m Atten
Autos:	66.51	-1.23	-4.5	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-18.47	-4.5	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-22.42	-4.5	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and ba	rrier attei	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	Evening	Leq	Night		Ldn	Cl	VEL
Autos:	59	.6 57.	.7	55.9		49.	8	58.5	5	59.1
Medium Trucks:	53	5.5 52.	.0	45.7		44.	1	52.6	5	52.8
Heavy Trucks:	54	.9 53.	.4	44.4		45.	6	54.0)	54.1
Vehicle Noise:	61	.6 59	.8	56.6		52.	0	60.6	6	61.0
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	6	60 dBA	55	dBA
		Ldi	n: 2	23	Ę	51		109	2	34
		CNE	L: 2	25	Ę	54		117	2	51

Scenario: 2015 With Project Road Name: Mill Creek Road Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA			N	OISE	MODE		S	
Highway Data				Site Con	ditions	(Hard =	= 10, S	oft = 15)	-	
Average Daily	Traffic (Adt):	9,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Tru	ucks (2	Axles).	15		
Peak F	lour Volume:	990 vehicles		He	avy Truc	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph	-	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet	-	Venicie I Veh	icleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		М	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0		I	Heavy Ti	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	-	Noiso Su	ourco El	lovation	ns (in f	(act)		
Centerline Dist.	to Observer:	100.0 feet	-	140136 30				eel)		
Barrier Distance	to Observer:	0.0 feet		Modiu	Autos m Trucki	s. 0.	207			
Observer Height	(Above Pad):	5.0 feet		Weulu		ა ი	006	Grade Ad	iustmen	t· 0 0
P	ad Elevation:	0.0 feet		near	y Huck	s. o.	.000	Grade Auj	usunen	. 0.0
Ro	ad Elevation:	0.0 feet	_	Lane Eq	uivalent	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos	s: 98	.494			
	Left View:	-90.0 degrees		Mediu	m Truck	s: 98	.404			
	Right View:	90.0 degrees		Heav	/y Truck	s: 98	.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	66.51	-1.48	-4.5	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-18.72	-4.5	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-22.68	-4.5	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	59	.3 57.4	4	55.6		49.	6	58.2	2	58.8
Medium Trucks:	53	.3 51.8	8	45.4		43.	9	52.3	3	52.6
Heavy Trucks:	54	.6 53.2	2	44.1		45.	4	53.7	7	53.9
Vehicle Noise:	61	.3 59.6	6	56.3		51.	8	60.3	3	60.7
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	(60 dBA	55	5 dBA
		Ldn	n: 2	23	4	19		105		225
		CNEL	.: 2	24	5	52		112		241

Scenario: 2015 With Project Road Name: Milliken Avenue Road Segment: n/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA					NOISE	MODE		S	
Highway Data				S	ite Con	ditions	G (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	28,200 vehicles						Autos.	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	? Axles)	: 15		
Peak H	lour Volume:	2,820 vehicles			He	avy Tri	ıcks (3+	Axles).	: 15		
Ve	hicle Speed:	50 mph		V	ohiclo I	Niv					
Near/Far La	ne Distance:	72 feet			Vehi	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data					vom	010179	Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Me	edium T	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			ŀ	leavy T	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		N	aica Sa	uroo E	lovotio	no (in f	iant)		
Centerline Dist.	to Observer:	100.0 feet		N	oise so				eet)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUto Truck	DS: (0.000			
Observer Height	(Above Pad):	5.0 feet			Mediur	II IIUCI	ks. I	2.297	Grado Ad	iustmont	~ 0 0
P	ad Elevation:	0.0 feet			neav	y muci	15. (5.000	Uldue Au	usunen	. 0.0
Ro	ad Elevation:	0.0 feet		La	ane Equ	uivalen	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 9	3.429			
	Left View:	-90.0 degree	S		Mediur	n Trucl	ks: 9	3.334			
	Right View:	90.0 degree	S		Heav	y Trucl	ks: 9	3.344			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Distar	nce	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:	70.20	2.09		-4.18		-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-15.14		-4.17		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-19.10		-4.17		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and k	oarrier a	attenu	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	Le	əq Eve	ening	Leq	Night		Ldn	C	NEL
Autos:	66	6.9 6	5.0		63.3		57	.2	65.8	3	66.4
Medium Trucks:	60	.5 5	9.0		52.6		51	.1	59.5	5	59.8
Heavy Trucks:	60	.9 5	9.5		50.5		51	.7	60.1	l	60.2
Vehicle Noise:	68	6.6 6	6.9		63.8		59	0.0	67.6	6	68.1
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dE	BA	65	dBA		60 dBA	55	dBA
		L	.dn:	69		1	149		320	6	690
		CN	EL:	74		1	160		344	7	'42

Scenario: 2015 With Project Road Name: Milliken Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	NPUT DATA				Γ	NOISE	MODE		5	
Highway Data				ł	Site Con	ditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	29,800 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles):	15		
Peak H	our Volume:	2,980 vehicle	S		He	avy Tru	ıcks (3+	Axles):	15		
Ve	ehicle Speed:	50 mph			Vohiclo I	Miv					
Near/Far La	ane Distance:	72 feet			Veh	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data							Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			Me	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy T	Frucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet		_	Noiso Sa	urco E	lovatio	ne (in fr			
Centerline Dist.	to Observer:	100.0 feet		'	NUISE SC				el)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUIC m Truck	05.° 0	.000			
Observer Height	(Above Pad):	5.0 feet			Mediui		κs. Ζ	.297	Grada Adi	ustmont	
P	ad Elevation:	0.0 feet			Heav	у тиск	(5. 8	.006	Graue Auj	usimeni	0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distar	nce (in i	feet)		
	Road Grade:	0.0%				Auto	os: 93	.429			
	Left View:	-90.0 degre	es		Mediu	m Truck	ks: 93	.334			
	Right View:	90.0 degre	es		Heav	y Truck	ks: 93	.344			
FHWA Noise Mod	lel Calculation	15									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	70.20	2.33		-4.18	8	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	81.00	-14.90		-4.1	7	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	85.38	-18.86		-4.1	7	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	nout Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Ho	ur Leq Dag	V	Leq E	vening	Leq	Night		Ldn	Cl	VEL
Autos:	67	7.2	65.3		63.5		57.	4	66.1		66.7
Medium Trucks:	60	0.7	59.2		52.9		51.	3	59.8	5	60.0
Heavy Trucks:	61	1.1	59.7		50.7		51.	9	60.3	6	60.4
Vehicle Noise:	. 68	8.9	67.1		64.1		59.	3	67.8		68.3
Centerline Distan	ce to Noise C	ontour (in fee	t)								
				70 c	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:	7	2	1	54		332	7	16
		С	NEL:	7	7	1	66		357	7	69

Scenario: 2015 With Project Road Name: Edison Avenue Road Segment: Archibald to Haven

SITE	SPECIFIC IN	IPUT DATA					NOISI	E MODE		s	
Highway Data				Si	ite Con	ditions	G (Hard	l = 10, S	oft = 15)		
Average Daily	Traffic (Adt):	30,000 vehicles						Autos.	: 15		
Peak Hour	Percentage:	10%			Med	dium T	rucks (2 Axles)	: 15		
Peak H	lour Volume:	3,000 vehicles			Hea	avy Tru	icks (3	+ Axles)	: 15		
Ve	hicle Speed:	50 mph		Ve	ahicla I	Niv					
Near/Far La	ne Distance:	72 feet		VC	Vehi	cleTvp	e	Dav	Evenina	Niaht	Daily
Site Data					• • • • •	oloryp	Autos.	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet			Ме	dium T	Trucks.	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-W	/all. 1-Berm):	0.0			H	leavy T	Trucks.	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		NL	aica Sa	uroo E	lovoti	ono (in f			
Centerline Dist.	to Observer:	100.0 feet		///	oise so		levali		eet)		
Barrier Distance	to Observer:	0.0 feet			Madium	AUto	DS: kor	0.000			
Observer Height	(Above Pad):	5.0 feet			Healur		ks. Koj	2.297	Grade Ad	iustmon	+ 0 0
Pa	ad Elevation:	0.0 feet			neav	y muci	45.	0.000	Ulaue Au	Justinent	. 0.0
Ro	ad Elevation:	0.0 feet		La	ane Equ	ıivaler	nt Dista	ance (in	feet)		
	Road Grade:	0.0%				Auto	os: 9	93.429			
	Left View:	-90.0 degrees	6		Mediur	n Trucl	ks: 🥸	93.334			
	Right View:	90.0 degrees	6		Heav	y Trucl	ks: 🤉	93.344			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Distanc	e	Finite	Road	Fre	esnel	Barrier Att	en Bei	rm Atten
Autos:	70.20	2.36		4.18		-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-14.88		4.17		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-18.83	-4	4.17		-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and b	arrier at	tenu	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leo	η Eve	ening	Leq	n Night		Ldn	С	NEL
Autos:	67	.2 6	5.3		63.5		5	7.5	66.1	1	66.7
Medium Trucks:	60	.8 5	9.2		52.9		5	1.3	59.8	3	60.0
Heavy Trucks:	61	.2 5	9.8		50.7		5	2.0	60.3	3	60.5
Vehicle Noise:	68	.9 6	7.1		64.1		5	9.3	67.9	9	68.3
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dE	BA	65	i dBA		60 dBA	55	dBA
		L	dn:	72		1	155		334	7	/19
		CN	EL:	77		1	166		359	7	73

Scenario: 2015 With Project Road Name: Haven Avenue Road Segment: Schaefer to Edison

SITE	SPECIFIC IN	NPUT DATA				NO	SE M	IODE		S	
Highway Data				Si	te Conditi	ons (H	ard = '	10, So	oft = 15)		
Average Daily	Traffic (Adt):	29,700 vehicles					A	utos:	15		
Peak Hour	Percentage:	10%			Mediur	n Truck	ks (2 A	xles):	15		
Peak H	lour Volume:	2,970 vehicles			Heavy	Trucks	(3+ A	xles):	15		
Ve	hicle Speed:	45 mph		Ve	hicle Mix						
Near/Far La	ane Distance:	42 feet			Vehicle	Tvpe		Dav	Evenina	Niah	t Dailv
Site Data						Aut	os: T	77.5%	12.9%	9.6	% 97.42%
Ba	rrier Height	0.0 feet			Mediu	m Truc	ks: 8	34.8%	4.9%	10.3	% 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Hea	/y Truc	ks: 8	36.5%	2.7%	10.8	% 0.74%
Centerline D	ist. to Barrier:	100.0 feet					- 4:	/: F	()		
Centerline Dist.	to Observer:	100.0 feet		NO	oise Sourd	e Elev	ations		eet)		
Barrier Distance	to Observer:	0.0 feet			/	Autos:	0.0	00			
Observer Height	(Above Pad):	5.0 feet			Meaium T	UCKS:	2.2	97	Crada Aa	livotro	nt: 0.0
С Р	ad Elevation:	0.0 feet			Heavy I	UCKS:	8.0	06	Grade Ad	ijustme	<i>ent:</i> 0.0
Ro	ad Elevation:	0.0 feet		La	ane Equiva	lent D	istanc	e (in	feet)		
	Road Grade:	0.0%			/	Autos:	97.8	98			
	Left View:	-90.0 degrees			Medium T	rucks:	97.8	807			
	Right View:	90.0 degrees			Heavy T	rucks:	97.8	16			
FHWA Noise Mod	lel Calculation	IS									
VehicleType	REMEL	Traffic Flow	Distand	e	Finite Roa	ad	Fresne	əl	Barrier At	ten E	Berm Atten
Autos:	68.46	2.78	-	4.48	-1	.20	-	4.77	0.	000	0.000
Medium Trucks:	79.45	-14.46	-	4.47	-1	.20	-	4.88	0.	000	0.000
Heavy Trucks:	84.25	-18.42	-	4.48	-1	.20	-	5.16	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	arrier at	tenu	ation)						
VehicleType	Leq Peak Hou	ur Leq Day	Lee	q Eve	ening	Leq Nig	ght		Ldn		CNEL
Autos:	65	5.6 63	8.7		61.9		55.8		64.	5	65.1
Medium Trucks:	59	9.3 57	.8		51.4		49.9		58.	4	58.6
Heavy Trucks:	60).2 58	8.7		49.7		51.0		59.	3	59.4
Vehicle Noise:	67	7.4 65	5.7		62.5		57.8		66.	4	66.8
Centerline Distan	ce to Noise C	ontour (in feet)									
				70 dE	BA	65 dB	A	e	60 dBA		55 dBA
		Lo	In:	57		123			266		572
		CNE	L:	61		132			285		614

Scenario: 2015 With Project Road Name: Edison Avenue Road Segment: Haven to Mill Creek

SITE	SPECIFIC IN	NPUT DATA					NOISE	MODE		5	
Highway Data					Site Con	ditions	: (Hard :	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	46,300 vehicle	S					Autos:	15		
Peak Hour	Percentage:	10%			Ме	dium Ti	rucks (2	Axles):	15		
Peak H	lour Volume:	4,630 vehicle	S		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	50 mph			Vehicle	Mix					
Near/Far La	ane Distance:	72 feet			Veh	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data					von	lololyp	Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrior Hoight:	0.0 foot			М	edium 1	rucks:	84.8%	4.9%	10.3%	1.84%
ра Barrier Type (0-М	Vall 1-Rerm) [.]				I	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist to Barrier	100.0 feet									
Centerline Dist.	to Observer:	100.0 feet		1	Noise So	ource E	levatio	ns (in f	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto	os: C	.000			
Observer Height	(Above Pad);	5.0 feet			Mediu	m Truck	ks: 2	.297	Oursels Ast		
P	ad Elevation:	0.0 feet			Heav	/y Truck	KS: 8	.006	Grade Adj	ustment.	0.0
Ro	ad Elevation:	0.0 feet		I	Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	.429			
	Left View:	-90.0 degree	es		Mediu	m Trucl	ks: 93	.334			
	Right View:	90.0 degree	es		Heav	/y Trucl	ks: 93	3.344			
FHWA Noise Mod	lel Calculation	IS									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	70.20	4.25		-4.18	В	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	81.00	-12.99		-4.17	7	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	85.38	-16.95		-4.17	7	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Ho	ur Leq Day	'	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	69	9.1	67.2		65.4		59	.4	68.0	1	68.6
Medium Trucks:	62	2.6	61.1		54.8		53	2	61.7		61.9
Heavy Trucks:	63	3.1	61.6		52.6		53	.9	62.2		62.3
Vehicle Noise:	70).8	69.0		66.0		61	.2	69.7		70.2
Centerline Distan	ce to Noise C	ontour (in feet)								
				70 c	dBA	65	dBA	e	60 dBA	55	dBA
			Ldn:	9	6	2	207		446	9	61
		CI	NEL:	10)3	2	222		479	1,0	032

Scenario: 2015 With Project Road Name: Edison Avenue Road Segment: Mill Creek to Hamner

SITE	SPECIFIC IN	IPUT DATA			NC	DISE MOD	EL INPUTS	; ;
Highway Data				Site Con	ditions (F	<i>lard = 10,</i> S	Soft = 15)	
Average Daily	Traffic (Adt):	57,300 vehicles				Autos	: 15	
Peak Hour	Percentage:	10%		Me	dium Truc	ks (2 Axles;): 15	
Peak H	our Volume:	5,730 vehicles		He	avy Truck	s (3+ Axles)): 15	
Ve	hicle Speed:	50 mph	-	Vehicle	Mix			
Near/Far La	ane Distance:	72 feet	_	Veh	icleTvne	Dav	Evenina	Night Daily
Site Data				1011	AL	itos: 77.5%	% 12.9%	9.6% 97.42%
Ba	rrier Height:	0.0 feet		M	edium Tru	cks: 84.80	% 4.9%	10.3% 1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0		I	Heavy Tru	cks: 86.59	% 2.7%	10.8% 0.74%
Centerline Di	ist. to Barrier.	100.0 feet	_	Naina C			f= = 4)	
Centerline Dist.	to Observer:	100.0 feet	-	Noise So	ource Ele	vations (in i	reet)	
Barrier Distance	to Observer:	0.0 feet			AUtos:	0.000		
Observer Height	(Above Pad):	5.0 feet		Mediu	m Trucks:	2.297	Crada Adi	interests 0.0
P	ad Elevation:	0.0 feet		Heav	/y Trucks:	8.006	Grade Adju	isimenii. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent [Distance (in	feet)	
	Road Grade:	0.0%			Autos:	93.429		
	Left View:	-90.0 degrees		Mediu	m Trucks:	93.334		
	Right View:	90.0 degrees		Heav	/y Trucks:	93.344		
FHWA Noise Mod	lel Calculation	S						
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atte	n Berm Atten
Autos:	70.20	5.17	-4.1	8	-1.20	-4.77	0.00	0.00
Medium Trucks:	81.00	-12.07	-4.1	17	-1.20	-4.88	0.00	0.00
Heavy Trucks:	85.38	-16.02	-4.1	17	-1.20	-5.16	0.00	00.00
Unmitigated Nois	e Levels (with	out Topo and ba	rrier attei	nuation)				
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq N	ight	Ldn	CNEL
Autos:	70	.0 68.	.1	66.3		60.3	68.9	69.
Medium Trucks:	63	6.6 62.	.1	55.7		54.2	62.6	62.
Heavy Trucks:	64	.0 62.	6	53.5		54.8	63.1	63.
Vehicle Noise:	71	.7 69.	.9	66.9		62.1	70.7	71.
Centerline Distan	ce to Noise Co	ontour (in feet)						
			70	dBA	65 dl	BA	60 dBA	55 dBA
		Ldi	n: 1	11	239)	514	1,107
		CNE	<i>L:</i> 1	19	256	5	552	1,190

Scenario: 2015 With Project Road Name: Edison Avenue Road Segment: e/o Hamner

SITE	SPECIFIC IN	NPUT DATA			N	DISE N	/ODE		s	
Highway Data	lighway Data					Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	56,200 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Tru	cks (2 /	Axles).	15		
Peak H	our Volume:	5,620 vehicles		He	avy Truck	ks (3+ A	Axles):	15		
Ve	ehicle Speed:	50 mph	_	Vohiclo	Miv					
Near/Far La	ane Distance:	72 feet		Ven	icleType		Dav	Evenina	Niaht	Daily
Site Data					A	utos:	77.5%	5 12.9%	9.6	% 97.42%
Ba	rrier Height	0.0 feet		M	edium Tru	ucks:	84.8%	4.9%	10.39	% 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0		I	Heavy Tru	ıcks:	86.5%	ъ́ 2.7%	10.89	% 0.74%
Centerline D	ist. to Barrier.	100.0 feet		Naiaa Si	SURAS Ela	votion	o /in f	0.04)		
Centerline Dist.	to Observer:	100.0 feet		NOISE SC		valion	5 (111 1	eel)		
Barrier Distance	to Observer:	0.0 feet		Madiu	Autos. m Trucko	· 0.0				
Observer Height	(Above Pad):	5.0 feet		Mediu	III TIUCKS.	. Z.,	297	Grado Ad	iustmo	nt 0 0
P	ad Elevation:	0.0 feet		neav	y TTUCKS.	. 0.	000	Grade Au	Justine	<i>nt.</i> 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos.	: 93.	429			
	Left View:	-90.0 degrees		Mediu	m Trucks	: 93.	334			
	Right View:	90.0 degrees		Heav	/y Trucks.	93.	344			
FHWA Noise Mod	lel Calculation	15								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	el	Barrier Att	en B	erm Atten
Autos:	70.20	5.09	-4.1	8	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-12.15	-4.1	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-16.11	-4.1	7	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atter	nuation)						
VehicleType	Leq Peak Ho	ur Leq Day	Leq E	vening	Leq N	light		Ldn	(CNEL
Autos:	69	9.9 68.0	0	66.3		60.2	2	68.8	3	69.4
Medium Trucks:	63	3.5 62.0	0	55.6		54.1		62.5	5	62.8
Heavy Trucks:	63	3.9 62.	5	53.4		54.7	,	63.0)	63.2
Vehicle Noise:	71	1.6 69.9	9	66.8		62.0)	70.6	6	71.0
Centerline Distan	ce to Noise C	ontour (in feet)					1			
			70	dBA	65 d	BA	(60 dBA	5	5 dBA
		Ldr	<i>n:</i> 10	09	23	5		507		1,093
		CNEL	.: 1	17	25	3		545		1,174

Scenario: G.P. Buildout Without Project Road Name: Chino Avenue Road Segment: w/o Archibald Ave.

SITE	SPECIFIC INI	PUT DATA			NO	ISE MOD	EL INPUTS	6
Highway Data			9	Site Con	ditions (H	lard = 10, S	Soft = 15)	
Average Daily	Traffic (Adt): 1	6,900 vehicles				Autos	s: 15	
Peak Hour	Percentage:	10%		Me	dium Truc	ks (2 Axles): 15	
Peak H	lour Volume:	1,690 vehicles		He	avy Truck	s (3+ Axles): 15	
Ve	hicle Speed:	40 mph		Vehicle I	Mix			
Near/Far La	ne Distance:	36 feet		Veh	icleTvpe	Dav	Evenina	Night Daily
Site Data					Au	tos: 77.5	% 12.9%	9.6% 97.42%
Ba	rrier Height:	0.0 feet		Me	ədium Tru	cks: 84.8	% 4.9%	10.3% 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0		ŀ	leavy Tru	cks: 86.5°	% 2.7%	10.8% 0.74%
Centerline Di	ist. to Barrier.	100.0 feet	-	Noiso Sa	urco Elos	ations (in	foot)	
Centerline Dist.	to Observer:	100.0 feet	1	10138 30			ieel)	
Barrier Distance	to Observer:	0.0 feet		Modiu	Autos. m Trucko:	0.000		
Observer Height	(Above Pad):	5.0 feet		Wealur	TI TTUCKS.	2.297	Grada Adi	ustmont: 0.0
P	ad Elevation:	0.0 feet		neav	y Trucks.	0.000	Orace Auj	
Ro	ad Elevation:	0.0 feet	I	Lane Eq	uivalent D	Distance (in	i feet)	
	Road Grade:	0.0%			Autos:	98.494		
	Left View:	-90.0 degrees		Mediui	m Trucks:	98.404		
	Right View:	90.0 degrees		Heav	y Trucks:	98.413		
FHWA Noise Mod	el Calculations	;						
VehicleType	REMEL	Traffic Flow Di	istance	Finite	Road	Fresnel	Barrier Atte	en Berm Atten
Autos:	66.51	0.84	-4.52	2	-1.20	-4.77	7 0.0	00 0.000
Medium Trucks:	77.72	-16.40	-4.51	1	-1.20	-4.88	3 0.0	00 0.000
Heavy Trucks:	82.99	-20.35	-4.51	1	-1.20	-5.16	6.0	00 0.000
Unmitigated Nois	e Levels (witho	ut Topo and barr	ier atten	uation)				
VehicleType	Leq Peak Hour	Leq Day	Leq Ev	vening	Leq Ni	ght	Ldn	CNEL
Autos:	61.0	6 59.7		58.0		51.9	60.5	61.1
Medium Trucks:	55.0	6 54.1		47.7		46.2	54.6	54.9
Heavy Trucks:	56.9	9 55.5		46.5		47.7	56.1	56.2
Vehicle Noise:	63.	6 61.9		58.6		54.1	62.6	63.2
Centerline Distan	ce to Noise Co	ntour (in feet)						
			70 c	dBA	65 dE	BA	60 dBA	55 dBA
		Ldn:	3	2	69		149	322
		CNEL:	34	4	74		160	345

Scenario: G.P. Buildout Without Project Road Name: Chino Avenue Road Segment: e/o Archibald Ave.

SITE	SITE SPECIFIC INPUT DATA					I	NOISE	MODE		S	
Highway Data				Si	te Cond	ditions	G (Hard	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	18,200 vehicles						Autos:	15		
Peak Hour	r Percentage:	10%			Med	dium Ti	rucks (2	Axles):	15		
Peak I	Hour Volume:	1,820 vehicles			Hea	avy Tru	ıcks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		Ve	hicle N	lix					
Near/Far La	ane Distance:	36 feet			Vehi	cleTvp	е	Dav	Evenina	Niaht	Dailv
Site Data					-	- 71	Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Me	dium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Н	leavy T	Trucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	100.0 feet		No	nisa Sa	urco F	lovatio	ns (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		/•0	<i>Jise</i> 30						
Barrier Distance	to Observer:	0.0 feet			Modium	Auic n Trucl	k_{0}	207			
Observer Height	(Above Pad):	5.0 feet			Hoave	v Truci	no. 2 ko: s	2.297	Grade Ad	iustment	· 0 0
P	ad Elevation:	0.0 feet			Tieavy	y mucr	NG. (0.000	Crado / la	aotinoni	. 0.0
Ro	ad Elevation:	0.0 feet		La	ne Equ	iivalen	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 98	3.494			
	Left View:	-90.0 degrees	6		Mediun	n Trucl	ks: 98	3.404			
	Right View:	90.0 degrees	6		Heavy	y Trucł	ks: 98	3.413			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Distand	ce	Finite I	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	66.51	1.16	-	4.52		-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-16.08	-	4.51		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-20.03	-	4.51		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier a	ttenua	ation)						
VehicleType	Leq Peak Hou	ur Leq Day	Le	q Eve	ening	Leq	ı Night		Ldn	Cl	NEL
Autos:	62	2.0 6	0.1		58.3		52	.2	60.9	9	61.5
Medium Trucks:	55	5.9 5	4.4		48.1		46	.5	55.0)	55.2
Heavy Trucks:	57	7.2 5	5.8		46.8		48	.0	56.4	1	56.5
Vehicle Noise:	64	4.0 6	2.2		59.0		54	.4	62.9	Ð	63.4
Centerline Distan	ce to Noise C	ontour (in feet)									
				70 dB	BA	65	dBA	6	60 dBA	55	dBA
		L	dn:	34			73		157	3	38
		CN	EL:	36			78		168	3	62

Scenario: G.P. Buildout Without Project Road Name: Edison Avenue Road Segment: Helman to Archibald

SITE	SPECIFIC IN	IPUT DATA			N	IOISE	MODE		S	
Highway Data				Site Co	nditions	(Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	48,100 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		М	edium Tri	ucks (2	Axles):	15		
Peak H	lour Volume:	4,810 vehicles		Н	eavy Truc	cks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		Vehicle	Mix					
Near/Far La	ne Distance:	72 feet		Ve	hicleType)	Dav	Evening	Night	Daily
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		٨	ledium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all, 1-Berm):	0.0			Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noise S	ource Fl	lovation	ns (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		10130 0			000			
Barrier Distance	to Observer:	0.0 feet		Madi	Autos um Truck	S. 0	207			
Observer Height	(Above Pad):	5.0 feet		Weuk		S. Z	.297	Crada Adi	uotmont	
P	ad Elevation:	0.0 feet		Hea	vy Truck	s: 8	.006	Graue Auj	usimeni	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Ed	quivalent	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Auto	s: 93	.429			
	Left View:	-90.0 degrees		Media	um Truck	s: 93	.334			
	Right View:	90.0 degrees		Hea	vy Truck	s: 93	.344			
	al Calaulatian	_								
VehicleType	el Calculation REMEI	S Traffic Flow	Distanc	o Finite	Road	Fras	nol	Barriar Atte	n Bor	m Atton
Autos	70.20	11amc 11000	Distanc	<u>ר וווות</u> 118	-1 20	1103				
Autos. Madium Trucks:	81.00	-12.83		1 17	-1.20		-4.77	0.0	00	0.000
Heavy Trucks:	85 38	-12.03	-4	1 17	-1.20		-5 16	0.0	00	0.000
					1.20		0.10	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	arrier at	enuation)		<u></u>				
venicie i ype	Leq Peak Hou	Ir Leq Day	Leq	Evening	Leq	Night	_	Lan	CI	VEL
Autos:	69	.2 67	.3	65.6	5	59.	5	68.1		68.7
Medium Trucks:	62	.8 61	.3	54.9)	53.	4	61.9		62.1
Heavy Trucks:	63	.2 61	.8	52.8	3	54.	0	62.4		62.5
Vehicle Noise:	70	.9 69).2	66.1	1	61.	4	69.9		70.4
Centerline Distan	ce to Noise Co	ontour (in feet)								
			7	70 dBA	65	dBA	6	60 dBA	55	dBA
		Lo	In:	99	2	12		457	9	85
		CNE	EL:	106	22	28		491	1,	059

Scenario: G.P. Buildout Without Project Road Name: Edison Avenue Road Segment: e/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA			NC	DISE MOD	EL INPUTS	5	
Highway Data				Site Con	ditions (H	lard = 10, S	oft = 15)		
Average Daily	Traffic (Adt):	58,300 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Me	dium Truc	cks (2 Axles)	: 15		
Peak H	lour Volume:	5,830 vehicles		He	avy Truck	s (3+ Axles)	: 15		
Ve	hicle Speed:	50 mph		Vehicle	Mix				
Near/Far La	ane Distance:	72 feet		Veh	icleTvpe	Dav	Evenina	Niaht	Dailv
Site Data					AL	itos: 77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	edium Tru	cks: 84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0		I	Heavy Tru	cks: 86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	100.0 feet		Noiso S	ourco Elo	vations (in t	faat)		
Centerline Dist.	to Observer:	100.0 feet		NUISE SC			eel)		
Barrier Distance	to Observer:	0.0 feet		Madiu	Aulos. m Trucko:	0.000			
Observer Height	(Above Pad):	5.0 feet		Hoo	III TTUCKS.	2.297	Grada Adii	ustmont.	0.0
Р	ad Elevation:	0.0 feet		neav	ly muchs.	0.000	Grade Auj	Journerin.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent L	Distance (in	feet)		
	Road Grade:	0.0%			Autos:	93.429			
	Left View:	-90.0 degrees		Mediu	m Trucks:	93.334			
	Right View:	90.0 degrees		Heav	y Trucks:	93.344			
FHWA Noise Mod	lel Calculation	S							
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atte	en Beri	m Atten
Autos:	70.20	5.25	-4	.18	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	81.00	-11.99	-4.	.17	-1.20	-4.88	0.0	00	0.000
Heavy Trucks:	85.38	-15.95	-4.	.17	-1.20	-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	arrier atte	enuation)					
VehicleType	Leq Peak Hou	ur Leq Day	Leq	Evening	Leq N	light	Ldn	CN	IEL
Autos:	70	0.1 68	3.2	66.4		60.4	69.0		69.6
Medium Trucks:	63	6.6 62	2.1	55.8		54.2	62.7		62.9
Heavy Trucks:	64	.1 62	2.6	53.6		54.9	63.2		63.3
Vehicle Noise:	71	.8 70).0	67.0		62.2	70.7		71.2
Centerline Distan	ce to Noise Co	ontour (in feet)							
			70) dBA	65 dl	BA	60 dBA	55	dBA
		Lo	In:	112	241	l	520	1,1	120
		CNE	EL:	120	259	9	559	1,2	203

Scenario: G.P. Buildout Without Project Road Name: Archibald Avenue Road Segment: n/o Chino Ave.

SITE	SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS						
Highway Data				Si	te Condi	itions ((Hard =	= 10, S	oft = 15)			
Average Daily	Traffic (Adt):	35,200 vehicles						Autos:	15			
Peak Hour	Percentage:	10%			Medi	um Tru	ıcks (2	Axles).	15			
Peak H	lour Volume:	3,520 vehicles			Heav	vy Truc	ks (3+	Axles):	15			
Ve	hicle Speed:	50 mph		Ve	hicle Mi	Y						
Near/Far La	ne Distance:	60 feet		Ve	Vehicl	^ leTvne		Dav	Evenina	Niaht	Daily	
Site Data					Vornor	<u>өтуро</u> А	utos:	77.5%	5 12.9%	9.6%	97.42%	
Ba	rrier Height:	0.0 feet			Med	lium Tr	ucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	/all. 1-Berm):	0.0			He	avy Tr	ucks:	86.5%	ъ́ 2.7%	10.8%	0.74%	
Centerline Di	ist. to Barrier.	100.0 feet		Na	nica Sau	roo El	ovotio	no (in f				
Centerline Dist.	to Observer:	100.0 feet		NC	oise sou				eet)			
Barrier Distance	to Observer:	0.0 feet			Madium	Autos	5: 0	.000				
Observer Height	(Above Pad):	5.0 feet			Hoom	Trucks	5. Z	.297	Grade Ad	iustmon	+· 0 0	
P	ad Elevation:	0.0 feet			пеачу	TTUCKS	s. o	.000	Uraue Au	Jusunen	. 0.0	
Ro	ad Elevation:	0.0 feet		La	ane Equi	valent	Distar	ice (in	feet)			
	Road Grade:	0.0%				Autos	s: 95	.525				
	Left View:	-90.0 degrees	5		Medium	Trucks	s: 95	.432				
	Right View:	90.0 degrees	3		Heavy	Trucks	s: 95	.441				
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic Flow	Distand	ce	Finite R	oad	Fres	nel	Barrier Att	en Be	rm Atten	
Autos:	70.20	3.06	-	4.32		-1.20		-4.77	0.0	000	0.000	
Medium Trucks:	81.00	-14.18	-	4.31		-1.20		-4.88	0.0	000	0.000	
Heavy Trucks:	85.38	-18.14	-	4.31		-1.20		-5.16	0.0	000	0.000	
Unmitigated Nois	e Levels (with	out Topo and b	arrier at	ttenua	ation)							
VehicleType	Leq Peak Hou	ır Leq Day	Le	q Eve	ening	Leq I	Night		Ldn	С	NEL	
Autos:	67	.7 6	5.8		64.1		58.	0	66.0	5	67.2	
Medium Trucks:	61	.3 5	9.8		53.4		51.	9	60.4	1	60.6	
Heavy Trucks:	61	.7 6	0.3		51.3		52.	5	60.9	9	61.0	
Vehicle Noise:	69	.4 6	7.7		64.6		59.	9	68.4	4	68.9	
Centerline Distan	ce to Noise Co	ontour (in feet)										
				70 dE	BA	65 c	<i>IBA</i>	(60 dBA	55	dBA	
		L	dn:	78		16	69		363	7	783	
		CN	EL:	84		18	31		390	8	341	

Scenario: G.P. Buildout Without Project Road Name: Archibald Avenue Road Segment: Chino to Shaefer

SITE	SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS						
Highway Data				Site Con	ditions (H	ard = 10, S	Soft = 15)					
Average Daily	Traffic (Adt): 3	7,400 vehicles				Autos	: 15					
Peak Hour	Percentage:	10%		Me	dium Trucl	ks (2 Axles)): 15					
Peak F	lour Volume:	3,740 vehicles		He	avy Trucks	(3+ Axles)): 15					
Ve	hicle Speed:	50 mph	_	Vehicle I	Mir							
Near/Far La	ne Distance:	60 feet	_	Venicie i Vehi	icleType	Dav	Evenina	Night Daily				
Site Data				VOIII	Aut	os: 77.59	% 12.9%	9.6% 97.42%				
Ba	rrior Hoight:	0.0 foot		Me	edium Truc	ks: 84.89	% 4.9%	10.3% 1.84%				
Barrier Type (0-W	/all_1-Berm) [.]			F	leavy Truc	ks: 86.59	% 2.7%	10.8% 0.74%				
Centerline Di	ist to Barrier	100.0 feet	=				• .)					
Centerline Dist.	to Observer:	100.0 feet	_	Noise Sc	ource Elev	ations (in	feet)					
Barrier Distance	to Observer:	0.0 feet			Autos:	0.000						
Observer Height	(Above Pad) [,]	5.0 feet		Mediur	m Trucks:	2.297						
P	ad Elevation:	0.0 feet		Heav	y Trucks:	8.006	Grade Adji	ustment: 0.0				
Ro	ad Elevation:	0.0 feet	_	Lane Equ	uivalent D	istance (in	feet)					
	Road Grade:	0.0%			Autos:	95.525	,					
	Left View:	-90.0 degrees		Mediur	m Trucks:	95.432						
	Right View:	90.0 degrees		Heav	y Trucks:	95.441						
FHWA Noise Mod	el Calculations	;										
VehicleType	REMEL	Traffic Flow D	Distance	Finite	Road	Fresnel	Barrier Atte	en Berm Atten				
Autos:	70.20	3.32	-4.3	2	-1.20	-4.77	0.00	00 0.000				
Medium Trucks:	81.00	-13.92	-4.3	51	-1.20	-4.88	0.0	00 0.000				
Heavy Trucks:	85.38	-17.87	-4.3	51	-1.20	-5.16	0.0	00 0.000				
Unmitigated Noise	e Levels (witho	out Topo and bar	rier atter	nuation)								
VehicleType	Leq Peak Hour	r Leq Day	Leq E	vening	Leq Ni	ght	Ldn	CNEL				
Autos:	68.0	0 66.1	1	64.3		58.3	66.9	67.5				
Medium Trucks:	61.6	6 60.1	1	53.7		52.2	60.6	60.8				
Heavy Trucks:	62.0	0 60.6	6	51.5		52.8	61.1	61.3				
Vehicle Noise:	69.	7 67.9	9	64.9		60.1	68.7	69.1				
Centerline Distan	ce to Noise Co	ntour (in feet)										
			70	dBA	65 dB	A	60 dBA	55 dBA				
		Ldn	: 8	31	176	£	378	815				
		CNEL	: 8	88	189		406	875				

Scenario: G.P. Buildout Without Project Road Name: Archibald Avenue Road Segment: s/o Edison Ave.

SITE	SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data					Site Con	ditions	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	61,700 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	Axles).	15		
Peak F	lour Volume:	6,170 vehicle	s		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	50 mph			Vehicle I	Mix					
Near/Far La	ne Distance:	72 feet		_	Veh	icleTvp	е	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	5 12.9%	9.6	% 97.42%
Ba	rrier Heiaht:	0.0 feet			Me	edium T	Trucks:	84.8%	4.9%	10.3	% 1.84%
Barrier Type (0-W	Vall, 1-Berm):	0.0			ŀ	leavy T	Trucks:	86.5%	ы́ 2.7%	10.8	% 0.74%
Centerline Di	ist. to Barrier:	100.0 feet			Naisa Sa	urco E	lovatio	ns (in f			
Centerline Dist.	to Observer:	100.0 feet		-	10/36 30				eelj		
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto n Truci	k_{0}	207			
Observer Height	(Above Pad):	5.0 feet			Иеции Цору	n nuci v Truci	no. 2 ko: 9	2.297	Grade Ad	iustma	nt·00
P	ad Elevation:	0.0 feet			Tieav	y muci	NG. (5.000	Orade / la	juotino	<i>nt.</i> 0.0
Ro	ad Elevation:	0.0 feet		I	Lane Equ	uivalen	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	3.429			
	Left View:	-90.0 degre	es		Mediur	n Trucl	ks: 93	3.334			
	Right View:	90.0 degre	es		Heav	y Trucl	ks: 93	3.344			
FHWA Noise Mod	el Calculation	าร									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fres	snel	Barrier Att	en B	erm Atten
Autos:	70.20	5.49		-4.18	8	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-11.74		-4.1	7	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-15.70		-4.1	7	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	r atten	uation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq E	vening	Leq	Night		Ldn		CNEL
Autos:	70).3	68.4		66.7		60	.6	69.2	2	69.8
Medium Trucks:	63	3.9	62.4		56.0		54	.5	62.9	9	63.2
Heavy Trucks:	64	4.3	62.9		53.9		55	.1	63.5	5	63.6
Vehicle Noise:	72	2.0	70.3		67.2		62	.4	71.(C	71.5
Centerline Distan	ce to Noise C	ontour (in feet	t)								
				70 c	dBA	65	dBA	(60 dBA	5	55 dBA
			Ldn:	11	16	2	251		540		1,163
		C	NEL:	12	25	2	269		580		1,250

Scenario: G.P. Buildout Without Project Road Name: Haven Avenue Road Segment: n/o Chino Ave.

SITE	SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS						
Highway Data				Site Con	ditions (Ha	nrd = 10, S	oft = 15)					
Average Daily	Traffic (Adt):	26,100 vehicles				Autos	: 15					
Peak Hou	r Percentage:	10%		Me	dium Truck	s (2 Axles)	: 15					
Peak I	Hour Volume:	2,610 vehicles		He	avy Trucks	(3+ Axles)	: 15					
Ve	ehicle Speed:	45 mph		Vehicle	Mix							
Near/Far La	ane Distance:	42 feet		Veh	icleTvpe	Dav	Evenina	Night Daily				
Site Data					Auto	os: 77.5%	6 12.9%	9.6% 97.42%				
Ba	orrier Height:	0.0 feet		M	edium Truci	ks: 84.8%	6 4.9%	10.3% 1.84%				
Barrier Type (0-V	Vall. 1-Berm):	0.0		ŀ	leavy Truck	ks: 86.5%	6 2.7%	10.8% 0.74%				
Centerline D	ist. to Barrier.	100.0 feet		Noiso Sa	urco Elov	tions (in	fact)					
Centerline Dist.	to Observer:	100.0 feet		NUISE SC			eel)					
Barrier Distance	to Observer:	0.0 feet		Madiu	Aulos. m Truckou	0.000						
Observer Height	(Above Pad):	5.0 feet		Mediu	III TIUCKS.	2.297	Grada Adiu	istmont: 0.0				
F	ad Elevation:	0.0 feet		пеал	y TTUCKS.	0.000	Graue Aujt					
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent Di	stance (in	feet)					
	Road Grade:	0.0%			Autos:	97.898						
	Left View:	-90.0 degrees		Mediu	m Trucks:	97.807						
	Right View:	90.0 degrees		Heav	y Trucks:	97.816						
FHWA Noise Mod	lel Calculation	S										
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road I	resnel	Barrier Atte	n Berm Atten				
Autos:	68.46	2.22	-4.	48	-1.20	-4.77	0.00	0.000				
Medium Trucks:	79.45	-15.02	-4.	47	-1.20	-4.88	0.00	0.000				
Heavy Trucks:	84.25	-18.98	-4.	48	-1.20	-5.16	0.00	0.000				
Unmitigated Nois	e Levels (with	out Topo and ba	rrier atte	nuation)								
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq Nig	ht	Ldn	CNEL				
Autos:	65	63	.1	61.3		55.3	63.9	64.5				
Medium Trucks:	58	.8 57	.2	50.9		49.3	57.8	58.0				
Heavy Trucks:	59	.6 58	.2	49.1		50.4	58.7	58.9				
Vehicle Noise.	66	6.8 65	.1	61.9		57.3	65.8	66.3				
Centerline Distan	ce to Noise Co	ontour (in feet)										
			70) dBA	65 dBA	1	60 dBA	55 dBA				
		Ld	n:	53	113	i	244	525				
		CNE	L:	56	121		261	563				

Scenario: G.P. Buildout Without Project Road Name: Haven Avenue Road Segment: Chino to Schaefer

SITE	SPECIFIC IN	IPUT DATA					NOISE			S	
Highway Data				S	Site Con	ditions	s (Haro	l = 10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	29,400 vehicles						Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2 Axles).	15		
Peak F	lour Volume:	2,940 vehicles			He	avy Tru	ıcks (3	+ Axles).	15		
Ve	hicle Speed:	45 mph		V	(ohiclo l	Miv					
Near/Far La	ne Distance:	42 feet			Veh	icleTvp	е	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet			Me	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			ŀ	leavy T	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		٨	loise Sc	urco F	lovati	ons (in f			
Centerline Dist.	to Observer:	100.0 feet		~	0130 00			0.000			
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto Truol	JS. ko:	2 207			
Observer Height	(Above Pad):	5.0 feet			Mediui	II IIUCI V Truci	no. Kor	2.291	Grada Ad	iustmont	· 0 0
P	ad Elevation:	0.0 feet			пеал	y muci	15.	0.000	Graue Auj	usunen	. 0.0
Ro	ad Elevation:	0.0 feet		L	ane Equ	uivalen	nt Dista	ance (in	feet)		
	Road Grade:	0.0%				Auto	os: 9	97.898			
	Left View:	-90.0 degrees			Mediur	n Trucl	ks: 9	7.807			
	Right View:	90.0 degrees			Heav	y Trucl	ks: S	97.816			
FHWA Noise Mod	el Calculation	<u> </u>									
VehicleType	REMEL	Traffic Flow	Distan	се	Finite	Road	Fre	esnel	Barrier Att	en Ber	m Atten
Autos:	68.46	2.73		-4.48	3	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-14.51		-4.47		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-18.46		-4.48	}	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier a	ttenı	uation)						
VehicleType	Leq Peak Hou	ır Leq Day	Le	q Ev	rening	Leq	Night		Ldn	С	NEL
Autos:	65	.5 63	3.6		61.8		5	5.8	64.4	ŀ	65.0
Medium Trucks:	59	.3 57	7.8		51.4		4	9.9	58.3	3	58.5
Heavy Trucks:	60	.1 58	3.7		49.7		5	0.9	59.3	3	59.4
Vehicle Noise:	67	.3 6	5.6		62.5		5	7.8	66.3	3	66.8
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 d	BA	65	dBA	(60 dBA	55	dBA
		Le	dn:	57	7	1	122		264	5	68
		CNI	EL:	61		1	131		283	6	510

Scenario: G.P. Buildout Without Project Road Name: Haven Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA				NOISE	MODE	L INPUT	S	
Highway Data				Site Con	ditions	(Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	24,800 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Ti	rucks (2 .	Axles):	15		
Peak F	lour Volume:	2,480 vehicles		He	avy Tru	icks (3+ .	Axles):	15		
Ve	hicle Speed:	45 mph		Vohiclo	Miv					
Near/Far La	ne Distance:	42 feet	-	Ven	icleTvn	9	Dav	Evenina	Niaht	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0		I	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	100.0 feet	_	Naina Ci			- (in f	41		
Centerline Dist.	to Observer:	100.0 feet	-	NOISE SO	burce E	levation	IS (IN TE	eet)		
Barrier Distance	to Observer:	0.0 feet			AUto	os: 0.	000			
Observer Height	(Above Pad):	5.0 feet		Mealu		(S: 2.	297	Crada Adi	uotmont	0.0
P	ad Elevation:	0.0 feet		Heal	/y Truck	(S: 8.	006	Graue Auj	usuneni.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%			Auto	os: 97	898			
	Left View:	-90.0 degrees		Mediu	m Trucł	ks: 97	807			
	Right View:	90.0 degrees		Heav	/y Truck	ks: 97.	816			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow D	Distance	Finite	Road	Fresi	nel	Barrier Atte	en Berl	m Atten
Autos:	68.46	1.99	-4.4	8	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	79.45	-15.24	-4.4	7	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-19.20	-4.4	8	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atten	nuation)						
VehicleType	Leq Peak Hou	ur Leq Day	Leq E	vening	Leq	Night		Ldn	Cl	IEL
Autos:	64	.8 62.9	9	61.1		55.	1	63.7		64.3
Medium Trucks:	58	3.5 57.0	C	50.7		49.	1	57.6	i	57.8
Heavy Trucks:	59	.4 58.0)	48.9		50.2	2	58.5	i	58.7
Vehicle Noise:	66	64.9	9	61.7		57.	0	65.6	;	66.0
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70 0	dBA	65	dBA	6	60 dBA	55	dBA
		Ldn	n: 5	51	1	09		236	5	08
		CNEL	.: 5	4	1	17		253	5	44

Scenario: G.P. Buildout Without Project Road Name: Schaefer Avenue Road Segment: Helman to Archibald

SITE	SPECIFIC IN	IPUT DATA				NOISE	MODE		S	
Highway Data			-	Site Co	onditions	6 (Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	10,700 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		٨	/ledium T	rucks (2	Axles):	15		
Peak H	lour Volume:	1,070 vehicles		ŀ	leavy Tru	ucks (3+	Axles):	15		
Ve	ehicle Speed:	45 mph		Vehicl	o Miy					
Near/Far La	ane Distance:	36 feet		Venier	ehicleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Medium	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm) [.]	0.0			Heavy	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	100.0 feet		N	0					
Centerline Dist.	to Observer:	100.0 feet		Noise	Source E	levation	is (in te	et)		
Barrier Distance	to Observer:	0.0 feet			Auto	os: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Mea	ium Truc	ks: 2	.297	Crada Ad	iuctmont	
P	ad Elevation:	0.0 feet		He	avy Truc	KS: 8	.006	Graue Auj	usimeni.	0.0
Ro	ad Elevation:	0.0 feet		Lane E	quivaler	nt Distar	ice (in t	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mea	ium Truc	ks: 98	.404			
	Right View:	90.0 degrees		He	avy Truc	ks: 98	.413			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Distanc	e Fini	te Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	68.46	-1.66	-4	1.52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-18.90	-4	4.51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-22.85	-4	1.51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	arrier at	tenuatior	ı)					
VehicleType	Leq Peak Hou	ur Leq Day	Lec	l Evening	Lec	n Night		Ldn	Cl	VEL
Autos:	61	.1 59	.2	57	.4	51.	4	60.0)	60.6
Medium Trucks:	54	.8 53	3.3	47	.0	45.	4	53.9)	54.1
Heavy Trucks:	55	5.7 54	.3	45	.2	46.	5	54.8	3	55.0
Vehicle Noise:	62	2.9 61	.2	58	.0	53.	3	61.9)	62.3
Centerline Distan	ce to Noise Co	ontour (in feet)								
			7	70 dBA	65	5 dBA	6	0 dBA	55	dBA
		Lo	In:	29		62		134	2	88
		CNE	EL:	31		67		143	3	09

Scenario: G.P. Buildout Without Project Road Name: Schaefer Avenue Road Segment: Archibald to Turner

SITE	SPECIFIC IN	IPUT DATA			Ν	OISE	MODE		S	
Highway Data				Site Con	ditions	(Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	7,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Tr	ucks (2	Axles).	15		
Peak H	lour Volume:	790 vehicles		He	avy Tru	cks (3+	Axles).	15		
Ve	hicle Speed:	45 mph	-	Vohiclo	Miv					
Near/Far La	ne Distance:	36 feet	-	Venicie I Veh	icleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data					/	Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all, 1-Berm):	0.0		I	Heavy T	rucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	-	Noiso Si	ource E	lovatio	ns (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		140/36 30				eei)		
Barrier Distance	to Observer:	0.0 feet		Modiu	Auto m Truck		207			
Observer Height	(Above Pad):	5.0 feet		Weulu Цор	n Truck	.s. 2		Grade Adi	ustment	· 0 0
P	ad Elevation:	0.0 feet		Tiea	y Huck	.s. c	.000	Grade Auj	ustinent	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distal	nce (in	feet)		
	Road Grade:	0.0%			Auto	os: 98	8.494			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 98	8.404			
	Right View:	90.0 degrees		Heav	/y Truck	:s: 98	8.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	68.46	-2.97	-4.5	52	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	79.45	-20.21	-4.5	51	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-24.17	-4.8	51	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	Evening	Leq	Night		Ldn	Cl	VEL
Autos:	59	.8 57.9	9	56.1		50	.0	58.7		59.3
Medium Trucks:	53	.5 52.0	0	45.7		44	.1	52.6	i	52.8
Heavy Trucks:	54	.4 52.9	9	43.9		45	.2	53.5	i	53.6
Vehicle Noise:	61	.6 59.9	9	56.7		52	.0	60.6	5	61.0
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	(60 dBA	55	dBA
		Ldr	n: :	24	5	51		109	2	35
		CNEL	.: :	25	5	54		117	2	52

Scenario: G.P. Buildout Without Project Road Name: Schaefer Avenue Road Segment: Turner to Haven

SITE	SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Con	ditions	(Hard =	10, S	oft = 15)	-		
Average Daily	Traffic (Adt):	6,400 vehicles					Autos:	15			
Peak Hour	Percentage:	10%		Ме	dium Tru	ucks (2 .	Axles).	15			
Peak H	lour Volume:	640 vehicles		He	avy Truc	cks (3+)	Axles):	15			
Ve	hicle Speed:	45 mph	-	Vehicle	Mix						
Near/Far La	ne Distance:	36 feet		Venicie I Veh	icleTvpe	9	Dav	Evenina	Niaht	Dailv	
Site Data						Autos:	77.5%	b 12.9%	9.6%	97.42%	
Ba	rrier Heiaht:	0.0 feet		Μ	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-W	/all, 1-Berm):	0.0		I	Heavy Tr	rucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Di	ist. to Barrier.	100.0 feet	-	Noise Su	ource El	lovation	s (in f	oot)			
Centerline Dist.	to Observer:	100.0 feet	-	140136 30			<u>000</u>	eel)			
Barrier Distance	to Observer:	0.0 feet		Modiu	Aulo: m Trucki	s. 0.	207				
Observer Height	(Above Pad):	5.0 feet		Weulu		s. z. o [,] 9	291	Grade Ad	iustmen	+· 0 0	
Pa	ad Elevation:	0.0 feet		near	y HUCK	s <i>.</i> 0.	000	Grade Auj	usunem	0.0	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	t Distan	ce (in	feet)			
	Road Grade:	0.0%			Autos	s: 98.	494				
	Left View:	-90.0 degrees		Mediu	m Truck	s: 98.	404				
	Right View:	90.0 degrees		Heav	/y Trucks	s: 98.	413				
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow D	istance	Finite	Road	Fresi	nel	Barrier Att	en Bei	rm Atten	
Autos:	68.46	-3.89	-4.5	52	-1.20		-4.77	0.0	000	0.000	
Medium Trucks:	79.45	-21.13	-4.5	51	-1.20		-4.88	0.0	000	0.000	
Heavy Trucks:	84.25	-25.08	-4.5	51	-1.20		-5.16	0.0	000	0.000	
Unmitigated Noise	e Levels (with	out Topo and barr	rier attei	nuation)							
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	С	NEL	
Autos:	58	.9 57.0)	55.2		49.1	1	57.8	3	58.4	
Medium Trucks:	52	.6 51.1		44.7		43.2	2	51.7	7	51.9	
Heavy Trucks:	53	.5 52.0		43.0		44.2	2	52.6	6	52.7	
Vehicle Noise:	60	.7 58.9)	55.8		51.1	1	59.7	7	60.1	
Centerline Distan	ce to Noise Co	ontour (in feet)									
			70	dBA	65 (dBA	(60 dBA	55	dBA	
		Ldn:	: 2	20	4	4		95	2	204	
		CNEL:	: 2	22	4	7		102	2	219	

Scenario: G.P. Buildout Without Project Road Name: Chino Avenue Road Segment: w/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA			ſ	NOISE	MODE		S	
Highway Data				Site Con	ditions	(Hard =	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	15,600 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Ti	rucks (2	Axles).	15		
Peak H	lour Volume:	1,560 vehicles		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		Venicie I Veh	icleTvne	e	Dav	Evenina	Niaht	Daily
Site Data				1011		Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0		I	Heavy T	rucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	=	Naiaa Si		lovatio	no (in f			
Centerline Dist.	to Observer:	100.0 feet	_	NOISe 30				eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUIC m Truck	05: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Mediu	III TTUCK	$x \le z$.297	Grada Adi	ustmont	. 0 0
P	ad Elevation:	0.0 feet		nea	y Thuck	<i>(S. 0</i>	.000		usiment.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 98	.404			
	Right View:	90.0 degrees		Heav	/y Truck	ks: 98	.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow [Distance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	0.49	-4.5	2	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	77.72	-16.75	-4.5	51	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	82.99	-20.70	-4.5	51	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	61	.3 59.4	4	57.6		51.	6	60.2	2	60.8
Medium Trucks:	55	.3 53.7	7	47.4		45.	8	54.3	5	54.5
Heavy Trucks:	56	.6 55.2	2	46.1		47.	4	55.7	•	55.9
Vehicle Noise:	63	.3 61.6	6	58.3		53.	7	62.3	}	62.7
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	(60 dBA	55	dBA
		Ldn	n: 3	31	(66		142	3	05
		CNEL	.: 3	33	-	70		152	3	27

Scenario: G.P. Buildout Without Project Road Name: Chino Avenue Road Segment: e/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA				NOISE	MODE		S	
Highway Data				Site Con	ditions	s (Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	18,500 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Ti	rucks (2	Axles):	15		
Peak H	lour Volume:	1,850 vehicles		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		Venicie I	icleTvp	e	Dav	Evenina	Niaht	Daily
Site Data				VOI		Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		М	edium 1	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			Heavy T	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noice S			no (in f			
Centerline Dist.	to Observer:	100.0 feet		Noise Se				eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUIO m Truci	DS: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Mediu		ks. Z	.297	Grado Ad	iustmont	~ 0 0
P	ad Elevation:	0.0 feet		nea		KS. 0	.000	Orace Auj	usunent	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	nt Distan	ice (in	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 98	.404			
	Right View:	90.0 degrees		Heav	/y Trucl	ks: 98	.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	1.23	-4.	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-16.01	-4.	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-19.96	-4.	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	rrier atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq I	Evening	Leq	n Night		Ldn	CI	NEL
Autos:	62	.0 60	.1	58.4		52.	3	60.9)	61.5
Medium Trucks:	56	.0 54	.5	48.1		46.	6	55.0)	55.3
Heavy Trucks:	57	.3 55	.9	46.9		48.	1	56.5	5	56.6
Vehicle Noise:	64	.0 62	.3	59.0		54.	5	63.0)	63.5
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	6 dBA	6	60 dBA	55	dBA
		Ld	n:	34		74		159	3	342
		CNE	L:	37	·	79		170	3	666

Scenario: G.P. Buildout Without Project Road Name: Mill Creek Road Road Segment: n/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA			1	NOISE	MODE		S	
Highway Data				Site Con	ditions	; (Hard =	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	13,700 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Ti	rucks (2	Axles).	15		
Peak H	lour Volume:	1,370 vehicles		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	40 mph	-	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet	_	Venicie I Veh	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all. 1-Berm):	0.0		I	Heavy T	Frucks:	86.5%	ы́ 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	_	Naiaa Si		lovatio	no (in f	0.041		
Centerline Dist.	to Observer:	100.0 feet	_	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUIC m Truck	05: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Mediu		$x \le z$.297	Grada Adi	ustmont	· 0 0
Pa	ad Elevation:	0.0 feet		nea	y Truck	(S. 0	.006	Graue Auj	usimeni	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 98	.404			
	Right View:	90.0 degrees		Heav	/y Truck	ks: 98	.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow D	Distance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	-0.07	-4.5	52	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	77.72	-17.31	-4.5	51	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	82.99	-21.27	-4.5	51	-1.20		-5.16	0.0	00	0.000
Unmitigated Noise	e Levels (with	out Topo and bar	rier atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	60	.7 58.8	В	57.1		51.	0	59.6	i	60.2
Medium Trucks:	54	.7 53.2	2	46.8		45.	3	53.7		54.0
Heavy Trucks:	56	.0 54.6	6	45.6		46.	8	55.2		55.3
Vehicle Noise:	62	.7 61.0	0	57.7		53.	2	61.7	,	62.2
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	(60 dBA	55	dBA
		Ldn	n: 2	28	(60		130	2	80
		CNEL	.: 3	30	(65		139	3	00

Scenario: G.P. Buildout Without Project Road Name: Mill Creek Road Road Segment: s/o Edison Ave.

SITE SPECIFIC INPUT DATA					N	OISE N	NODE		S	
Highway Data				Site Con	ditions (Hard =	10, S	oft = 15)	-	
Average Daily	Traffic (Adt):	14,500 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Tru	cks (2 /	Axles).	15		
Peak H	Hour Volume:	1,450 vehicles		Hea	avy Trucl	ks (3+ /	Axles).	15		
Ve	ehicle Speed:	40 mph		Vehicle I	Mix					
Near/Far La	ane Distance:	36 feet		Vehi	icleTvpe		Dav	Evenina	Niaht	Dailv
Site Data					A	utos:	77.5%	6 12.9%	9.6%	6 97.42%
Ba	rrier Height	0.0 feet		Me	edium Tru	ucks:	84.8%	4.9%	10.3%	ы́ 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0		ŀ	leavy Tru	ucks:	86.5%	<i>б</i> 2.7%	10.8%	6 0.74%
Centerline D	ist. to Barrier.	100.0 feet		Naina Sa	uree Ele	votion	o (in f	(a.a.t.)		
Centerline Dist.	to Observer:	100.0 feet		Noise Su		vation	s (III 1	eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUTOS.	. 0.	207			
Observer Height	(Above Pad):	5.0 feet		Mediur	II TIUCKS.	. Z.	297	Grade Ad	liustmon	<i>t</i> · 0 0
P	ad Elevation:	0.0 feet		neav	y TTUCKS.	. 0.	006	Grade Au	justinen	<i>l.</i> 0.0
Ro	ad Elevation:	0.0 feet		Lane Equ	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos.	: 98.	494			
	Left View:	-90.0 degrees	i	Mediur	n Trucks	: 98.	404			
	Right View:	90.0 degrees	i	Heav	y Trucks.	: 98.	413			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Att	en Be	rm Atten
Autos:	66.51	0.17	-4.	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-17.06	-4.	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-21.02	-4.	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier atte	enuation)						
VehicleType	Leq Peak Hou	ur Leq Day	Leq	Evening	Leq N	light		Ldn	C	NEL
Autos:	61	.0 59	9.1	57.3		51.2	2	59.9	9	60.5
Medium Trucks:	54	.9 53	3.4	47.1		45.5	5	54.0	C	54.2
Heavy Trucks:	56	5.3 54	4.8	45.8		47.1		55.4	4	55.5
Vehicle Noise:	63	3.0 6 ⁻	1.2	58.0		53.4	1	62.0	C	62.4
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70) dBA	65 d	BA	(60 dBA	55	5 dBA
		Le	dn:	29	63	3		135		291
		CNI	EL:	31	67	7		144	;	311

Scenario: G.P. Buildout Without Project Road Name: Milliken Avenue Road Segment: n/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA					NOISE	MODE		S	
Highway Data				Si	ite Con	ditions	s (Hard	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	42,800 vehicles						Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	2 Axles):	15		
Peak F	lour Volume:	4,280 vehicles			He	avy Tri	ıcks (3-	+ Axles):	15		
Ve	hicle Speed:	50 mph		Ve	ohiclo l	Mix					
Near/Far La	ne Distance:	72 feet			Veh	icleTvp	e	Dav	Evenina	Niaht	Daily
Site Data							- Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Me	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			ŀ	leavy T	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		N	oico Sa		lovatio	nc (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		/•	uise sc				eel)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUIO	DS.				
Observer Height	(Above Pad):	5.0 feet			Mediui		KS.	2.297	Grada Ad	iustmont	. 0 0
P	ad Elevation:	0.0 feet			Heav	y Truci	KS.	8.006	Graue Au	usunen.	0.0
Ro	ad Elevation:	0.0 feet		Lá	ane Eq	uivalen	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 9	3.429			
	Left View:	-90.0 degrees	5		Mediu	m Trucl	ks: 9	3.334			
	Right View:	90.0 degrees	6		Heav	y Trucl	ks: 9	3.344			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Distan	се	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:	70.20	3.91	-	4.18		-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-13.33	-	4.17		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.29	-	4.17		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier a	ttenu	ation)						
VehicleType	Leq Peak Hou	ur Leq Day	Le	q Eve	ening	Leq	Night		Ldn	Cl	VEL
Autos:	68	6.7 6	6.8		65.1		59	9.0	67.6	6	68.2
Medium Trucks:	62	2.3 6	0.8		54.4		52	2.9	61.3	3	61.6
Heavy Trucks:	62	2.7 6	1.3		52.3		53	3.5	61.9)	62.0
Vehicle Noise:	70	0.4 6	8.7		65.6		60).8	69.4	1	69.9
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dE	BA	65	i dBA	e	60 dBA	55	dBA
		L	dn:	91		1	196		423	9	12
		CN	EL:	98		2	211		455	9	79

Scenario: G.P. Buildout Without Project Road Name: Milliken Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA					NOISE	MODE		S	
Highway Data				S	ite Con	ditions	s (Hard	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	39,800 vehicles	6					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	Axles):	15		
Peak H	lour Volume:	3,980 vehicles	6		He	avy Tri	ıcks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		V	ahicle l	Mix					
Near/Far La	ne Distance:	72 feet		•	Veh	icleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data							- Autos:	77.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Me	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			ŀ	leavy T	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet			laisa Sa	urco E	lovatio	ne (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		/	0138 30						
Barrier Distance	to Observer:	0.0 feet			Modiu	AUIO m Truo	DS: (
Observer Height	(Above Pad):	5.0 feet			Mediui		ks. z	2.297	Grada Ad	iustmont	. 0 0
P	ad Elevation:	0.0 feet			пеач	y muci	KS. (5.006	Graue Auj	usunent.	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalen	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	3.429			
	Left View:	-90.0 degree	es		Mediui	m Trucl	ks: 93	3.334			
	Right View:	90.0 degree	es		Heav	y Trucl	ks: 9:	3.344			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	70.20	3.59		-4.18		-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-13.65		-4.17		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.60		-4.17		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er attenu	uation)						
VehicleType	Leq Peak Hou	ur Leq Day		Leq Ev	ening	Leq	Night		Ldn	CI	VEL
Autos:	68	3.4	66.5		64.8		58	.7	67.3	3	67.9
Medium Trucks:	62	2.0	60.5		54.1		52	.6	61.0)	61.3
Heavy Trucks:	62	2.4	61.0		51.9		53	.2	61.6	6	61.7
Vehicle Noise:	70).1	68.4		65.3		60	.5	69.1	l	69.5
Centerline Distan	ce to Noise Co	ontour (in feet)								
				70 d	BA	65	dBA	ť	60 dBA	55	dBA
			Ldn:	87	,	1	187		403	8	68
		CI	IEL:	93	6	2	201		433	9	33

Scenario: G.P. Buildout Without Project Road Name: Edison Avenue Road Segment: Archibald to Haven

SITE	SPECIFIC IN	IPUT DATA				NOISE	MODE		5	
Highway Data				Site 0	Conditions	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	45,200 vehicles					Autos:	15		
Peak Hour	Percentage:	10%			Medium T	rucks (2	2 Axles).	15		
Peak H	lour Volume:	4,520 vehicles			Heavy Tru	ucks (3+	- Axles):	15		
Ve	hicle Speed:	50 mph		Vohi	No Mix					
Near/Far La	ne Distance:	72 feet		Venit	/ehicleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet			Medium	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all, 1-Berm):	0.0			Heavy	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noise	Source F	Iovatio	ns (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		10130						
Barrier Distance	to Observer:	0.0 feet		Ma	Auto dium Truc	v_{s}	2.000			
Observer Height	(Above Pad):	5.0 feet		IVIE		ns. 2	2.291	Grade Adi	ustmont	. 0 0
P	ad Elevation:	0.0 feet			eavy muc	KS. (5.006	Graue Auj	usunen.	0.0
Ro	ad Elevation:	0.0 feet		Lane	Equivaler	nt Dista	nce (in	feet)		
	Road Grade:	0.0%			Aute	os: 9	3.429			
	Left View:	-90.0 degrees		Me	dium Truc	ks: 9	3.334			
	Right View:	90.0 degrees		E	leavy Truc	ks: 9	3.344			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distand	ce Fi	nite Road	Fre	snel	Barrier Atte	en Ber	m Atten
Autos:	70.20	4.14	-	4.18	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	81.00	-13.10	-	4.17	-1.20)	-4.88	0.0	00	0.000
Heavy Trucks:	85.38	-17.05	-	4.17	-1.20)	-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier at	tenuatio	on)					
VehicleType	Leq Peak Hou	ır Leq Day	Le	q Evenin	g Leo	n Night		Ldn	CI	VEL
Autos:	69	.0 6	7.1	6	5.3	59).3	67.9		68.5
Medium Trucks:	62	.5 6	1.0	5	4.7	53	3.1	61.6		61.8
Heavy Trucks:	63	.0 6	1.5	5	2.5	53	8.7	62.1		62.2
Vehicle Noise:	70	.7 68	3.9	6	5.9	61	.1	69.6		70.1
Centerline Distan	ce to Noise Co	ontour (in feet)								
				70 dBA	65	5 dBA	(60 dBA	55	dBA
		L	dn:	95	2	204		439	9	45
		CNI	EL:	102	2	219		471	1,0	016

Scenario: G.P. Buildout Without Project Road Name: Haven Avenue Road Segment: chaefer to Edison

SITE	SPECIFIC IN	IPUT DATA			Ν	NOISE	MODE		5	
Highway Data				Site Co	nditions	(Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	33,500 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		М	edium Tr	rucks (2	Axles):	15		
Peak F	our Volume:	3,350 vehicles		Н	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		Vehicle	Miv					
Near/Far La	ne Distance:	42 feet		Venicle	hicleType	9	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		٨	1edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	Vall, 1-Berm):	0.0			Heavy T	rucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noise S	ource E	lovatio	ns (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		10/30 0			000			
Barrier Distance	to Observer:	0.0 feet		Modi	m Truck	13. U	.000			
Observer Height	(Above Pad):	5.0 feet		Hoc		ιο. Ζ	.291	Grado Adi	ustmont	· 0 0
P	ad Elevation:	0.0 feet		nea	vy muck	<i>S.</i> 0	.000	Orace Auj	usuneni	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Ed	quivalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%			Auto	os: 97	.898			
	Left View:	-90.0 degrees		Media	ım Truck	ks: 97	.807			
	Right View:	90.0 degrees		Hea	vy Truck	ks: 97	.816			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distanc	e Finite	e Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	68.46	3.30	-4	1.48	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	79.45	-13.94	-4	1.47	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-17.89	-2	1.48	-1.20		-5.16	0.0	00	0.000
Unmitigated Noise	e Levels (with	out Topo and ba	rrier at	enuation)	1					
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq	Night		Ldn	CI	VEL
Autos:	66	6.1 64	.2	62.4	1	56.	4	65.0		65.6
Medium Trucks:	59	.8 58	.3	52.0)	50.	4	58.9		59.1
Heavy Trucks:	60	.7 59	.3	50.2	2	51.	5	59.8		60.0
Vehicle Noise:	67	.9 66	.2	63.0)	58	3	66.9		67.3
Centerline Distan	ce to Noise Co	ontour (in feet)								
			7	'0 dBA	65	dBA	6	60 dBA	55	dBA
		La	h:	62	1	34		288	6	20
		CNE	L:	67	1	43		309	6	65

Scenario: G.P. Buildout Without Project Road Name: Edison Avenue Road Segment: Haven to Mill Creek

SITE	SPECIFIC IN	IPUT DATA				NOISE	MODE		S	
Highway Data				Site C	onditions	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	51,100 vehicles					Autos.	: 15		
Peak Hour	Percentage:	10%			Medium T	rucks (2	2 Axles)	: 15		
Peak H	lour Volume:	5,110 vehicles			Heavy Tru	ucks (3-	Axles	: 15		
Ve	ehicle Speed:	50 mph		Vehic	le Mix					
Near/Far La	ane Distance:	72 feet		Verner	ehicleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	6 12.9%	9.6	% 97.42%
Ba	rrier Height:	0.0 feet			Medium	Trucks:	84.8%	6 4.9%	10.3	% 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy	Trucks:	86.5%	6 2.7%	10.8	% 0.74%
Centerline D	ist. to Barrier.	100.0 feet		Naiaa	Sauraa I	Tovotio	no (in A	[aat]		
Centerline Dist.	to Observer:	100.0 feet		NOISe	Source E			eet)		
Barrier Distance	to Observer:	0.0 feet		Ma	AUIO Alium Truc	us:	0.000			
Observer Height	(Above Pad):	5.0 feet		Med		KS: I	2.297	Grada Ad	liustmo	nt: 0.0
P	ad Elevation:	0.0 feet		H	eavy Truc	KS:	8.006	Graue Au	jusime	<i>n.</i> 0.0
Ro	ad Elevation:	0.0 feet		Lane	Equivaler	nt Dista	nce (in	feet)		
	Road Grade:	0.0%			Aute	os: 9	3.429			
	Left View:	-90.0 degrees	6	Med	dium Truc	ks: 9	3.334			
	Right View:	90.0 degrees	3	He	eavy Truc	ks: 9	3.344			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Distand	e Fin	ite Road	Fre	snel	Barrier Att	en B	erm Atten
Autos:	70.20	4.68	-	4.18	-1.20	1	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-12.56	-	4.17	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-16.52	-	4.17	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier at	tenuatio	n)					
VehicleType	Leq Peak Hou	ır Leq Day	Lee	q Evening	Lec	n Night		Ldn		CNEL
Autos:	69	.5 6	7.6	65	5.8	59	9.8	68.4	4	69.0
Medium Trucks:	63	.1 6	1.6	55	5.2	53	3.7	62.1	1	62.3
Heavy Trucks:	63	.5 6	2.1	53	3.0	54	1.3	62.6	6	62.8
Vehicle Noise:	71	.2 6	9.4	66	6.4	61	.6	70.2	2	70.6
Centerline Distan	ce to Noise Co	ontour (in feet)								
				70 dBA	65	5 dBA		60 dBA	5	5 dBA
		L	dn:	103		221		476		1,026
		CN	EL:	110	4	237		512		1,102

Scenario: G.P. Buildout Without Project Road Name: Edison Avenue Road Segment: Mill Creek to Hamner

SITE	SPECIFIC IN	IPUT DATA			N	OISE MODI	EL INPUTS		
Highway Data				Site Cor	nditions (Hard = 10, S	oft = 15)	-	
Average Daily	Traffic (Adt):	58,300 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Me	edium Tru	cks (2 Axles)	: 15		
Peak H	lour Volume:	5,830 vehicles		He	avy Trucl	ks (3+ Axles)	: 15		
Ve	hicle Speed:	50 mph		Vehicle	Mix				
Near/Far La	ne Distance:	72 feet		Venicie	nicleTvpe	Dav	Evenina	Niaht	Dailv
Site Data					A	utos: 77.5%	% 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		М	ledium Tru	ucks: 84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			Heavy Tru	ucks: 86.5%	% 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noice C		wationa (in)	fa a 4)		
Centerline Dist.	to Observer:	100.0 feet		Noise S			reet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUtos Autos	· 0.000			
Observer Height	(Above Pad):	5.0 feet		Mealu	m Trucks	. 2.297	Crada Adiu	otmont	0.0
P	ad Elevation:	0.0 feet		Неа	vy Trucks	: 8.006	Grade Auju	sunent.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance (in	feet)		
	Road Grade:	0.0%			Autos	: 93.429			
	Left View:	-90.0 degrees	6	Mediu	m Trucks	: 93.334			
	Right View:	90.0 degrees	6	Hea	vy Trucks	: 93.344			
FHWA Noise Mod	el Calculation	S							
VehicleType	REMEL	Traffic Flow	Distance	e Finite	Road	Fresnel	Barrier Atte	n Berr	n Atten
Autos:	70.20	5.25	-4	.18	-1.20	-4.77	0.00	00	0.000
Medium Trucks:	81.00	-11.99	-4	.17	-1.20	-4.88	0.00	00	0.000
Heavy Trucks:	85.38	-15.95	-4	.17	-1.20	-5.16	0.00	00	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier att	enuation)					
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq N	Vight	Ldn	CN	IEL
Autos:	70	.1 68	8.2	66.4		60.4	69.0		69.6
Medium Trucks:	63	.6 62	2.1	55.8		54.2	62.7		62.9
Heavy Trucks:	64	.1 62	2.6	53.6		54.9	63.2		63.3
Vehicle Noise:	71	.8 7	0.0	67.0		62.2	70.7		71.2
Centerline Distan	ce to Noise Co	ontour (in feet)							
			7	0 dBA	65 d	IBA	60 dBA	55	dBA
		L	dn:	112	24	1	520	1,1	20
		CNI	EL:	120	25	9	559	1,2	203

Scenario: G.P. Buildout Without Project Road Name: Edison Avenue Road Segment: e/o Hamner

SITE SPECIFIC II	NPUT DATA			<u>N</u> O	ISE MOI	DEL INPUT	FS	
Highway Data			Site Cond	ditions (H	lard = 10,	Soft = 15)		
Average Daily Traffic (Adt):	63,900 vehicles				Auto	os: 15		
Peak Hour Percentage:	10%		Med	dium Truc	ks (2 Axle	s): 15		
Peak Hour Volume:	6,390 vehicles		Hea	avy Truck	s (3+ Axle	s): 15		
Vehicle Speed:	50 mph	-	Vahiala	Aix.				
Near/Far Lane Distance.	72 feet	-	Venicie IV Vohi		Da	, Evening	Night	Daily
Site Data			Vern	сіе гуре Ан	tos: 77	5% 12.9%	9.6%	6 97 42%
Barriar Haight:	0.0 foot		Ме	edium Truc	cks: 84.	8% 4.9%	10.3%	6 01.1 <u>2</u> 76 6 1.84%
Barrier Type (0-Wall 1-Berm):			h	leavy Truc	cks: 86.	5% 2.7%	10.8%	6 0.74%
Centerline Dist to Barrier	0.0 100.0 feet	_		, 				
Centerline Dist. to Observer	100.0 feet	_	Noise So	urce Elev	vations (ii	n feet)		
Barrier Distance to Observer				Autos:	0.000			
Observer Height (Above Pad)	5.0 feet		Mediun	n Trucks:	2.297			
Pad Elevation:	0.0 feet		Heav	y Trucks:	8.006	Grade A	djustmer	nt: 0.0
Road Elevation:	0.0 feet	_	Lane Equ	<i>ivalent D</i>) istance (in feet)		
Road Grade:	0.0%	-	•	Autos:	93.429	,		
Left View:	-90.0 degrees		Mediun	n Trucks:	93.334			
Right View:	90.0 degrees		Heav	y Trucks:	93.344			
FHWA Noise Model Calculation	าร		-					
VehicleType REMEL	Traffic Flow D	istance	Finite	Road	Fresnel	Barrier A	tten Be	erm Atten
Autos: 70.20) 5.65	-4.1	8	-1.20	-4.7	77 0	.000	0.000
Medium Trucks: 81.00) -11.59	-4.1	7	-1.20	-4.8	38 0	.000	0.000
Heavy Trucks: 85.38	-15.55	-4.1	7	-1.20	-5.1	6 0	.000	0.000
Unmitigated Noise Levels (with	hout Topo and barr	rier attei	nuation)					
VehicleType Leq Peak Ho	ur Leq Day	Leq E	vening	Leq Ni	ght	Ldn	0	ONEL
Autos: 7	0.5 68.6		66.8		60.8	69	.4	70.0
Medium Trucks: 64	4.0 62.5		56.2		54.6	63	.1	63.3
Heavy Trucks: 6	4.5 63.0		54.0		55.3	63	.6	63.7
Vehicle Noise: 72	2.2 70.4		67.4		62.6	71	.1	71.6
Centerline Distance to Noise C	contour (in feet)							
		70	dBA	65 dE	BA	60 dBA	5	5 dBA
	Ldn:	1	19	257	. <u></u>	553	1	,191
	CNEL:	· 1	28	276		594	1	,279

Scenario: G.P. Buildout With Project Road Name: Chino Avenue Road Segment: w/o Archibald Ave.

SITE	SPECIFIC IN	IPUT DATA			N	OISE	MODE		S	
Highway Data				Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	16,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Tru	ucks (2	Axles).	15		
Peak F	lour Volume:	1,690 vehicles		He	avy Truc	cks (3+)	Axles):	15		
Ve	hicle Speed:	40 mph	-	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet	_	Venicie i Veh	icleTvpe		Dav	Evenina	Niaht	Dailv
Site Data					A	Autos:	77.5%	6 12.9%	9.6%	5 97.42%
Ba	rrier Heiaht:	0.0 feet		M	edium Tr	rucks:	84.8%	4.9%	10.3%	5 1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0		ŀ	l eavy Tr	rucks:	86.5%	<i>6</i> 2.7%	10.8%	6 0.74%
Centerline Di	ist. to Barrier.	100.0 feet	_	Noiso Sa		ovation	c (in f	(act)		
Centerline Dist.	to Observer:	100.0 feet	-	NUISE SC				eel)		
Barrier Distance	to Observer:	0.0 feet		Modiu	Aulos m Trucks	s. U.	207			
Observer Height	(Above Pad):	5.0 feet		иеции	n Trucks	s. 2. 	291	Grade Ad	iustmen	t· 0 0
P	ad Elevation:	0.0 feet	_	Tieav	y mucha	5. 0.	000	Orado Ma	Juounion	. 0.0
Ro	ad Elevation:	0.0 feet	_	Lane Eq	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos	s: 98	494			
	Left View:	-90.0 degrees		Mediu	m Trucks	s: 98	404			
	Right View:	90.0 degrees		Heav	y Trucks	s: 98	413			
FHWA Noise Mod	el Calculation	s								
VehicleType	REMEL	Traffic Flow L	Distance	Finite	Road	Fresi	nel	Barrier Att	en Be	rm Atten
Autos:	66.51	0.84	-4.5	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-16.40	-4.5	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-20.35	-4.5	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and bar	rier attei	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq l	Night		Ldn	C	NEL
Autos:	61	.6 59.7	7	58.0		51.	9	60.5	5	61.1
Medium Trucks:	55	.6 54.1	1	47.7		46.	2	54.6	5	54.9
Heavy Trucks:	56	.9 55.5	5	46.5		47.	7	56.1	1	56.2
Vehicle Noise:	63	.6 61.9	9	58.6		54.	1	62.0	5	63.1
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65 c	dBA	(60 dBA	55	5 dBA
		Ldn	n: 3	32	6	9		149		322
		CNEL	.: 3	34	7	4		160	:	345
Scenario: G.P. Buildout With Project Road Name: Chino Avenue Road Segment: e/o Archibald Ave.

SITE	SPECIFIC IN	IPUT DATA			N	IOISE I	MODE		S	
Highway Data				Site Cor	nditions	(Hard =	10, Se	oft = 15)		
Average Daily	Traffic (Adt):	18,200 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	edium Tru	ucks (2	Axles):	15		
Peak H	our Volume:	1,820 vehicles		He	eavy Truc	cks (3+ .	Axles):	15		
Ve	hicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		Venicle	nicleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	5 12.9%	9.6%	6 97.42%
Ba	rrier Heiaht:	0.0 feet		М	ledium Ti	rucks:	84.8%	4.9%	10.3%	6 1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy Ti	rucks:	86.5%	2.7%	10.8%	6 0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noiso S	ourco El	lovation	c (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		140136 3				<i>cci)</i>		
Barrier Distance	to Observer:	0.0 feet		Modiu	Autos um Trucki	s. 0.	207			
Observer Height	(Above Pad):	5.0 feet		Weulu Hoo		ა. ∠. ი [.] 0	291	Grade Ad	iustmer	ot• ∩ ∩
P	ad Elevation:	0.0 feet		Пеа	vy much	s. o.	000	Orade Au	Justinen	1. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos	s: 98.	494			
	Left View:	-90.0 degrees		Mediu	m Truck	s: 98	404			
	Right View:	90.0 degrees		Hea	vy Truck	s: 98	413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	e Finite	Road	Fresi	nel	Barrier Att	en Be	erm Atten
Autos:	66.51	1.16	-4	.52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-16.08	-4	.51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-20.03	-4	.51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	arrier att	enuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq	Night		Ldn	C	NEL
Autos:	62	.0 60	.1	58.3		52.2	2	60.9	9	61.5
Medium Trucks:	55	.9 54	.4	48.1		46.	5	55.0)	55.2
Heavy Trucks:	57	.2 55	.8	46.8		48.0)	56.4	1	56.5
Vehicle Noise:	64	.0 62	.2	59.0		54.4	4	62.9	9	63.4
Centerline Distan	ce to Noise Co	ontour (in feet)								
			7	0 dBA	65	dBA	6	60 dBA	5	5 dBA
		Lc	ln:	34	7	73		157		338
		CNE	:L:	36	7	78		168		362

Scenario: G.P. Buildout With Project Road Name: Edison Avenue Road Segment: Helman to Archibald

SITE	SPECIFIC I	NPUT DATA					NOISE	MODE		\$	
Highway Data				S	ite Con	ditions	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	48,300 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	2 Axles).	15		
Peak H	lour Volume:	4,830 vehicle	S		He	avy Tri	icks (3-	Axles):	15		
Ve	hicle Speed:	50 mph		V	ahicle I	Mix					
Near/Far La	ne Distance:	72 feet			Vehi	icleTvp	е	Dav	Evenina	Niaht	Dailv
Site Data						0.0.90	- Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet			Me	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			ŀ	leavy T	Trucks:	86.5%	<i>а</i> 2.7%	10.8%	0.74%
Centerline Di	st. to Barrier.	100.0 feet			laisa Sa	urco E	lovatio	nc (in f	(act)		
Centerline Dist.	to Observer:	100.0 feet		ⁿ	10138 30				eel)		
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto Truo	JS. ko:	2.000			
Observer Height ((Above Pad).	5.0 feet			Иеции Цору	n nuci v Truci	ns. ko:	2.291	Grade Adi	ustment	0.0
Pa	ad Elevation:	0.0 feet			Tieav	y muci	no	5.000	Grade Auj		0.0
Roa	ad Elevation:	0.0 feet		L	ane Equ	uivalen	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 9	3.429			
	Left View:	-90.0 degre	es		Mediur	n Trucl	ks: 9	3.334			
	Right View:	90.0 degre	es		Heav	y Trucl	ks: 9	3.344			
FHWA Noise Mod	el Calculatior	ıs									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fre	snel	Barrier Atte	en Berl	m Atten
Autos:	70.20	4.43		-4.18		-1.20		-4.77	0.0	00	0.000
Medium Trucks:	81.00	-12.81		-4.17		-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	85.38	-16.76		-4.17		-1.20		-5.16	0.0	00	0.000
Unmitigated Noise	e Levels (with	nout Topo and	barrie	er attenu	uation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq Ev	ening	Leq	n Night		Ldn	Cl	VEL
Autos:	69	9.3	67.4		65.6		59	9.5	68.2		68.8
Medium Trucks:	62	2.8	61.3		55.0		53	3.4	61.9		62.1
Heavy Trucks:	63	3.2	61.8		52.8		54	.0	62.4		62.5
Vehicle Noise:	7′	1.0	69.2		66.2		61	.4	69.9		70.4
Centerline Distan	ce to Noise C	ontour (in feet	t)							1	
				70 d	BA	65	5 dBA	(60 dBA	55	dBA
			Ldn:	99)	2	213		459	9	88
		С	NEL:	10	6	2	229		493	1,(062

Scenario: G.P. Buildout With Project Road Name: Edison Avenue Road Segment: e/o Haven Ave.

SITE	SPECIFIC IN	NPUT DATA					NOIS	E MODE		S	
Highway Data				S	ite Con	dition	s (Haro	d = 10, So	oft = 15)		
Average Daily	Traffic (Adt):	58,700 vehicles	;					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks	(2 Axles):	15		
Peak H	lour Volume:	5,870 vehicles	;		He	avy Tr	ucks (3	+ Axles):	15		
Ve	hicle Speed:	50 mph		V	ehicle l	Mix					
Near/Far La	ne Distance:	72 feet			Veh	icleTvr	е	Dav	Evenina	Niaht	Dailv
Site Data							Autos	77.5%	12.9%	9.6%	97.42%
Ba	rrier Heiaht [.]	0.0 feet			Me	ədium	Trucks	: 84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all, 1-Berm):	0.0			ŀ	leavy	Trucks	: 86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	100.0 feet		•	laisa Sa		Elovati	ons (in f	act)		
Centerline Dist.	to Observer:	100.0 feet		N	10138 30						
Barrier Distance	to Observer:	0.0 feet			Modiu	Aut m Truc	US.	0.000			
Observer Height	(Above Pad):	5.0 feet			иеции	n Truc	ns.	2.291	Grade Ad	iustment	· 0 0
P	ad Elevation:	0.0 feet			neav	y nuc	ns.	8.000	Orade Auj	usineni	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivale	nt Dist	ance (in	feet)		
	Road Grade:	0.0%				Aut	os:	93.429			
	Left View:	-90.0 degree	S		Mediu	m Truc	sks: 9	93.334			
	Right View:	90.0 degree	S		Heav	ry Truc	ks: 9	93.344			
FHWA Noise Mod	el Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fre	esnel	Barrier Att	en Ber	m Atten
Autos:	70.20	5.28		-4.18	5	-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-11.96		-4.17	•	-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-15.92		-4.17	•	-1.20)	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and I	barriei	r attenı	uation)						
VehicleType	Leq Peak Ho	ur Leq Day		Leq Ev	ening	Lee	q Night		Ldn	CI	VEL
Autos:	70	0.1 6	68.2		66.4		6	0.4	69.0)	69.6
Medium Trucks:	63	3.7 6	62.2		55.8		5	4.3	62.7	7	62.9
Heavy Trucks:	64	4.1 6	62.7		53.6		5	4.9	63.2	2	63.4
Vehicle Noise:	71	1.8	70.0		67.0		6	2.2	70.8	3	71.2
Centerline Distan	ce to Noise C	ontour (in feet)									
				70 d	BA	65	5 dBA	6	60 dBA	55	dBA
		l	_dn:	11:	3		242		522	1,	125
		CN	IEL:	12	1		260		561	1,2	209

Scenario: G.P. Buildout With Project Road Name: Archibald Avenue Road Segment: n/o Chino Ave.

SITE	SPECIFIC IN	IPUT DATA			NO	ISE MOD	EL INPUTS	
Highway Data				Site Cona	litions (H	lard = 10, S	oft = 15)	
Average Daily	Traffic (Adt):	35,200 vehicles				Autos	: 15	
Peak Hour	Percentage:	10%		Mea	lium Truc	ks (2 Axles)	: 15	
Peak H	lour Volume:	3,520 vehicles		Hea	vy Trucks	s (3+ Axles)	: 15	
Ve	hicle Speed:	50 mph		Vehicle M	liy			
Near/Far La	ne Distance:	60 feet		Vehic	leTvpe	Dav	Evenina	Night Dail
Site Data					Au	tos: 77.5%	6 12.9%	9.6% 97.42
Ba	rrier Height:	0.0 feet		Me	dium Truc	cks: 84.8%	6 4.9%	10.3% 1.84
Barrier Type (0-V	/all, 1-Berm):	0.0		H	eavy Truc	cks: 86.5%	6 2.7%	10.8% 0.74
Centerline Di	ist. to Barrier.	100.0 feet	_	Naisa Sa	uroo Elou	ations (in	faat)	
Centerline Dist.	to Observer:	100.0 feet	· ·	10136 301			eel)	
Barrier Distance	to Observer:	0.0 feet		Modium	Autos.	0.000		
Observer Height	(Above Pad):	5.0 feet		Hoove	Trucks.	2.297	Grada Adiu	stmont: 00
P	ad Elevation:	0.0 feet		Tieavy	TTUCKS.	0.000	Orade Auju	<i>Sunem</i> . 0.0
Ro	ad Elevation:	0.0 feet	I	Lane Equ	ivalent D	istance (in	feet)	
	Road Grade:	0.0%			Autos:	95.525		
	Left View:	-90.0 degrees		Medium	n Trucks:	95.432		
	Right View:	90.0 degrees		Heavy	rrucks:	95.441		
FHWA Noise Mod	el Calculation	s						
VehicleType	REMEL	Traffic Flow D	Distance	Finite F	Road	Fresnel	Barrier Atter	n Berm Atte
Autos:	70.20	3.06	-4.3	2	-1.20	-4.77	0.00	0.0
Medium Trucks:	81.00	-14.18	-4.3	1	-1.20	-4.88	0.00	0.0
Heavy Trucks:	85.38	-18.14	-4.3	1	-1.20	-5.16	0.00	0.0
Unmitigated Nois	e Levels (with	out Topo and bar	rier atten	uation)				
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq Ni	ght	Ldn	CNEL
Autos:	67	.7 65.8	3	64.1		58.0	66.6	67
Medium Trucks:	61	.3 59.8	3	53.4		51.9	60.4	60
Heavy Trucks:	61	.7 60.3	3	51.3		52.5	60.9	61
Vehicle Noise:	69	.4 67.7	7	64.6		59.9	68.4	68
Centerline Distan	ce to Noise Co	ontour (in feet)						
			70 0	dBA	65 dE	BA	60 dBA	55 dBA
		Ldn	n: 7	8	169		363	783
		CNEL	.: 8	4	181		390	841

Scenario: G.P. Buildout With Project Road Name: Archibald Avenue Road Segment: Chino to Shaefer

SITE	SPECIFIC IN	IPUT DATA					NOISE			S	
Highway Data				S	Site Con	ditions	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	37,300 vehicles	6					Autos:	: 15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2 Axles).	: 15		
Peak H	lour Volume:	3,730 vehicles	6		He	avy Tru	ucks (3	+ Axles).	: 15		
Ve	hicle Speed:	50 mph		L.	/ehicle l	Mix					
Near/Far La	ne Distance:	60 feet			Veh	icleTvn)e	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Me	edium	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet									
Centerline Dist.	to Observer:	100.0 feet		<u>r</u>	voise Sc		Elevatio	ons (in t	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto	OS:	0.000			
Observer Height	(Above Pad):	5.0 feet			Mealui	m Truc	KS:	2.297	Crada Ad	instran	4 0 0
P	ad Elevation:	0.0 feet			Heav	y Truc	KS:	8.006	Grade Au	usimen	. 0.0
Ro	ad Elevation:	0.0 feet		L	ane Equ	uivaler	nt Dista	ance (in	feet)		
	Road Grade:	0.0%				Aut	os: S	5.525			
	Left View:	-90.0 degree	es		Mediur	m Truc	ks: 9	5.432			
	Right View:	90.0 degree	es		Heav	y Truc	ks: g	5.441			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fre	snel	Barrier Att	en Bei	rm Atten
Autos:	70.20	3.31		-4.32	2	-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-13.93		-4.31	ļ	-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.89		-4.31		-1.20)	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	,	Leq Ev	rening	Leo	q Night		Ldn	С	NEL
Autos:	68	3.0	66.1		64.3		5	3.3	66.9)	67.5
Medium Trucks:	61	.6	60.0		53.7		52	2.1	60.6	6	60.8
Heavy Trucks:	62	2.0	60.6		51.5		5	2.8	61.1		61.3
Vehicle Noise:	69).7	67.9		64.9		6	0.1	68.7	7	69.1
Centerline Distan	ce to Noise Co	ontour (in feet))								
				70 a	IBA	65	5 dBA		60 dBA	55	dBA
			Ldn:	81	1		175		378	8	313
		CI	VEL:	87	7		188		406	8	374

Scenario: G.P. Buildout With Project Road Name: Archibald Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA					NOISE	MODE		S		
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)			
Average Daily	Traffic (Adt):	61,800 vehicle	s					Autos.	: 15			
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2	Axles)	: 15			
Peak F	lour Volume:	6,180 vehicle	s		He	avy Tru	ıcks (3+	Axles)	: 15			
Ve	hicle Speed:	50 mph			Vehicle I	Mix						
Near/Far La	ne Distance:	72 feet			Veh	icleTvp	е	Dav	Evenina	Nia	ht	Dailv
Site Data							Autos:	77.5%	6 12.9%	9	.6%	97.42%
Ba	rrier Heiaht:	0.0 feet			Me	edium T	Trucks:	84.8%	6 4.9%	10	.3%	1.84%
Barrier Type (0-W	Vall. 1-Berm):	0.0			F	leavy T	Trucks:	86.5%	6 2.7%	10	.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet			Noico Sa	uroo E	lovatio	nc (in f				
Centerline Dist.	to Observer:	100.0 feet		'	voise sc				eel)			
Barrier Distance	to Observer:	0.0 feet			Madiu	AUIC Truck	bs: C	0.000				
Observer Height	(Above Pad):	5.0 feet			Mediui		KS. 2		Grade Ad	liusta	ont.	0.0
P	ad Elevation:	0.0 feet			neav	y TTUC	KS. C	000	Graue Au	jusin	ient.	0.0
Ro	ad Elevation:	0.0 feet		I	Lane Equ	uivalen	nt Dista	nce (in	feet)			
	Road Grade:	0.0%				Auto	os: 93	3.429				
	Left View:	-90.0 degree	es		Mediur	n Trucl	ks: 93	3.334				
	Right View:	90.0 degree	es		Heav	y Trucł	ks: 93	3.344				
FHWA Noise Mod	lel Calculation	S										
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fres	snel	Barrier Att	ten	Bern	n Atten
Autos:	70.20	5.50		-4.18	8	-1.20		-4.77	0.0	000		0.000
Medium Trucks:	81.00	-11.74		-4.17	7	-1.20		-4.88	0.0	000		0.000
Heavy Trucks:	85.38	-15.69		-4.1	7	-1.20		-5.16	0.0	000		0.000
Unmitigated Noise	e Levels (with	out Topo and	barrier	r atten	uation)							
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq	Night		Ldn		С٨	IEL
Autos:	70	.3	68.4		66.7		60	.6	69.2	2		69.8
Medium Trucks:	63	.9	62.4		56.0		54	.5	62.9	9		63.2
Heavy Trucks:	64	.3	62.9		53.9		55	.1	63.	5		63.6
Vehicle Noise:	72	2.0	70.3		67.2		62	.4	71.	0		71.5
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 c	dBA	65	dBA		60 dBA		55 d	dBA
			Ldn:	11	6	2	251		541		1,1	64
		Ci	NEL:	12	25	2	270		581		1,2	51

Scenario: G.P. Buildout With Project Road Name: Haven Avenue Road Segment: n/o Chino Ave.

SITE	SPECIFIC IN					ſ	NOISE	MODE		S		
Highway Data					Site Con	ditions	: (Hard :	= 10, S	oft = 15)			
Average Daily	Traffic (Adt):	28,600 vehicle	S					Autos.	: 15			
Peak Hour	· Percentage:	10%			Me	dium Ti	rucks (2	Axles)	: 15			
Peak H	lour Volume:	2,860 vehicle	S		He	avy Tru	ıcks (3+	Axles)	: 15			
Ve	hicle Speed:	45 mph		1	Vehicle I	Mix						
Near/Far La	ne Distance:	42 feet			Veh	icleTvp	е	Dav	Evenina	Nia	ht	Dailv
Site Data							Autos:	77.5%	6 12.9%	9.	6%	97.42%
Ba	rrier Height:	0.0 feet			Me	ədium T	rucks:	84.8%	6 4.9%	10.	3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy T	Frucks:	86.5%	6 2.7%	10.	8%	0.74%
Centerline Di	ist. to Barrier:	100.0 feet		_	Noice Se	uroo E		no (in f	(act)			
Centerline Dist.	to Observer:	100.0 feet		-	NUISE SC				eel)			
Barrier Distance	to Observer:	0.0 feet			Madiu	AUIC Truck		.000				
Observer Height	(Above Pad):	5.0 feet			Mediui		(S. 2	.297	Grada Ad	livotr	ont.	0.0
P	ad Elevation:	0.0 feet			Heav	у ттиск	(S. 8	.006	Graue Au	jusin	ient.	0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distar	nce (in	feet)			
	Road Grade:	0.0%				Auto	os: 97	.898				
	Left View:	-90.0 degre	es		Mediu	m Truck	ks: 97	.807				
	Right View:	90.0 degre	es		Heav	y Truck	ks: 97	.816				
FHWA Noise Mod	el Calculation	is										
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fres	nel	Barrier Att	en	Bern	n Atten
Autos:	68.46	2.61		-4.4	8	-1.20		-4.77	0.0	000		0.000
Medium Trucks:	79.45	-14.63		-4.4	7	-1.20		-4.88	0.0	000		0.000
Heavy Trucks:	84.25	-18.58		-4.4	8	-1.20		-5.16	0.0	000		0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	r atten	uation)							
VehicleType	Leq Peak Ho	ur Leq Da	V	Leq E	vening	Leq	Night		Ldn		CN	IEL
Autos:	65	5.4	63.5		61.7		55	7	64.3	3		64.9
Medium Trucks:	59	9.1	57.6		51.3		49	7	58.2	2		58.4
Heavy Trucks:	60	0.0	58.6		49.5		50	8	59.1	1		59.3
Vehicle Noise:	67	7.2	65.5		62.3		57	7	66.2	2		66.7
Centerline Distan	ce to Noise C	ontour (in fee	t)									
				70 d	dBA	65	dBA		60 dBA		55 d	dBA
			Ldn:	5	6	1	20		259		55	58
		С	NEL:	6	0	1	29		278		59	99

Scenario: G.P. Buildout With Project Road Name: Haven Avenue Road Segment: Chino to Schaefer

SITE	SPECIFIC IN	IPUT DATA			Γ	NOISE	MODE		S	
Highway Data				Site Cor	nditions	(Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	32,100 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	edium Tr	rucks (2	Axles).	15		
Peak H	our Volume:	3,210 vehicles		He	avy Tru	icks (3+	Axles):	15		
Ve	ehicle Speed:	45 mph		Vehicle	Mix					
Near/Far La	ane Distance:	42 feet		Venicie	icleTvpe	e	Dav	Evenina	Niaht	Dailv
Site Data						- Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		М	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy T	rucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet		Noice S	ouroo E	lovatio	no (in f			
Centerline Dist.	to Observer:	100.0 feet		Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUIO		.000			
Observer Height	(Above Pad):	5.0 feet		Mediu		(S. 2	.297	Grada Adi	ustmont	. 0 0
P	ad Elevation:	0.0 feet		пеа	Vy TTUCK	(S. 0	.006	Graue Auj	usunen.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%			Auto	os: 97	.898			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 97	.807			
	Right View:	90.0 degrees		Hear	vy Truck	ks: 97	.816			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	68.46	3.11	-4.	48	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	79.45	-14.12	-4.	47	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-18.08	-4.	48	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	rrier atte	enuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq	Evening	Leq	Night		Ldn	Cl	VEL
Autos:	65	.9 64	.0	62.2		56	2	64.8	1	65.4
Medium Trucks:	59	.7 58	.1	51.8		50	2	58.7		58.9
Heavy Trucks:	60	.5 59	.1	50.0		51	3	59.6	i	59.8
Vehicle Noise:	67	.7 66	.0	62.8		58	2	66.7	,	67.2
Centerline Distan	ce to Noise Co	ontour (in feet)			I				1	
			70) dBA	65	dBA	(60 dBA	55	dBA
		Ld	n:	60	1	30		280	6	03
		CNE	L:	65	1	39		300	6	47

Scenario: G.P. Buildout With Project Road Name: Haven Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA			1	NOISE	MODE		S	
Highway Data				Site Cor	nditions	(Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	24,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	edium Ti	rucks (2 .	Axles):	15		
Peak H	lour Volume:	2,490 vehicles		He	avy Tru	ıcks (3+ .	Axles):	15		
Ve	hicle Speed:	45 mph		Vehicle	Mix					
Near/Far La	ne Distance:	42 feet		Venicie Veł	nicleTvp	e	Dav	Evenina	Niaht	Daily
Site Data				101		Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	ledium 1	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			Heavy 1	Trucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noice S	ouroo E	lovation	o (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUIC	DS: 0.	207			
Observer Height	(Above Pad):	5.0 feet		Mediu		KS. Z.	291	Grada Ad	iustmont	~ 0 0
P	ad Elevation:	0.0 feet		пеа	vy mucr	15. 0.	000	Orace Au	usunen	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	nt Distan	ce (in	feet)		
	Road Grade:	0.0%			Auto	os: 97.	898			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 97.	807			
	Right View:	90.0 degrees		Hea	vy Trucł	ks: 97.	816			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresi	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	2.01	-4.	48	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-15.23	-4.	47	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-19.18	-4.	48	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and ba	rrier atte	enuation)						
VehicleType	Leq Peak Hou	ur Leq Day	Leq	Evening	Leq	Night		Ldn	C	NEL
Autos:	64	.8 62.	9	61.1		55.	1	63.7	7	64.3
Medium Trucks:	58	B.5 57.	0	50.7		49.	1	57.6	6	57.8
Heavy Trucks:	59	.4 58.	0	48.9		50.2	2	58.5	5	58.7
Vehicle Noise:	66	6.6 64.	9	61.7		57.	1	65.6	6	66.1
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70) dBA	65	dBA	6	60 dBA	55	dBA
		Ldı	n:	51	1	110		236	5	609
		CNEL	L:	55	1	118		253	5	646

Scenario: G.P. Buildout With Project Road Name: Schaefer Avenue Road Segment: Helman to Archibald

SITE	SPECIFIC IN	IPUT DATA			N	IOISE I	NODE		S	
Highway Data				Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt):	10,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Tru	ucks (2 J	Axles)	: 15		
Peak H	our Volume:	1,090 vehicles		Hea	avy Truc	cks (3+)	Axles).	: 15		
Ve	ehicle Speed:	45 mph	1	Vehicle I	Mix					
Near/Far La	ane Distance:	36 feet		Vehi	icleTvpe	,	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	6 12.9%	9.69	% 97.42%
Ba	rrier Height:	0.0 feet		Me	ədium Tı	rucks:	84.8%	6 4.9%	10.39	% 1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0		ŀ	l eavy Tr	rucks:	86.5%	6 2.7%	10.89	% 0.74%
Centerline Di	ist. to Barrier:	100.0 feet		Noico Sa	uroo El	ovotion	o (in f	iont)		
Centerline Dist.	to Observer:	100.0 feet	1	voise so			<u>s (iii i</u>	eel)		
Barrier Distance	to Observer:	0.0 feet		Madiu	Autos	s: 0.	000			
Observer Height	(Above Pad):	5.0 feet		wealur		s: 2.	297	Crada Ad	iuotmo	at: 0.0
P	ad Elevation:	0.0 feet		Heav	y Trucks	s: 8.	006	Graue Au	Jusunei	<i>n.</i> 0.0
Ro	ad Elevation:	0.0 feet	1	Lane Equ	uivalent	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos	s: 98.	494			
	Left View:	-90.0 degrees		Mediur	n Trucks	s: 98.	404			
	Right View:	90.0 degrees	;	Heav	y Trucks	s: 98.	413			
FHWA Noise Mod	lel Calculation	s								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Att	en Be	erm Atten
Autos:	68.46	-1.58	-4.5	2	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	79.45	-18.82	-4.5	1	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-22.77	-4.5	1	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier atten	uation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	(CNEL
Autos:	61	.2 59	9.3	57.5		51.4	1	60.2	I	60.7
Medium Trucks:	54	.9 53	3.4	47.1		45.8	5	54.0)	54.2
Heavy Trucks:	55	.8 54	4.3	45.3		46.6	6	54.9)	55.0
Vehicle Noise:	63	.0 6	1.3	58.1		53.4	4	62.0)	62.4
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70 0	dBA	65 0	dBA		60 dBA	5	5 dBA
		Le	dn: 2	9	6	3		135		292
		CNI	EL: 3	1	6	57		145		313

Scenario: G.P. Buildout With Project Road Name: Schaefer Avenue Road Segment: Archibald to Turner

SITE SPECIFIC IN	IPUT DATA			NOISE N	NODE	L INPUTS	5	
Highway Data		S	ite Conditio	ns (Hard =	10, So	oft = 15)		
Average Daily Traffic (Adt):	7,900 vehicles				Autos:	15		
Peak Hour Percentage:	10%		Medium	Trucks (2)	Axles):	15		
Peak Hour Volume:	790 vehicles		Heavy T	rucks (3+ /	Axles):	15		
Vehicle Speed:	45 mph	V	ohiclo Mix					
Near/Far Lane Distance:	36 feet	V	VehicleT	me	Dav	Evenina	Niaht	Daily
Site Data			veniciery	Autos:	77.5%	12.9%	9.6%	97.42%
Barrior Hoight:	0.0 foot		Medium	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wall 1-Berm)			Heavy	· Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dist to Barrier	100.0 feet							
Centerline Dist. to Observer:	100.0 feet	N	loise Source	Elevation	s (in f	eet)		
Barrier Distance to Observer	0.0 feet		Αι	<i>itos:</i> 0.	000			
Observer Height (Above Pad):	5.0 feet		Medium Tru	cks: 2.	297			
Pad Elevation:	0.0 feet		Heavy Tru	cks: 8.	006	Grade Adji	ustment:	0.0
Road Elevation:	0.0 feet	L	ane Equival	ent Distan	ce (in	feet)		
Road Grade:	0.0%		Au	<i>itos:</i> 98.	494	-		
Left View:	-90.0 degrees		Medium Tru	cks: 98.	404			
Right View:	90.0 degrees		Heavy Tru	cks: 98.	413			
FHWA Noise Model Calculation	s							
VehicleType REMEL	Traffic Flow	Distance	Finite Road	l Fresr	nel	Barrier Atte	n Ber	m Atten
Autos: 68.46	-2.97	-4.52	-1.2	20	-4.77	0.0	00	0.000
Medium Trucks: 79.45	-20.21	-4.51	-1.2	0	-4.88	0.0	00	0.000
Heavy Trucks: 84.25	-24.17	-4.51	-1.2	0	-5.16	0.0	00	0.000
Unmitigated Noise Levels (with	out Topo and ba	rrier attenu	uation)					
VehicleType Leq Peak Hou	ır Leq Day	Leq Eve	ening Le	eq Night		Ldn	Cl	VEL
Autos: 59	.8 57.	.9	56.1	50.0)	58.7		59.3
Medium Trucks: 53	.5 52.	.0	45.7	44.1	1	52.6		52.8
Heavy Trucks: 54	.4 52.	.9	43.9	45.2	2	53.5		53.6
Vehicle Noise: 61	.6 59.	.9	56.7	52.0)	60.6		61.0
Centerline Distance to Noise Co	ontour (in feet)							
		70 dl	BA 6	65 dBA	e	60 dBA	55	dBA
	Ldi	n: 24		51		109	2	35
	CNE	L: 25	i i	54		117	2	52

Scenario: G.P. Buildout With Project Road Name: Schaefer Avenue Road Segment: Turner to Haven

SITE	SPECIFIC IN	IPUT DATA				NOISE	MODE		S	
Highway Data				Site C	ondition	s (Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	6,900 vehicles					Autos:	15		
Peak Hour	Percentage:	10%			Nedium T	Trucks (2	Axles):	15		
Peak H	lour Volume:	690 vehicles			Heavy Tr	ucks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		Vehic	lo Mix					
Near/Far La	ne Distance:	36 feet		Venier	ehicleTvr	be	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		-	Medium	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			Heavy	Trucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Noico	Sourco	Flovatio	no (in f	oot)		
Centerline Dist.	to Observer:	100.0 feet		Noise	Source			eet)		
Barrier Distance	to Observer:	0.0 feet		Max	AUI Autor Truc	:0S: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Med		KS. Z	.297	Grada Ad	iustmont	. 0 0
P	ad Elevation:	0.0 feet		HE	avy Truc	KS: 8	.006	Graue Auj	usunen	. 0.0
Ro	ad Elevation:	0.0 feet		Lane	Equivale	nt Distar	nce (in	feet)		
	Road Grade:	0.0%			Aut	tos: 98	.494			
	Left View:	-90.0 degrees	;	Med	lium Truc	:ks: 98	.404			
	Right View:	90.0 degrees	i	He	eavy Truc	:ks: 98	.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	ə Fin	ite Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	-3.56	-4	.52	-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	79.45	-20.80	-4	.51	-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	84.25	-24.76	-4	.51	-1.20)	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier att	enuatio	n)					
VehicleType	Leq Peak Hou	ur Leq Day	Leq	Evening	l Lee	q Night		Ldn	C	NEL
Autos:	59	0.2 5	7.3	55	5.5	49.	5	58.1		58.7
Medium Trucks:	52	2.9 5 ⁻	1.4	45	5.1	43.	5	52.0)	52.2
Heavy Trucks:	53	3.8 52	2.4	43	8.3	44.	6	52.9)	53.1
Vehicle Noise:	61	.0 59	9.3	56	5.1	51.	4	60.0)	60.4
Centerline Distan	ce to Noise Co	ontour (in feet)								
			7	0 dBA	6	5 dBA	6	60 dBA	55	dBA
		L	dn:	21		46		100	2	15
		CNI	EL:	23		50		107	2	231

Scenario: G.P. Buildout With Project Road Name: Chino Avenue Road Segment: w/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA			r	NOISE	NODE		S	
Highway Data				Site Con	ditions	; (Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	15,700 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Ti	rucks (2 /	Axles):	15		
Peak H	lour Volume:	1,570 vehicles		He	avy Tru	ıcks (3+ /	Axles):	15		
Ve	hicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ne Distance:	36 feet	-	Veh	icleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data						Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		М	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all. 1-Berm):	0.0			Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	r	Noine C			- (: f	41		
Centerline Dist.	to Observer:	100.0 feet	-	Noise Se	Surce E	levation	<u>s (in to</u>	eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUto AUto	os: 0.	000			
Observer Height	(Above Pad):	5.0 feet		Meaiu		(S: 2.	297	Crada Adi	iuotmont	
Pa	ad Elevation:	0.0 feet		Heav	у тиск	(S. 8.	006	Graue Auj	usunem	. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Auto	os: 98.	494			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 98.	404			
	Right View:	90.0 degrees		Hear	/y Truck	ks: 98.	413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	0.52	-4.8	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	77.72	-16.72	-4.5	51	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-20.67	-4.8	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and bai	rrier atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	Evening	Leq	Night		Ldn	C	NEL
Autos:	61	.3 59.	4	57.6		51.6	6	60.2	2	60.8
Medium Trucks:	55	5.3 53.	8	47.4		45.9	9	54.3	3	54.6
Heavy Trucks:	56	5.6 55.	2	46.1		47.4	1	55.8	3	55.9
Vehicle Noise:	63	61.	6	58.3		53.8	3	62.3	3	62.7
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	6	60 dBA	55	dBA
		Ldr	n: :	31	(66		142	3	807
		CNEL	L: :	33	-	71		152	3	28

Scenario: G.P. Buildout With Project Road Name: Chino Avenue Road Segment: e/o Haven Ave.

SITE	SPECIFIC IN	IPUT DATA			N	IOISE	MODE		S	
Highway Data				Site Con	ditions	(Hard =	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	18,700 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Ме	dium Tri	ucks (2	Axles):	15		
Peak H	lour Volume:	1,870 vehicles		He	avy Truc	cks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph	-	Vehicle	Mix					
Near/Far La	ane Distance:	36 feet	-	Veh	icleTvpe	,	Dav	Evenina	Niaht	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97.42%
	rrior Hoight:	0.0 foot		М	edium Ti	rucks:	84.8%	4.9%	10.3%	1.84%
Da Barrier Type (0-V	Vall 1-Borm) [.]				Heavy Ti	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist to Barrier	0.0 100.0 feet	-							
Centerline Dist	to Observer	100.0 feet	-	Noise So	ource El	levatior	ns (in f	eet)		
Barrier Distance	to Observer	0.0 feet			Auto	s: 0	.000			
Observer Height	(Above Pad)	5.0 feet		Mediu	m Truck	s: 2	.297			
P	ad Elevation:	0.0 feet		Heav	/y Truck	s: 8	.006	Grade Ad	ustment:	0.0
Ro	ad Elevation:	0.0 feet	-	Lane Eq	uivalent	t Distan	ce (in	feet)		
	Road Grade:	0.0%	-		Auto	s: 98	.494	-		
	Left View:	-90.0 degrees		Mediu	m Truck	s: 98	.404			
	Right View:	90.0 degrees		Heav	/y Truck	s: 98	.413			
FHWA Noise Mod	lel Calculation	S								_
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	66.51	1.28	-4.5	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	11.12	-15.96	-4.5	51 - /	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	82.99	-19.92	-4.5	51	-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and bai	rrier atte	nuation)						
VehicleType	Leq Peak Hou	ur Leq Day	Leq E	Evening	Leq	Night		Ldn	Cl	VEL
Autos:	62	2.1 60.	2	58.4		52.	4	61.0)	61.6
Medium Trucks:	56	5.0 54.	5	48.2		46.	6	55.1		55.3
Heavy Trucks:	57	.4 55.	9	46.9		48.	2	56.5	5	56.6
Vehicle Noise:	64	.1 62.	3	59.1		54.	5	63.1	l	63.5
Centerline Distan	ce to Noise C	ontour (in feet)								
			70	dBA	65	dBA	e	60 dBA	55	dBA
		Ldr	า: :	34	7	74		160	3	44
		CNEL	<u>_:</u> :	37	7	79		171	3	69

Scenario: G.P. Buildout With Project Road Name: Mill Creek Road Road Segment: n/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA				NOISE	MODE		S	
Highway Data				Site Con	ditions	(Hard =	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	13,600 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Tr	rucks (2	Axles):	15		
Peak F	lour Volume:	1,360 vehicles		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph	_	Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		Venicie I Veh	icleTvne	9	Dav	Evenina	Niaht	Daily
Site Data				• • • • •		Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-W	/all. 1-Berm):	0.0		I	-leavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	_	Naiaa Si			o (in f			
Centerline Dist.	to Observer:	100.0 feet		Noise Sc				eet)		
Barrier Distance	to Observer:	0.0 feet		Madiu	AUTO m Truck	os: 0.	207			
Observer Height	(Above Pad):	5.0 feet		Mealu	III TTUCK	(S. Z.	297	Grado Adi	ustmont	. 0 0
P	ad Elevation:	0.0 feet		near	y TIUCK	IS. 0.	000	Orace Auj	usiment.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Auto	os: 98	.494			
	Left View:	-90.0 degrees		Mediu	m Truck	ks: 98	.404			
	Right View:	90.0 degrees		Heav	y Truck	(s: 98	.413			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow D	Distance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	-0.10	-4.5	2	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	77.72	-17.34	-4.5	1	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	82.99	-21.30	-4.5	1	-1.20		-5.16	0.0	00	0.000
Unmitigated Noise	e Levels (with	out Topo and bar	rier atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	60	.7 58.8	3	57.0		51.	0	59.6	5	60.2
Medium Trucks:	54	.7 53.2	2	46.8		45.	2	53.7	•	53.9
Heavy Trucks:	56	.0 54.6	6	45.5		46.	8	55.1		55.3
Vehicle Noise:	62	.7 61.0)	57.7		53.	1	61.7	,	62.1
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70	dBA	65	dBA	e	60 dBA	55	dBA
		Ldn	: 2	28	ť	60		129	2	79
		CNEL	.: 3	80	6	64		138	2	98

Scenario: G.P. Buildout With Project Road Name: Mill Creek Road Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	NPUT DATA					NOISE	MODE		5	
Highway Data				S	Site Con	ditions	G (Hard :	= 10, So	oft = 15)		
Average Daily	Traffic (Adt):	14,600 vehicle	s					Autos:	15		
Peak Hour	r Percentage:	10%			Me	dium T	rucks (2	Axles):	15		
Peak I	-lour Volume:	1,460 vehicle	s		He	avy Tru	ıcks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph			/ohiclo I	Mix					
Near/Far La	ane Distance:	36 feet			Veh	icleTvn	e	Dav	Evenina	Niaht	Daily
Site Data					VOIII	ыстур	o Autos:	77.5%	12.9%	9.6%	97.42%
Ba	orrier Height:	0.0 feet			Me	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy T	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet			laiss Se		lovatio	no (in f	- - (
Centerline Dist.	to Observer:	100.0 feet		<u>r</u>	voise Sc	ource E			eet)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUto	os: C	.000			
Observer Height	(Above Pad):	5.0 feet			Mealui	m Truci	KS: 2	.297	Crada Adi	uotmont	
P	ad Elevation:	0.0 feet			Heav	y Truci	KS. E	.006	Graue Auj	usimeni	0.0
Ro	ad Elevation:	0.0 feet		L	.ane Equ	uivaler	nt Distal	nce (in i	feet)		
	Road Grade:	0.0%				Auto	os: 98	.494			
	Left View:	-90.0 degree	es		Mediur	m Truc	ks: 98	.404			
	Right View:	90.0 degree	es		Heav	y Truci	ks: 98	3.413			
FHWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	66.51	0.20		-4.52	2	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	77.72	-17.03		-4.51	l	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	82.99	-20.99		-4.51	l	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq Ev	vening	Leq	n Night		Ldn	CI	VEL
Autos:	61	1.0	59.1		57.3		51	.3	59.9)	60.5
Medium Trucks:	55	5.0	53.5		47.1		45	.6	54.0		54.2
Heavy Trucks:	56	6.3	54.9		45.8		47	.1	55.4		55.6
Vehicle Noise:	63	3.0	61.3		58.0		53	.4	62.0)	62.4
Centerline Distan	ce to Noise C	ontour (in feet)								
				70 d	IBA	65	6 dBA	6	60 dBA	55	dBA
			Ldn:	29	9		63		136	2	92
		C	NEL:	31	1		67		145	3	13

Scenario: G.P. Buildout With Project Road Name: Milliken Avenue Road Segment: n/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA					NOIS			S	
Highway Data				S	ite Con	dition	s (Haro	l = 10, S	oft = 15)		
Average Daily	Traffic (Adt):	42,900 vehicles						Autos.	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2 Axles)	15		
Peak H	lour Volume:	4,290 vehicles			He	avy Tri	ucks (3	+ Axles)	: 15		
Ve	hicle Speed:	50 mph		V	ahicle I	Mix					
Near/Far La	ane Distance:	72 feet		-	Vehi	icleTvr)e	Dav	Evenina	Niaht	Dailv
Site Data							Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			Me	edium	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			F	leavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet			laiaa Ca				(a a 4)		
Centerline Dist.	to Observer:	100.0 feet		N	ioise So		zievati		eet)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUt AUt	OS:	0.000			
Observer Height	(Above Pad):	5.0 feet			wealur		KS:	2.297	Grada Ad	liustmon	+· 0 0
P	ad Elevation:	0.0 feet			Heav	y Truc	KS.	8.006	Graue Au	jusimen	1. 0.0
Ro	ad Elevation:	0.0 feet		L	ane Equ	uivaleı	nt Dista	ance (in	feet)		
	Road Grade:	0.0%				Aut	os: 9	3.429			
	Left View:	-90.0 degree	S		Mediur	m Truc	ks: 9	3.334			
	Right View:	90.0 degree	S		Heav	y Truc	ks: §	3.344			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fre	esnel	Barrier Att	ten Be	rm Atten
Autos:	70.20	3.92		-4.18		-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-13.32		-4.17		-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.28		-4.17		-1.20)	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	oarrier	attenu	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	L	.eq Ev	ening	Leo	q Night		Ldn	C	NEL
Autos:	68	8.7 6	6.8		65.1		5	9.0	67.0	6	68.3
Medium Trucks:	62	2.3 6	0.8		54.4		5	2.9	61.4	4	61.6
Heavy Trucks:	62	2.7 6	1.3		52.3		5	3.5	61.9	9	62.0
Vehicle Noise:	70).4 6	8.7		65.6		6	0.9	69.4	4	69.9
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 d	BA	65	5 dBA		60 dBA	55	5 dBA
		L	.dn:	91			197		424	9	913
		CN	EL:	98	}	:	211		455	ę	981

Scenario: G.P. Buildout With Project Road Name: Milliken Avenue Road Segment: s/o Edison Ave.

SITE	SPECIFIC IN	IPUT DATA					NOISI	E MODE	L INPUT	S	
Highway Data				Si	ite Con	ditions	s (Harc	l = 10, S	oft = 15)		
Average Daily	Traffic (Adt):	39,800 vehicles						Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2 Axles)	: 15		
Peak H	lour Volume:	3,980 vehicles			He	avy Tri	icks (3	+ Axles)	: 15		
Ve	hicle Speed:	50 mph		Ve	ohiclo I	Mix					
Near/Far La	ane Distance:	72 feet			Vehi	icleTvp	e	Dav	Evenina	Niaht	Daily
Site Data						0.0170	Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrior Hoight:	0.0 feet			Me	edium T	Trucks.	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-M	Vall 1-Rerm) [.]	0.0 1001			F	leavy T	Trucks.	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	100.0 feet					- ,-				
Centerline Dist.	to Observer:	100.0 feet		N	oise So	ource E	levati	ons (in f	eet)		
Barrier Distance	to Observer:	0.0 feet				Auto)S: ,	0.000			
Observer Height	(Above Pad);	5.0 feet			Mediur	m Truci	ks:	2.297	Oursels As		
С Р	ad Elevation:	0.0 feet			Heav	y Truci	ks:	8.006	Grade Ad	justment	0.0
Ro	ad Elevation:	0.0 feet		La	ane Equ	uivalen	nt Dista	ance (in	feet)		
	Road Grade:	0.0%				Auto	os: 9	93.429			
	Left View:	-90.0 degrees	6		Mediur	n Trucl	ks: 🤉	93.334			
	Right View:	90.0 degrees	6		Heav	y Trucl	ks: 9	93.344			
FHWA Noise Mod	lel Calculation	S									
VehicleType	REMEL	Traffic Flow	Distar	nce	Finite	Road	Fre	esnel	Barrier Att	en Ber	m Atten
Autos:	70.20	3.59		-4.18		-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-13.65		-4.17		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.60		-4.17		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier a	attenu	ation)						
VehicleType	Leq Peak Ho	ur Leq Day	Le	əq Eve	ening	Leq	n Night		Ldn	Cl	VEL
Autos:	68	8.4 6	6.5		64.8		5	8.7	67.3	3	67.9
Medium Trucks:	62	2.0 6	0.5		54.1		5	2.6	61.0	C	61.3
Heavy Trucks:	62	2.4 6	1.0		51.9		5	3.2	61.0	6	61.7
Vehicle Noise:	70).1 6	8.4		65.3		6	0.5	69.	1	69.5
Centerline Distan	ce to Noise C	ontour (in feet)									
				70 dE	BA	65	i dBA		60 dBA	55	dBA
		L	dn:	87		1	187		403	8	68
		CN	EL:	93		2	201		433	9	33

Scenario: G.P. Buildout With Project Road Name: Edison Avenue Road Segment: Archibald to Haven

SITE	SPECIFIC IN	IPUT DATA				NOIS	E MODE		S	
Highway Data				S	ite Condition	ns (Hard	l = 10, S	oft = 15)		
Average Daily	Traffic (Adt):	45,400 vehicles					Autos	: 15		
Peak Hour	Percentage:	10%			Medium	Trucks (2 Axles)	: 15		
Peak H	our Volume:	4,540 vehicles	;		Heavy T	rucks (3	+ Axles)	: 15		
Ve	hicle Speed:	50 mph		V	ehicle Mix					
Near/Far La	ane Distance:	72 feet			VehicleTv	ne	Dav	Evenina	Niaht	Dailv
Site Data						Autos	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			Medium	Trucks	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy	Trucks.	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier.	100.0 feet						[a a 4]		
Centerline Dist.	to Observer:	100.0 feet		N	oise Source	Elevati		eet)		
Barrier Distance	to Observer:	0.0 feet			Au Madiuma Tru	tos:	0.000			
Observer Height	(Above Pad):	5.0 feet				CKS:	2.297	Grada Ad	iustmont	. 0 0
P	ad Elevation:	0.0 feet			Heavy True	CKS?	8.006	Graue Auj	usunem	. 0.0
Ro	ad Elevation:	0.0 feet		Li	ane Equivale	ent Dist	ance (in	feet)		
	Road Grade:	0.0%			Au	tos: 9	93.429			
	Left View:	-90.0 degree	s		Medium Tru	cks: 9	93.334			
	Right View:	90.0 degree	S		Heavy Tru	cks: s	93.344			
FHWA Noise Mod	lel Calculation	S								
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite Road	Fre	esnel	Barrier Att	en Ber	m Atten
Autos:	70.20	4.16		-4.18	-1.2	0	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-13.08		-4.17	-1.2	0	-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-17.03		-4.17	-1.2	0	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and l	barrier	attenu	uation)					
VehicleType	Leq Peak Hou	ır Leq Day	L	leq Eve	ening Le	eq Night		Ldn	C	NEL
Autos:	69	0.0 6	67.1		65.3	5	9.3	67.9)	68.5
Medium Trucks:	62		61.0		54.7	5	3.1	61.6	6	61.8
Heavy Trucks:	63	6.0 6	61.6		52.5	5	3.8	62.1		62.2
Vehicle Noise:	70).7 6	68.9		65.9	6	1.1	69.7	7	70.1
Centerline Distan	ce to Noise Co	ontour (in feet)			1				1	
				70 dl	BA 6	5 dBA		60 dBA	55	dBA
		l	_dn:	95		204		440	g	48
		CN	IEL:	102	2	219		473	1,	019

Scenario: G.P. Buildout With Project Road Name: Haven Avenue Road Segment: chaefer to Edison

SITE	SPECIFIC IN	IPUT DATA			Ν	NOISE	MODE		S	
Highway Data				Site Con	ditions	(Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	33,600 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Mee	dium Tr	rucks (2	Axles).	15		
Peak H	lour Volume:	3,360 vehicles		Hea	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		Vehicle II	<i>liy</i>					
Near/Far La	ne Distance:	42 feet		Venicie i Vehi	cleTvpe	9	Dav	Evenina	Niaht	Dailv
Site Data					, ,	- Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet		Me	dium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0		H	leavy T	rucks:	86.5%	5 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier.	100.0 feet		Naina Sa	uraa E	lovatio	no (in f			
Centerline Dist.	to Observer:	100.0 feet		Noise 30		levatio		eet)		
Barrier Distance	to Observer:	0.0 feet		Madium	Auto Auto	os: 0	.000			
Observer Height	(Above Pad):	5.0 feet		Wealur		(S. 2	.297	Grada Adi	ustmont	
P	ad Elevation:	0.0 feet		Heav	у ттиск	IS. 8	.006	Graue Auj	usuneni.	0.0
Ro	ad Elevation:	0.0 feet	1	Lane Equ	livalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%			Auto	os: 97	.898			
	Left View:	-90.0 degrees		Mediur	n Truck	(s: 97	.807			
	Right View:	90.0 degrees		Heav	y Truck	(s: 97	.816			
FHWA Noise Mod	el Calculation	s								
VehicleType	REMEL	Traffic Flow [Distance	Finite	Road	Fres	nel	Barrier Atte	en Ber	m Atten
Autos:	68.46	3.31	-4.48	8	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	79.45	-13.93	-4.4	7	-1.20		-4.88	0.0	00	0.000
Heavy Trucks:	84.25	-17.88	-4.48	8	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atten	uation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	66	.1 64.2	2	62.4		56	4	65.0)	65.6
Medium Trucks:	59	.8 58.3	3	52.0		50	4	58.9)	59.1
Heavy Trucks:	60	.7 59.3	3	50.2		51	5	59.8	8	60.0
Vehicle Noise:	67	.9 66.2	2	63.0		58	4	66.9)	67.4
Centerline Distan	ce to Noise Co	ontour (in feet)								
			70 0	dBA	65	dBA	(60 dBA	55	dBA
		Ldn	<i>:</i> 6	2	1	34		288	6	21
		CNEL	.: 6	7	1	44		309	6	67

Scenario: G.P. Buildout With Project Road Name: Edison Avenue Road Segment: Haven to Mill Creek

SITE	SPECIFIC IN	IPUT DATA				Γ	NOISE	MODE		S	
Highway Data	lighway Data					ditions	(Hard =	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	51,500 vehicles	5					Autos:	15		
Peak Hour	Percentage:	10%			Med	lium Tr	rucks (2	Axles).	15		
Peak F	lour Volume:	5,150 vehicles	5		Hea	avy Tru	cks (3+	Axles).	15		
Ve	hicle Speed:	50 mph		Ve	hicle N	lix					
Near/Far La	ne Distance:	72 feet			Vehi	cleTvne	-	Dav	Evenina	Niah	t Dailv
Site Data						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Autos:	77.5%	5 12.9%	9.6	5% 97.42%
Ba	rrier Height:	0.0 feet			Me	dium T	rucks:	84.8%	4.9%	10.3	3% 1.84%
Barrier Type (0-V	/all. 1-Berm):	0.0			Н	leavy T	rucks:	86.5%	ъ́ 2.7%	10.8	3% 0.74%
Centerline Di	ist. to Barrier.	100.0 feet		Na	iaa Ca	uraa E	lovotio	no (in f	0.04)		
Centerline Dist.	to Observer:	100.0 feet		/NC	Jise 30				eet)		
Barrier Distance	to Observer:	0.0 feet			Madium	AUIO Truck	os: 0	.000			
Observer Height	(Above Pad):	5.0 feet			Hoov	Truck	ιο. Ζ	.297	Grado Ad	liustm	$ant \cdot 0.0$
P	ad Elevation:	0.0 feet			neavy	/ TTUCK	is. o	.000	Orace Au	jusun	<i>ant.</i> 0.0
Ro	ad Elevation:	0.0 feet		La	ne Equ	ivalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 93	.429			
	Left View:	-90.0 degree	s		Mediun	n Truck	(s: 93	.334			
	Right View:	90.0 degree	S		Heavy	/ Truck	ks: 93	.344			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Distan	ce	Finite I	Road	Fres	nel	Barrier Att	en E	Berm Atten
Autos:	70.20	4.71	-	4.18		-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-12.53	-	4.17		-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-16.48	-	4.17		-1.20		-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and I	barrier a	ttenua	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	Le	q Eve	ning	Leq	Night		Ldn		CNEL
Autos:	69	.5 6	67.6		65.9		59.	8	68.4	4	69.0
Medium Trucks:	63	.1 6	61.6		55.2		53.	7	62.1	1	62.4
Heavy Trucks:	63	.5 6	62.1		53.1		54.	3	62.7	7	62.8
Vehicle Noise:	71	.2 6	69.5		66.4		61.	7	70.2	2	70.7
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70 dB	BA	65	dBA	(60 dBA		55 dBA
			Ldn:	103		2	22		479		1,031
		CN	IEL:	111		2	39		514		1,108

Scenario: G.P. Buildout With Project Road Name: Edison Avenue Road Segment: Mill Creek to Hamner

SITE	SPECIFIC I	NPUT DATA					NOISE	MODE	L INPUT	S	
Highway Data				5	Site Con	dition	s (Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	58,700 vehicle	S					Autos.	: 15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	2 Axles)	: 15		
Peak H	lour Volume:	5,870 vehicle	S		He	avy Tri	ucks (3-	Axles	: 15		
Ve	hicle Speed:	50 mph		١	Vehicle I	Mix					
Near/Far La	ane Distance:	72 feet		-	Veh	icleTvr)e	Dav	Evenina	Niah	t Dailv
Site Data							Autos:	77.5%	6 12.9%	9.6	% 97.42%
Ba	rrier Heiaht	0.0 feet			Me	edium	Trucks:	84.8%	6 4.9%	10.3	% 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			ŀ	leavy	Trucks:	86.5%	6 2.7%	10.8	% 0.74%
Centerline Di	ist. to Barrier.	100.0 feet			Noico Sa		Elovatio	no (in f			
Centerline Dist.	to Observer:	100.0 feet		ľ	voise sc		zievalic	0.000	eel)		
Barrier Distance	to Observer:	0.0 feet			Madiu	AUt	US:	0.000			
Observer Height	(Above Pad):	5.0 feet			Mediui	TT TTUC	KS.	2.297	Grade Ad	liustmo	ont: 0.0
P	ad Elevation:	0.0 feet			пеал	y muc	KS.	5.006	Graue Au	jusine	<i>m.</i> 0.0
Ro	ad Elevation:	0.0 feet		L	Lane Eq	uivaleı	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Aut	os: 9	3.429			
	Left View:	-90.0 degre	es		Mediui	m Truc	:ks: 9	3.334			
	Right View:	90.0 degre	es		Heav	y Truc	ks: 9	3.344			
FHWA Noise Mod	lel Calculatior	าร									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fre	snel	Barrier Att	en E	Berm Atten
Autos:	70.20	5.28		-4.18	3	-1.20)	-4.77	0.0	000	0.000
Medium Trucks:	81.00	-11.96		-4.17	7	-1.20)	-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-15.92		-4.17	7	-1.20)	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	nout Topo and	barrie	r atten	uation)						
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq Ev	/ening	Leo	q Night		Ldn		CNEL
Autos:	70	0.1	68.2		66.4		60).4	69.0	C	69.6
Medium Trucks:	63	3.7	62.2		55.8		54	1.3	62.	7	62.9
Heavy Trucks:	64	4.1	62.7		53.6		54	1.9	63.2	2	63.4
Vehicle Noise:	7	1.8	70.0		67.0		62	2.2	70.3	8	71.2
Centerline Distan	ce to Noise C	ontour (in feet	;)								
				70 a	<i>BA</i>	65	5 dBA		60 dBA	1	55 dBA
			Ldn:	11	3		242		522		1,125
		C	NEL:	12	21		260		561		1,209

Scenario: G.P. Buildout With Project Road Name: Edison Avenue Road Segment: e/o Hamner

SITE	SPECIFIC IN	IPUT DATA			N	IOISE I	MODE		S	
Highway Data				Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 6	64,300 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	dium Tru	ucks (2 .	Axles).	: 15		
Peak F	lour Volume:	6,430 vehicles		He	avy Truc	cks (3+)	Axles).	: 15		
Ve	hicle Speed:	50 mph	-	Vehicle	Mix					
Near/Far La	ne Distance:	72 feet	-	Veh	icleTvpe		Dav	Evenina	Niah	t Dailv
Site Data						Autos:	77.5%	6 12.9%	9.6	% 97.42%
Ba	rrier Height:	0.0 feet		M	edium Ti	rucks:	84.8%	6 4.9%	10.3	3% 1.84%
Barrier Type (0-W	Vall. 1-Berm):	0.0		ŀ	leavy Ti	rucks:	86.5%	6 2.7%	10.8	0.74%
Centerline Di	ist. to Barrier.	100.0 feet	-	Noice Se	Suraa El	ovotion	o (in f	iont)		
Centerline Dist.	to Observer:	100.0 feet	-	NOISE SC			000	eel)		
Barrier Distance	to Observer:	0.0 feet		Modiu	Aulo: m Trucki	s. 0.	207			
Observer Height	(Above Pad):	5.0 feet		Wealur Loo		s. 2. 	291	Grade Ad	iustme	ant 0.0
P	ad Elevation:	0.0 feet	-	neav	y TIUCK	5. 0.	000	Orade Au	Justine	<i></i>
Ro	ad Elevation:	0.0 feet	-	Lane Eq	uivalent	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos	s: 93.	429			
	Left View:	-90.0 degrees		Mediu	m Truck	s: 93.	334			
	Right View:	90.0 degrees		Heav	y Truck	s: 93.	344			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Att	en E	Berm Atten
Autos:	70.20	5.67	-4.1	18	-1.20		-4.77	0.0	000	0.000
Medium Trucks:	81.00	-11.56	-4.1	17	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-15.52	-4.1	17	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and ba	arrier atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	Evening	Leq	Night		Ldn		CNEL
Autos:	70	.5 68	3.6	66.8		60.8	3	69.4	1	70.0
Medium Trucks:	64	.1 62	2.6	56.2		54.7	7	63.1	1	63.3
Heavy Trucks:	64	.5 63	3.1	54.0		55.3	3	63.6	5	63.8
Vehicle Noise:	72	.2 70).4	67.4		62.0	6	71.2	2	71.6
Centerline Distan	ce to Noise Co	ontour (in feet)							-1	
			70	dBA	65	dBA	(60 dBA		55 dBA
		Lo	<i>dn:</i> 1	20	25	58		555		1,196
		CNE	<i>EL:</i> 1	28	27	77		596		1,285

<u>APPENDIX G</u>

ON-SITE FHWA TRAFFIC NOISE MODEL PRINTOUTS

Scenario: Backyard No Wall Road Name: Archibald Av.- Schaefer to Avenu Lot Number:

SITE	SPECIFIC I	NPUT DATA					NOISE	MODE	L INPUTS	5	
Highway Data				S	ite Cor	nditions	: (Hard =	: 10, Se	oft = 15)		
Average Daily	[,] Traffic (Adt):	39,400 vehicle	S					Autos:	15		
Peak Hou	r Percentage:	10%			Me	edium Ti	rucks (2	Axles):	15		
Peak I	Hour Volume:	3,940 vehicle	S		He	avy Tru	icks (3+ .	Axles):	15		
Ve	ehicle Speed:	50 mph		V	ahicla	Miy					
Near/Far La	ane Distance:	81 feet			Veł	nicleTvn	e	Dav	Evenina	Niaht	Daily
Site Data						lioloryp	Autos:	77.5%	6 12.9%	9.6%	97 42%
Ba	rrior Hoight	0.0 foot			N	ledium ī	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Borm):					Heavy T	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist to Barrier	0.0 75.0 feet									
Centerline Dist	to Observer	85.0 feet		N	oise S	ource E	levation	is (in f	eet)		
Barrier Distance	to Observer:	10.0 feet				Auto	os:	0.000			
Observer Height	(Above Pad):	5.0 feet			Mediu	m Truck	(S:	2.297	<i></i>		
F	ad Elevation:	0.0 feet			Hear	vy Truck	(S:	8.006	Grade Adj	ustment:	0.0
Ro	ad Elevation:	0.0 feet		La	ane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	os: 74	.898			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 74	.780			
	Right View:	90.0 degre	es		Hear	vy Truck	s: 74	.792			
	-	_									
FHWA Noise Mod	lel Calculatior	1S									
Vehicle I ype	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresi	nel	Barrier Atte	en Berl	m Atten
Autos:	71.12	2 3.55		-2.74		-1.20		-1.01	0.0	00	0.000
Medium Trucks:	78.79	-13.69		-2.73		-1.20		-1.15	0.0	00	0.000
Heavy Trucks:	83.02	-17.65		-2.73		-1.20		-1.52	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	attenu	ation)						
VehicleType	Leq Peak Ho	ur Leq Day	/ L	.eq Eve	ening	Leq	Night		Ldn	CN	IEL
Autos:	70	0.7	68.8		67.1		61.0	C	69.6		70.2
Medium Trucks:	61	1.2	59.7		53.3		51.8	В	60.2		60.5
Heavy Trucks:	6^	1.4	60.0		51.0		52.2	2	60.6		60.7
Vehicle Noise:	7	1.6	69.8		67.3		62.0	C	70.6		71.1
Mitigated Noise L	evels (with To	opo and barrie	r attenu	ation)							
VehicleType	Leq Peak Ho	ur Leq Day	′ L	.eq Eve	ening	Leq	Night		Ldn	CN	IEL
Autos:	70).7	68.8		67.1		61.0	C	69.6		70.2
Medium Trucks:	6	1.2	59.7		53.3		51.8	3	60.2		60.5
Heavy Trucks:	6	1.4	60.0		51.0		52.2	2	60.6		60.7
Vehicle Noise:	7'	1.6	69.8		67.3		62.0	D	70.6		71.1

Scenario: Backyard No Wall Road Name: Archibald Av.- Avenue to Edison Lot Number:

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS							
Highway Data				S	Site Cor	nditions	G (Hard	= 10, Sc	oft = 15)		
Average Daily Traffic	(Adt): 38	,100 vehicle	s					Autos:	15		
Peak Hour Perce	ntage:	10%			Me	dium T	rucks (2	Axles):	15		
Peak Hour Vo	olume: 3	,810 vehicle	s		He	eavy Tru	ıcks (3+	Axles):	15		
Vehicle S	Speed:	50 mph			/ohiclo	Miz					
Near/Far Lane Dis	tance:	81 feet		-	Veł	nicleTvn	e	Dav	Evenina	Niaht	Daily
Site Data						liele i jp	Autos:	77.5%	6 12.9%	9.6%	97 42%
Barrior U	oight:	0.0 feet			N	ledium 1	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-Wall 1-K	eigiii. Borm):					Heavv	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline Dist to R	Sarrier:	0.0 75.0 feet									
Centerline Dist. to Obs	server:	85.0 feet		Δ	loise S	ource E	levatio	ns (in fe	eet)		
Barrier Distance to Obs	server:	10.0 feet				Auto	os:	0.000			
Observer Height (Above	Pad):	5.0 feet			Mediu	m Trucl	ks:	2.297			
Pad Elev	vation:	0.0 feet			Hear	vy Trucł	ks:	8.006	Grade Adj	ustment:	0.0
Road Elev	vation:	0.0 feet		L	ane Eq	uivalen	t Distar	nce (in	feet)		
Road C	Grade:	0.0%				Auto	os: 74	.898			
Left	View:	-90.0 degree	es		Mediu	m Truck	ks: 74	.780			
Right	View:	90.0 degree	es		Hear	vy Trucł	ks: 74	.792			
FHWA Noise Model Calo	ulations							· · · · ·			
Vehicle I ype REI	MEL I	raffic Flow	Dista	ance	Finite	Road	Fres	nel	Barrier Atte	en Beri	m Atten
Autos:	71.12	3.40		-2.74		-1.20		-1.01	0.0	00	0.000
Medium Trucks:	78.79	-13.84		-2.73		-1.20		-1.15	0.0	00	0.000
Heavy Trucks:	83.02	-17.79		-2.73		-1.20		-1.52	0.0	00	0.000
Unmitigated Noise Leve	ls (withou	t Topo and	barrier	attenu	ation)						
VehicleType Leq P	eak Hour	Leq Day	<u> </u>	Leq Ev	ening	Leq	Night		Ldn	CN	IEL
Autos:	70.6		68.7		66.9		60	.9	69.5		70.1
Medium Trucks:	61.0		59.5		53.2		51	.6	60.1		60.3
Heavy Trucks:	61.3		59.9		50.8		52	.1	60.4		60.6
Vehicle Noise:	71.5		69.7		67.2		61	.8	70.4		70.9
Mitigated Noise Levels (with Topo	and barrier	r attenu	uation)							
VehicleType Leq P	eak Hour	Leq Day	· []	Leq Ev	ening	Leq	Night		Ldn	CN	IEL
Autos:	70.6		68.7		66.9	.	60	9	69.5		70.1
Medium Trucks:	61.0	:	59.5		53.2		51	6	60.1		60.3
Heavy Trucks:	61.3		59.9		50.8		52	1	60.4		60.6
Vehicle Noise:	71.5		69.7		67.2		61	8	70.4		70.9

Scenario: Backyard No Wall Road Name: Edison Av.- Carpenter to Archibal Lot Number:

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Co	nditions (Hard = 10, S	oft = 15)			
Average Daily	Traffic (Adt):	48,300 vehicles	6			Autos	: 15			
Peak Hour	r Percentage:	10%		M	edium Tru	cks (2 Axles)	: 15			
Peak H	Hour Volume:	4,830 vehicles	5	H	eavy Trucl	ks (3+ Axles)	: 15			
Ve	ehicle Speed:	50 mph		Vehicle	Mix					
Near/Far La	ane Distance:	99 feet		Vel	hicleType	Day	Evening I	Night Daily		
Site Data					A	utos: 77.5%	6 12.9%	9.6% 97.42%		
Ba	rrier Heiaht:	0.0 feet		٨	Aedium Tru	ucks: 84.8%	6 4.9%	10.3% 1.84%		
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy Tru	ıcks: 86.5%	6 2.7%	10.8% 0.74%		
Centerline D	ist. to Barrier:	80.0 feet		Noise S	ource Ele	vations (in f	ioot)			
Centerline Dist.	to Observer:	90.0 feet		Noise o	Autos		eeij			
Barrier Distance	to Observer:	10.0 feet		Modiu	Autos. Im Trucks	· 2 207				
Observer Height	(Above Pad):	5.0 feet		Hea	vv Trucks	8.006	Grade Adius	stment: 0.0		
P	ad Elevation:	0.0 feet			vy maano.	0.000				
Ro	ad Elevation:	0.0 feet		Lane Ec	uivalent	Distance (in	feet)			
	Road Grade:	0.0%			Autos:	75.331				
	Left View:	-90.0 degree	S	Mediu	ım Trucks:	75.213				
	Right View:	90.0 degree	s	Hea	vy Trucks:	75.225				
FHWA Noise Mod	el Calculation	5								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	71.12	4.43	-2.	77	-1.20	-1.02	0.00	0.000 C		
Medium Trucks:	78.79	-12.81	-2.	76	-1.20	-1.15	0.000	0.000		
Heavy Trucks:	83.02	-16.76	-2.	76	-1.20	-1.50	0.000	0.000		
Unmitigated Nois	e Levels (with	out Topo and k	barrier atte	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	Leq	Évening	Leq N	light	Ldn	CNEL		
Autos:	71	.6 6	69.7	67.9)	61.9	70.5	71.1		
Medium Trucks:	62	.0 6	60.5	54.2	2	52.6	61.1	61.3		
Heavy Trucks:	62	.3 6	60.9	51.8	5	53.1	61.4	61.6		
Vehicle Noise:	72	.5 7	70.7	68.2)	62.8	71.4	71.9		
Mitigated Noise L	evels (with Top	oo and barrier	attenuatio	n)			······			
VehicleType	Leq Peak Hou	r Leq Day	Leq	Evening	Leq N	light	Ldn	CNEL		
Autos:	71	.6 6	69.7	67.9		61.9	70.5	71.1		
Medium Trucks:	62	.0 6	60.5	54.2	2	52.6	61.1	61.3		
Heavy Trucks:	62	.3 6	60.9	51.8		53.1	61.4	61.6		
Vehicle Noise:	72	.5 7	70.7	68.2		62.8	71.4	71.9		

Scenario: Backyard No Wall Road Name: Edison Av.- Archibald to Turner Lot Number:

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Cor	nditions	(Hard = 1	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 4	5,400 vehicles				A	utos:	15		
Peak Hour	r Percentage:	10%		Me	ədium Tı	rucks (2 A	xles):	15		
Peak H	Hour Volume:	4,540 vehicles		He	əavy Tru	cks (3+ A	xles):	15		
Ve	ehicle Speed:	50 mph		Vehicle	Miv					
Near/Far La	ane Distance:	99 feet		Venicle	nicleType	a 1	Dav	Evening	Niaht	Daily
Site Data	11			101	noie i yp	Autos:	77.5%	12.9%	9.6%	97 42%
Pa	rrior Hoight	0.0 feet		N	ledium 1	rucks: 8	34.8%	4.9%	10.3%	1.84%
Barrier Type (0.M	Vall 1 Borm):				Heavv 1	rucks: 8	36.5%	2.7%	10.8%	0.74%
Centerline Di	ist to Barrier	0.0 80.0 feet								
Centerline Dist	to Observer:	90.0 feet		Noise S	ource E	levations	(in fe	eet)		
Barrier Distance	to Observer:	10.0 feet			Auto	os: 0.	000			
Observer Height	(Above Pad):	5.0 feet		Mediu	m Truck	:s: 2.	297			
P	ad Elevation:	0.0 feet		Hea	vy Truck	:s: 8.	006	Grade Adju	stment:	0.0
Ro	ad Elevation: ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance	e (in f	feet)		
	Road Grade:	0.0%			Auto	s: 75.3	31			
	Left View:	-90.0 degrees		Mediu	m Truck	s: 75.2	13			
	Right View:	90.0 degrees		Hea	vy Truck	s: 75.2	25			
	-				-					
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresne	el	Barrier Atte	n Ber	m Atten
Autos:	71.12	4.16	-2.	77	-1.20	-	1.02	0.00	0	0.000
Medium Trucks:	78.79	-13.08	-2.	76	-1.20	-	1.15	0.00	0	0.000
Heavy Trucks:	83.02	-17.03	-2.	76	-1.20	-	1.50	0.00	0	0.000
Unmitigated Noise	e Levels (witho	ut Topo and ba	rrier atte	nuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq I	Evening	Leq	Night		Ldn	CN	IEL
Autos:	71.:	3 69	.4	67.6		61.6		70.2		70.8
Medium Trucks:	61.8	3 60	.2	53.9		52.3		60.8		61.0
Heavy Trucks:	62.0	0 60	.6	51.6		52.8		61.2		61.3
Vehicle Noise:	72.2	2 70	.4	67.9		62.6		71.1		71.7
Mitigated Noise L	evels (with Top	o and barrier a	ttenuatio	n)	-					
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	CN	IEL
Autos:	71.3	3 69	.4	67.6		61.6		70.2		70.8
Medium Trucks:	61.8	3 60	.2	53.9		52.3		60.8		61.0
Heavy Trucks:	62.0	<u> </u>	.6	51.6		52.8		61.2		61.3
Vehicle Noise:	72.2	2 70	.4	67.9		62.6	(¹ 3)(71.1		71.7

Scenario: Backyard No Wall Road Name: Edison Av.- Turner to Haven Lot Number:

Project Name: The Avenue Specific Plan Noise Job Number: 2718 Analyst: F.Sotelo

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS							
Highway Data					Site Cor	nditions	: (Hard =	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	58,400 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	ədium Ti	rucks (2	Axles):	15		
Peak H	lour Volume:	5,840 vehicle	s		He	avy Tru	ıcks (3+	Axles):	15		
Ve	hicle Speed:	50 mph			/ohiclo	Miv					
Near/Far La	ne Distance:	99 feet			Veh	nicleTvp	e	Dav	Evenina	Niaht	Daily
Site Data					• 07	noio i yp	Autos:	77 5%	6 12.9%	9.6%	97 42%
Ba	rrior Hoight:	0.0 feet			M	ledium ī	Trucks:	84.8%	6 1 <u>2.</u> 0%	10.3%	1.84%
Barrier Type (0-M	Vall 1_Borm):					Heavy T	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist to Barrier:	0.0 80.0 feet						,			
Centerline Dist	to Observer:			/	Voise S	ource E	levatior	ns (in f	eet)	****	
Barrier Distance	to Observer:	10.0 feet				Auto	os:	0.000			
Observer Height	(Above Pad):	5.0 feet			Mediu	m Truck	(S:	2.297			
P	ad Elevation:	0.0 feet			Hear	vy Truck	(s:	8.006	Grade Adj	ustment:	0.0
Ro	ad Elevation:	0.0 feet		L	.ane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	os: 75	.331			
	Left View:	-90.0 degree	es		Mediu	m Truck	ks: 75	.213			
	Right View:	90.0 degree	∋s		Hear	vy Truck	ks: 75	.225			
FHWA Noise Mod	el Calculation:	S									
Venicie i ype	REMEL	I raffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Atte	en Beri	n Atten
Autos:	71.12	5.26		-2.77	(-1.20		-1.02	0.0	00	0.000
Meaium Trucks:	78.79	-11.98		-2.76		-1.20		-1.15	0.0	00	0.000
neavy Trucks:	83.02	-15.94		-2.76	2	-1.20		-1.50	0.0	00	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	er atteni	uation)						
VehicleType	Leq Peak Hou	r Leq Day	,	Leq Ev	rening	Leq	Night		Ldn	CN	IEL
Autos:	72	.4	70.5		68.7		62.	7	71.3		71.9
Medium Trucks:	62	.8	61.3		55.0		53.	4	61.9		62.1
Heavy Trucks:	63	.1	61.7	Antonio de la contra	52.7		53.	9	62.3		62.4
Vehicle Noise:	73	.3	71.5		69.0		63.	7	72.2		72.8
Mitigated Noise L	evels (with To	oo and barriei	r atten	uation))						
VehicleType	Leq Peak Hou	r Leq Day		Leq Ev	rening	Leq	Night		Ldn	CN	IEL
Autos:	72	.4	70.5		68.7		62.	7	71.3		71.9
Medium Trucks:	62	.8	61.3		55.0		53.	4	61.9		62.1
Heavy Trucks:	63	.1	61.7		52.7		53.	9	62.3		62.4
Vehicle Noise:	73	.3	71.5		69.0		63.	7	72.2		72.8

Thursday, September 11, 2008

Scenario: Backyard No Wall Road Name: Schaefer Av.- Carpenter to Archib Lot Number:

SITE	SPECIFIC INF	UT DATA			N	IOISE M	ODEL	. INPUTS	5	
Highway Data				Site Cor	nditions	(Hard = 1	0, Sof	ft = 15)		
Average Daily	Traffic (Adt): 10),900 vehicles	6			Au	utos:	15		
Peak Hour	Percentage:	10%		Me	edium Tri	ucks (2 Ax	(les):	15		
Peak H	Hour Volume: 1	1,090 vehicles	3	He	eavy Tru	cks (3+ Ax	les):	15		
Ve	ehicle Speed:	45 mph		Vehicle	Mix					
Near/Far La	ane Distance:	61 feet		Veł	nicleTvpe	e D)av	Evenina	Niaht	Dailv
Site Data					/	Autos: 7	7.5%	12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet		N	ledium T	rucks: 8	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy T	rucks: 8	6.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	58.0 feet		Noice S	ouroo El	ovations	lin for	. ()		
Centerline Dist.	to Observer:	68.0 feet		NOISE 3				=1)		
Barrier Distance	to Observer:	10.0 feet		Madiu	Autos Autos	s. 0.0	007			
Observer Height	(Above Pad):	5.0 feet		Hoo	WY Truck	S. 2.2	297	Grade Adi	istmont	0.0
P	ad Elevation:	0.0 feet		i iea	vy much	s. o.u			astriciit.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance	(in fe	et)		
	Road Grade:	0.0%			Autos	s: 60.98	32			
	Left View:	-90.0 degree	es	Mediu	m Truck	s: 60.83	36			
	Right View:	90.0 degree	es	Hea	vy Truck	s: 60.85	51			
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	E	Barrier Atte	n Ber	m Atten
Autos:	69.34	-1.58	-1.	40	-1.20	-0).98	0.0	00	0.000
Medium Trucks:	77.62	-18.82	-1.	38	-1.20	-1	1.15	0.0	00	0.000
Heavy Trucks:	82.14	-22.77	-1.	38	-1.20	-1	.63	0.0	00	0.000
Unmitigated Nois	e Levels (withou	It Topo and I	barrier atte	nuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night	l	Ldn	CN	VEL
Autos:	65.2	6	63.3	61.5	i	55.5		64.1		64.7
Medium Trucks:	56.2	Ę	54.7	48.4		46.8		55.3		55.5
Heavy Trucks:	56.8	Ę	55.4	46.3		47.6		55.9		56.1
Vehicle Noise:	66.2	6	64.4	61.8		56.6		65.2		65.7
Mitigated Noise L	evels (with Topo	o and barrier	attenuatio	n)						
VehicleType	Leq Peak Hour	Leq Day	Leq I	Evening	Leq	Night	L	Ldn	CN	IEL
Autos:	65.2	6	53.3	61.5		55.5		64.1		64.7
Medium Trucks:	56.2	5	54.7	48.4		46.8		55.3		55.5
Heavy Trucks:	56.8	5	55.4	46.3		47.6		55.9		56.1
Vehicle Noise:	66.2	6	64.4	61.8		56.6		65.2		65.7

Scenario: Backyard No Wall Road Name: Schaefer Av.- Archibald to Turner Lot Number:

SITE	SPECIFIC INP	UT DATA				NOISE MO	DEL INPU	TS	
Highway Data				Site Co	onditions	(Hard = 10	, Soft = 15)		
Average Daily	Traffic (Adt): 7	,900 vehicles	3			Aut	tos: 15		
Peak Hou	r Percentage:	10%		N	ledium Ti	rucks (2 Axle	es): 15		
Peak I	Hour Volume:	790 vehicles	5	H	leavy Tru	icks (3+ Axle	es): 15		
Ve	ehicle Speed:	45 mph		Vohiola	Mix			······	*******
Near/Far La	ane Distance:	61 feet		Venicle	hicleTvn		y Evenin	a Niah	t Daily
Site Data					постур	Autos: 77	5% 12 99	y Nigii % 96	07 42%
		0.0.6			Medium T	rucks: 84	8% 4.99	% 0.0 % 10.3	3% 184%
Ba Borrior Tupo (0.1	rrier Height:				Heavy T	rucks: 86	.5% 2.79	% 10.8 % 10.8	3% 0.74%
Barrier Type (U-V	int to Porrior:	0.0 58.0 foot			, loary .		.070 2.17		
Centerline Di	to Obsorver:	68.0 foot		Noise S	Source E	levations (i	n feet)		
Barrier Distance	to Observer:	10.0 feet			Auto	os: 0.00	00		
Observer Height	(Above Pad):	50 feet		Medi	um Trucł	ks: 2.29	97		
P	ad Elevation:	0.0 feet		Hea	avy Truck	ks: 8.00)6 Grade A	Adjustme	nt: 0.0
, Ro	ad Elevation: ad Elevation:	0.0 feet		Lane E	quivalen	t Distance ((in feet)		
	Road Grade:	0.0%			Auto	s: 60.982	2		
	Left View:	-90.0 degree	s	Medi	um Truck	s: 60.836	5		
	Right View:	90.0 dearee	es	Hea	avy Truck	s: 60.85			
	•								
FHWA Noise Mod	el Calculations			·····					
VehicleType	REMEL 1	Traffic Flow	Distanc	e Finit	e Road	Fresnel	Barrier A	Atten B	erm Atten
Autos:	69.34	-2.97	-*	1.40	-1.20	-0.	98 (0.000	0.000
Medium Trucks:	77.62	-20.21	-'	1.38	-1.20	-1.	15 (0.000	0.000
Heavy Trucks:	82.14	-24.17	-'	1.38	-1.20	-1.	63 🧹 🤇 (0.000	0.000
Unmitigated Nois	e Levels (withou	It Topo and I	barrier att	enuation)					
VehicleType	Leq Peak Hour	Leq Day	Lec	, Evening	Leq	Night	Ldn		CNEL
Autos:	63.8	6	61.9	60.	1	54.1	62	2.7	63.3
Medium Trucks:	54.8	Ę	53.3	47.	0	45.4	53	3.9	54.1
Heavy Trucks:	55.4	Ę	54.0	44.	9	46.2	54	1.5	54.7
Vehicle Noise:	64.8	6	63.0	60.	4	55.2	63	3.8	64.3
Mitigated Noise L	evels (with Topo	o and barrier	attenuati	on)					
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night	Ldn		CNEL
Autos:	63.8	6	51.9	60.	1	54.1	62	2.7	63.3
Medium Trucks:	54.8	Ę	53.3	47.	0	45.4	53	3.9	54.1
Heavy Trucks:	55.4	Ę	54.0	44.	9	46.2	54	1.5	54.7
Vehicle Noise:	64.8	6	63.0	60.	4	55.2	63	3.8	64.3

Scenario: Backyard No Wall *Road Name:* Schaefer Av.- Turner to Haven *Lot Number:*

SITE	SPECIFIC INP	UT DATA			N	OISE MODE	EL INPUTS	~~~~~
Highway Data			-	Site Cor	ditions ('Hard = 10, S	oft = 15)	
Average Daily	Traffic (Adt): 6	,900 vehicles				Autos	: 15	
Peak Hou	r Percentage:	10%		Me	dium Tru	cks (2 Axles)	: 15	
Peak I	Hour Volume:	690 vehicles		He	avy Truc	ks (3+ Axles)	: 15	
Ve	ehicle Speed:	45 mph		Vehicle	Mix			
Near/Far La	ane Distance:	61 feet		Veh	icleTvpe	Dav	Evenina I	Night Daily
Site Data					A	utos: 77.5%	6 12.9%	9.6% 97.42%
Ba	rrier Height	0.0 feet		М	edium Tr	ucks: 84.8%	6 4.9%	10.3% 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy Tr	ucks: 86.5%	% 2.7%	10.8% 0.74%
Centerline D	ist. to Barrier:	58.0 feet		Naiaa Si	Suraa Ek	wationa (in f		
Centerline Dist.	to Observer:	68.0 feet		voise 30			eelj	
Barrier Distance	to Observer:	10.0 feet		Maraliu	Autos	. 0.000		
Observer Height	(Above Pad):	5.0 feet		Mealu	m Trucks	2.297	Grado Adius	stmont: 0.0
F	ad Elevation:	0.0 feet	-	nea	y mucks	. 0.000		
Rc	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance (in	feet)	
	Road Grade:	0.0%			Autos	: 60.982		
	Left View:	-90.0 degrees		Mediu	m Trucks	: 60.836		
	Right View:	90.0 degrees		Heav	vy Trucks	: 60.851		
FHWA Noise Moa	el Calculations							
VehicleType	REMEL 7	Traffic Flow D	istance	Finite	Road	Fresnel	Barrier Atten	Berm Atten
Autos:	69.34	-3.56	-1.40	0	-1.20	-0.98	0.00	0.000 0
Medium Trucks:	77.62	-20.80	-1.38	8	-1.20	-1.15	0.000	0.000 0
Heavy Trucks:	82.14	-24.76	-1.3	8	-1.20	-1.63	0.000	0.000
Unmitigated Nois	e Levels (withou	It Topo and bari	rier atten	uation)				
VehicleType	Leq Peak Hour	Leq Day	Leq E	, /ening	Leq N	light	Ldn	CNEL
Autos:	63.2	61.3	}	59.5		53.5	62.1	62.7
Medium Trucks:	54.2	52.7	,	46.4		44.8	53.3	53.5
Heavy Trucks:	54.8	53.4	ł	44.3		45.6	53.9	54.1
Vehicle Noise:	64.2	62.4		59.8		54.6	63.2	63.7
Mitigated Noise L	evels (with Topo	and barrier atte	enuation)				
VehicleType	Leq Peak Hour	Leq Day	Leq Ev	/ening	Leq N	light	Ldn	CNEL
Autos:	63.2	61.3	}	59.5		53.5	62.1	62.7
Medium Trucks:	54.2	52.7	,	46.4		44.8	53.3	53.5
Heavy Trucks:	54.8	53.4		44.3		45.6	53.9	54.1
Vehicle Noise:	64.2	62.4	-	59.8		54.6	63.2	63.7

Scenario: Backyard No Wall Road Name: Turner Av.- Shaefer to Avenue Lot Number:

SITE	SPECIFIC INF	UT DATA]	NOISE	MODE		5	
Highway Data				Site Cor	nditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 1	1,700 vehicles					Autos:	15		
Peak Hou	r Percentage:	10%		Me	edium Ti	rucks (2 /	Axles):	15		
Peak I	Hour Volume:	1,170 vehicles	;	He	avy Tru	ıcks (3+ /	Axles):	15		
Ve	ehicle Speed:	40 mph		Vehicle	Miv					
Near/Far La	ane Distance:	24 feet		Venicle	nicleTyp	A	Dav	Evenina	Niaht	Daily
Site Data					noie ryp	Autos:	77 5%	12.9%	9.6%	97 42%
Ba	rrior Hoight:	0.0 foot		N	ledium 1	rucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Rerm):				Heavy 7	rucks:	86.5%	ы́ 2.7%	10.8%	0.74%
Centerline D	ist to Barrier:	43.0 feet					<i></i>			
Centerline Dist.	to Observer:	53.0 feet		Noise S	ource E	levation	s (in fe	eet)		
Barrier Distance	to Observer:	10.0 feet			Auto)s: (0.000			
Observer Height	(Above Pad):	5.0 feet		Mediu	m Truck	(S: 2	2.297	Crada Adi	internet	
P	ad Elevation:	0.0 feet		неа	vy Truck	(S: E	3.006	Grade Adji	isiment.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ce (in t	feet)		
	Road Grade:	0.0%			Auto	os: 51.	865			
	Left View:	-90.0 degree	s	Mediu	m Truck	(s: 51.	694			
	Right View:	90.0 degree	S	Hea	vy Truck	ks: 51.	711			
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	el	Barrier Atte	n Ber	m Atten
Autos:	67.36	-0.76	-0.	34	-1.20		-0.92	0.0	00	0.000
Medium Trucks:	76.31	-18.00	-0.3	32	-1.20		-1.15	0.0	00	0.000
Heavy Trucks:	81.16	-21.95	-0.3	32	-1.20		-1.79	0.0	00	0.000
Unmitigated Nois	e Levels (witho	ut Topo and b	oarrier atte	nuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	CI	VEL
Autos:		6		61.4		55.3	3	64.0		64.6
Medium Trucks:	56.8	5 5	55.3	48.9		47.4	Ļ	55.8		56.1
Heavy Trucks:	57.7	, 5	56.3	47.2		48.5	5	56.8		57.0
Vehicle Noise:	66.3	6	64.5	61.8		56.7	7	65.3		65.8
Mitigated Noise L	evels (with Top	o and barrier	attenuatio	n)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	CN	VEL
Autos:	65.1	6	3.2	61.4		55.3	3	64.0		64.6
Medium Trucks:	56.8	5	5.3	48.9		47.4	Ļ	55.8		56.1
Heavy Trucks:	57.7	' 5	6.3	47.2		48.5	5	56.8		57.0
Vehicle Noise:	66.3	6	64.5	61.8		56.7	,	65.3		65.8

Scenario: Backyard No Wall Road Name: Turner Av.- Avenue to Edison Lot Number:

SITE	SPECIFIC INP	UT DATA			N	IOISE MO	DEL INPUT	S	
Highway Data	· • · · · · · · · · · · · · · · · · · ·			Site Col	nditions	(Hard = 10,	Soft = 15)		
Average Daily	Traffic (Adt): 14	1,000 vehicles	5			Aut	os: 15		
Peak Hour	Percentage:	10%		M	ədium Tri	ucks (2 Axle	es): 15		
Peak H	Hour Volume: 1	,400 vehicles	6	He	avy Tru	cks (3+ Axle	s): 15		
Ve	hicle Speed:	40 mph [°]		Vehicle	Mix				
Near/Far La	ane Distance:	24 feet		Vel	nicleType	Da	y Evening	Night	Daily
Site Data						Autos: 77	.5% 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet		٨	ledium T	rucks: 84.	8% 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy T	rucks: 86.	.5% 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	43.0 feet		Noiso S	ourco El	ovations (ii	n foot)		
Centerline Dist.	to Observer:	53.0 feet		NOISE 3	Auto				
Barrier Distance	to Observer:	10.0 feet		Madi	Autos um Trucku	3. 0.00	0 7		
Observer Height	(Above Pad):	5.0 feet		Hoa	W Truck	s. 2.29 s. 8.00	n Grade Ad	iustment:	0.0
P	ad Elevation:	0.0 feet		1100	vy much	5. 0.00			0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	luivalent	Distance (in feet)		
	Road Grade:	0.0%			Autos	s: 51.865	i		
	Left View:	-90.0 degree	es	Mediu	m Truck	s: 51.694			
	Right View:	90.0 degree	es	Hea	vy Truck	s: 51.711			
FHWA Noise Mod	el Calculations							NAMES OF A CONTRACT OF	
VehicleType	REMEL	Traffic Flow	Distanc	e Finite	Road	Fresnel	Barrier Att	en Beri	m Atten
Autos:	67.36	0.02	-	0.34	-1.20	-0.8	92 0.0	000	0.000
Medium Trucks:	76.31	-17.22	-1	0.32	-1.20	-1.3	15 0.0	000	0.000
Heavy Trucks:	81.16	-21.17	(0.32	-1.20	-1.7	79 0.0	000	0.000
Unmitigated Nois	e Levels (withou	ut Topo and I	barrier at	tenuation)					
VehicleType	Leg Peak Hour	Leg Day	Lec	r Evening	Leq	Night	Ldn	CM	JEL
Autos:	. 65.8	6 (63.9	62.2	· · ·	56.1	64.7	7	65.3
Medium Trucks:	57.6		56.1	49.7	,	48.2	56.6	6	56.9
Heavy Trucks:	58.5	;	57.0	48.0)	49.3	57.6	6	57.7
Vehicle Noise:	67.1	(65.3	62.6		57.5	66.0)	66.5
Mitigated Noise L	evels (with Top	o and barrier	attenuati	ion)					
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night	Ldn	CN	IEL
Autos:	65.8		63.9	62.2		56.1	64.7	7	65.3
Medium Trucks:	57.6	ł	56.1	49.7		48.2	56.6	6	56.9
Heavy Trucks:	58.5	Ę	57.0	48.0		49.3	57.6	6	57.7
Vehicle Noise:	67.1	(65.3	62.6		57.5	66.0)	66.5

Scenario: Backyard No Wall Road Name: Haven Av.- Shaefer to Edison Lot Number:

SITE	SPECIFIC IN	PUT DATA			Ν	IOISE MO	DEL INP	UTS	
Highway Data				Site Cor	nditions	(Hard = 10,	Soft = 15)	
Average Daily	Traffic (Adt): 3	3,600 vehicles	5			Aut	os: 15		
Peak Hour	r Percentage:	10%		Me	edium Tr	ucks (2 Axle	es): 15		
Peak H	lour Volume:	3,360 vehicles	;	He	avy Tru	cks (3+ Axle	es): 15		
Ve	ehicle Speed:	40 mph	-	Vehicle	Mix				•
Near/Far La	ane Distance:	57 feet		Vel	nicleType	e Da	y Evenii	ng Nig	ht Daily
Site Data						Autos: 77	.5% 12.9	9% 9.	.6% 97.42%
Ba	rrier Height:	0.0 feet		N	ledium T	rucks: 84	.8% 4.9	9% 10.	.3% 1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy T	rucks: 86	.5% 2.7	7% 10.	.8% 0.74%
Centerline D	ist. to Barrier:	62.0 feet		Noiso S	ourco El	ovations (i	n foot)		
Centerline Dist.	to Observer:	72.0 feet		NUISE S	Auto				
Barrier Distance	to Observer:	10.0 feet		Madi	Auto m Truck	~ 2.00	7		
Observer Height	(Above Pad):	5.0 feet		Hoo	WY Truck	s. 2.23 s [.] 8.00	6 Grade	Adjustm	ent 0.0
P	ad Elevation:	0.0 feet		1100	vy much	5. 0.00	0 0.000	, lajaotin	0.00
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance (in feet)		
	Road Grade:	0.0%			Auto	s: 66.308	i		
	Left View:	-90.0 degree	S	Mediu	m Truck	s: 66.174			
	Right View:	90.0 degree	S	Hea	vy Truck	s: 66.188			
FHWA Noise Mod	lel Calculations								
VehicleType	REMEL	Traffic Flow	Distance	ə Finite	Road	Fresnel	Barrier	Atten	Berm Atten
Autos:	67.36	3.82	-1	.94	-1.20	-0.9	99	0.000	0.000
Medium Trucks:	76.31	-13.41	-1	.93	-1.20	-1.1	15	0.000	0.000
Heavy Trucks:	81.16	-17.37	-1	.93	-1.20	-1.0	50	0.000	0.000
IInmitigated Nois	e l evels (witho	ut Topo and I	harrior att	enuation)					
VehicleType	Lea Peak Hour	Lea Dav	Lea	Evenina	Lea	Niaht	l dn		CNFI
Autos:	68.0	$\frac{1}{2}$	6.1	64.4		58.3		6.9	67.5
Medium Trucks:	59.8	3 5	58.3	51.9)	50.4	Ę	58.8	59.0
Heavy Trucks:	60.	7 5	59.2	50.2		51.5	Ę	59.8	59.9
Vehicle Noise:	69.3	3 6	67.5	64.8		59.7	6	68.2	68.7
Mitigated Noise L	evels (with Top	o and barrier	attenuati	on)					
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night	Ldn		CNEL
Autos:	68.0) 6	6.1	64.4		58.3	e	6.9	67.5
Medium Trucks:	59.8	3 5	58.3	51.9	I	50.4	5	58.8	59.0
Heavy Trucks:	60.7	7 5	59.2	50.2		51.5	5	59.8	59.9
Vehicle Noise:	69.3	3 6	67.5	64.8		59.7	6	68.2	68.7

Scenario: Backyard No Wall Road Name: Haven Av.- s/o Edison Lot Number:

SITE	SPECIFIC IN	PUT DATA			N	IOISE MO	DDEL	. INPUTS		
Highway Data				Site Cor	nditions	(Hard = 1	0, Sot	ft = 15)		
Average Daily	Traffic (Adt): 2	24,900 vehicle	S			Aι	itos:	15		
Peak Hou	r Percentage:	10%		Me	ədium Tri	ucks (2 Ax	les):	15		
Peak I	-lour Volume:	2,490 vehicle	S	He	avy Tru	cks (3+ Ax	les):	15		
Ve	ehicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ane Distance:	57 feet		Vel	nicleTvpe	e D	av	Evenina	Niaht	Dailv
Site Data						Autos: 7	7.5%	12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet		N	ledium T	rucks: 8	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy T	rucks: 8	6.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	62.0 feet		Naiaa S	ouroo El	lovationa	(in fa	o.41		
Centerline Dist.	to Observer:	72.0 feet		NUISE 3	Ource Er			e <i>l)</i>		
Barrier Distance	to Observer:	10.0 feet		Madu		s: 0.0	000			
Observer Height	(Above Pad):	5.0 feet		Weald	IIII TTUCK	S. Z.Z	.97	Grada Adiu	stmont	0.0
P	ad Elevation:	0.0 feet		пеа	vy muck.	s. o.u	00 .	oraue Auju	Sunoni.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	t Distance	(in fe	et)		
	Road Grade:	0.0%			Auto	s: 66.30	8			
	Left View:	-90.0 degree	es	Mediu	m Truck	s: 66.17	4			
	Right View:	90.0 degree	es	Hea	vy Truck	s: 66.18	88			
FHWA Noise Mod	el Calculations	3								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	E	Barrier Atte	n Beri	m Atten
Autos:	67.36	2.52	-1	.94	-1.20	-0	.99	0.00)0	0.000
Medium Trucks:	76.31	-14.72	-1	.93	-1.20	-1	.15	0.00	00	0.000
Heavy Trucks:	81.16	-18.67	-1	.93	-1.20	-1	.60	0.00	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and	barrier atte	enuation)						
VehicleType	Leq Peak Hou	r Leq Day	/ Leq	Evening	Leq	Night		Ldn	CN	IEL
Autos:	66.	7	64.8	63.1	1	57.0		65.6		66.2
Medium Trucks:	58.	5	57.0	50.6	;	49.1		57.5		57.7
Heavy Trucks:	59.	4	57.9	48.9)	50.1		58.5		58.6
Vehicle Noise:	68.	0	66.2	63.5		58.4	*****	66.9		67.4
Mitigated Noise L	evels (with Top	oo and barrie	r attenuatio	n)						
VehicleType	Leq Peak Hou	r Leq Day	′ Leq	Evening	Leq	Night		Ldn	CN	IEL
Autos:	66.	7	64.8	63.1		57.0		65.6		66.2
Medium Trucks:	58.	5	57.0	50.6		49.1		57.5		57.7
Heavy Trucks:	59.	4	57.9	48.9		50.1		58.5		58.6
Vehicle Noise:	68.	0	66.2	63.5		58.4		66.9		67.4
Scenario: Backyard With Wall Road Name: Archibald Av.- Schaefer to Avenu Lot Number:

SITE					NOISE MODEL INPUTS						
Highway Data				Site Cor	nditions	(Hard =	10, Sc	oft = 15)			
Average Daily	Traffic (Adt): 39	9,400 vehicles					Autos:	15			
Peak Hou	r Percentage:	10%		Me	dium Tr	ucks (2 A	Axles):	15			
Peak I	Hour Volume:	3,940 vehicles		He	avy Tru	cks (3+ A	Axles):	15			
Ve	ehicle Speed:	50 mph		Vehicle	Mix	99 999					
Near/Far La	ane Distance:	81 feet		Veh	nicleTvpe		Dav	Evenina	Niaht	Dailv	
Site Data					/	Autos:	77.5%	6 12.9%	9.6%	97.42%	
Ba	rrier Height	60 feet		M	ledium T	rucks:	84.8%	ы́ 4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy T	rucks:	86.5%	۵ 2.7%	10.8%	0.74%	
Centerline D	ist. to Barrier:	75.0 feet		Naina C	ouroo El	ovotion	n /im f				
Centerline Dist.	to Observer:	85.0 feet		NOISE 3		evalion		eu			
Barrier Distance	to Observer:	10.0 feet		h f a alia	Auto	s: C	000				
Observer Height	(Above Pad):	5.0 feet		Mealu		s: 2		Crada Adi	intmont	0.0	
F	ad Elevation:	0.0 feet		неа	y Truck	s: e	000	Grade Aujt	istinent.	0.0	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distanc	:e (in :	feet)			
	Road Grade:	0.0%			Auto	s: 73.4	459				
	Left View:	-90.0 degrees	S	Mediu	m Truck	s: 73.	283				
	Right View:	90.0 degrees	8	Hear	y Truck	s: 73.	207				
FHWA Noise Mod	lel Calculations										
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresn	el	Barrier Atte	n Beri	m Atten	
Autos:	71.12	3.55	-2.0	51	-1.20		0.14	-6.3	20	-9.320	
Medium Trucks:	78.79	-13.69	-2.	59	-1.20		0.10	-6.00	00	-9.000	
Heavy Trucks:	83.02	-17.65	-2.	59	-1.20		0.02	-5.20	00	-8.200	
Unmitigated Nois	e Levels (withou	ut Topo and b	arrier atte	nuation)				10.01.)			
VehicleType	Leq Peak Hour	Leg Day	Leq E	Evening	Leq	Night		Ldn	CN	IEL	
Autos:	70.9) 6	9.0	67.2	I•	61.1	1	69.8		70.4	
Medium Trucks:	61.3	5 5	9.8	53.4		51.9		60.4		60.6	
Heavy Trucks:	61.6	6 6	0.2	51.1		52.4		60.7		60.9	
Vehicle Noise:	71.8	6	9.9	67.5		62.1		70.7		71.2	
Mitigated Noise L	evels (with Top	o and barrier a	attenuatio	n)							
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq	Night		Ldn	CN	IEL	
Autos:	64.5	6	2.6	60.9		54.8		63.4		64.0	
Medium Trucks:	55.3	5	3.8	47.4		45.9		54.4		54.6	
Heavy Trucks:	56.4	. 5	5.0	45.9		47.2		55.5		55.7	
Vehicle Noise:	65.6	6	3.8	61.2		56.0		64.5		65.0	

Scenario: Backyard With Wall Road Name: Archibald Av.- Avenue to Edison Lot Number:

SITE	SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Cor	nditions	(Hard = 10	, Soft	= 15)			
Average Daily	Traffic (Adt): 3	8,100 vehicles	S			Aut	tos:	15			
Peak Hour	Percentage:	10%		Me	edium Tr	ucks (2 Axle	es):	15			
Peak I	Hour Volume:	3,810 vehicles	S	He	avy Tru	cks (3+ Axle	əs):	15			
Ve	ehicle Speed:	50 mph		Vehicle	Miy						
Near/Far La	ane Distance:	81 feet		Vel	nicleType	e De	iv F	venina	Niaht	Daily	
Site Data					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Autos: 77	.5%	12.9%	9.6%	97.42%	
Ra	rrier Height:	6 0 foot		N	ledium T	rucks: 84	.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall 1-Berm) [.]	0.0 1001			Heavy T	rucks: 86	.5%	2.7%	10.8%	0.74%	
Centerline D	ist. to Barrier:	75.0 feet		Naina C							
Centerline Dist.	to Observer:	85.0 feet		Noise S	ource El	evations (i	n teet,				
Barrier Distance	to Observer:	10.0 feet		Marth	Auto Tradi	s: 0.00					
Observer Height	(Above Pad):	5.0 feet		Mealu	т тиск т	S: 2.28		ada Adi	. otmont	0.0	
P	ad Elevation:	0.0 feet		неа	vy Truck	s: 8.00)6 GI	aue Aujt	istment.	0.0	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	t Distance ((in fee	t)			
	Road Grade:	0.0%			Auto	s: 73.459	9				
	Left View:	-90.0 degree	es	Mediu	m Truck	s: 73.283	3				
	Right View:	90.0 degree	es	Hea	vy Truck	s: 73.207	7				
EHWA Noise Mod	al Calculations										
VehicleType	RFMFI	Traffic Flow	Distance	e Finite	Road	Fresnel	Ba	rrier Atte	n Ber	m Atten	
Autos:	71.12	3.40	-2	.61	-1.20	0.	14	-6.32	20	-9.320	
Medium Trucks:	78.79	-13.84	-2	.59	-1.20	0.	10	-6.00	-0	-9 000	
Heavy Trucks:	83.02	-17.79	-2	.59	-1.20	0.	02	-5.20	00	-8.200	
Inmitianted Nois	a Lavala (witha	ut Tana and	horrior off			11					
VehicleType	Log Pook Hour			Evoning	100	Night		In	C		
Autos:	20 7	Leq Day	68.8	EVening 67.0	Leq	61 0	Lu	69.6	Cr	70.2	
Medium Trucks:	61.2		59 7	53.3		51.7		60.2		60.4	
Heavy Trucks:	61.4	- 1 (60.0	51.0)	52.2		60.6		60.7	
Vehicle Noise:	71.6	5 (69.8	67.3		62.0		70.5		71.1	
Mitigated Noise L	evels (with Top	o and barrier	attenuatio	on)							
VehicleType	Leg Peak Hour	Leq Day	Leq	Evening	Leq	Night	La	In	CN	IEL	
Autos:	. 64.4	l (62.5	60.7		54.7		63.3		63.9	
Medium Trucks:	55.2	2	53.7	47.3		45.7		54.2		54.4	
Heavy Trucks:	56.2	2	54.8	45.8		47.0		55.4		55.5	
Vehicle Noise:	65.4	1 (63.6	61.0		55.8	13196203030640040000	64.4		64.9	

Scenario: Backyard With Wall Road Name: Edison Av.- Carpenter to Archibal Lot Number:

SITE	SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Cor	ndition	s (Hard =	10, Se	oft = 15)			
Average Daily	Traffic (Adt): 4	8,300 vehicle	S				Autos:	15			
Peak Hour	Percentage:	10%		Me	edium T	rucks (2 /	Axles):	15			
Peak H	our Volume:	4,830 vehicle	s	He	eavy Tri	ucks (3+)	Axles):	15			
Ve	hicle Speed:	50 mph		Vehicle	Miy	***************************************					
Near/Far La	ane Distance:	99 feet		Veh	nicleTvr	ne l	Dav	Evenina	Niaht	Daily	
Site Data						Autos:	77.5%	6 12.9%	9.6%	97.42%	
Ba	rrior Hoight:	70 foot		M	ledium	Trucks:	84.8%	6 4.9%	10.3%	1.84%	
Barrier Type (0-M	Vall 1-Berm) [.]				Heavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%	
Centerline Di	ist to Barrier:	80.0 feet						A			
Centerline Dist	to Observer:	90.0 feet		Noise S	ource E	levation	s (in f	eet)			
Barrier Distance	to Observer:	10.0 feet			Aut	os: (0.000				
Observer Height	(Above Pad):	5.0 feet		Mediu	m Truc -	ks: 2	2.297	Cuerda Adi	4	0.0	
P	ad Elevation:	0.0 feet		Hea	vy Truc	KS: 8	3.006	Grade Adj	usimeni:	0.0	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivaler	nt Distan	ce (in	feet)			
	Road Grade:	0.0%			Aut	os: 73.	434				
	Left View:	-90.0 degree	es	Mediu	m Truc	ks: 73.	221				
	Right View:	90.0 degree	es	Hea	vy Truc	<i>ks:</i> 73.	053				
FHWA Noise Mod	el Calculations	1									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Atte	en Beri	m Atten	
Autos:	71.12	4.43	-2	.61	-1.20)	0.36	-7.8	00	-10.800	
Medium Trucks:	78.79	-12.81	-2	.59	-1.20)	0.29	-7.4	30	-10.430	
Heavy Trucks:	83.02	-16.76	-2	.57	-1.20)	0.15	-6.4	00	-9.400	
Unmitigated Nois	e Levels (witho	out Topo and	barrier atte	enuation)							
VehicleType	Leg Peak Hou	Leq Day	/ Leq	Evening	Leo	n Night		Ldn	CN	IEL	
Autos:	, 71.	7	69.8	68.1	I	, <u> </u>)	70.6		71.3	
Medium Trucks:	62.	2	60.7	54.3		52.8	3	61.2		61.5	
Heavy Trucks:	62.	5	61.1	52.0		53.3	3	61.6		61.8	
Vehicle Noise:	72.	6	70.8	68.4		63.0)	71.6		72.1	
Mitigated Noise L	evels (with Top	o and barrier	r attenuatio	on)							
VehicleType	Leq Peak Hou	r Leq Day	/ Leq	Evening	Lec	n Night		Ldn	CN	IEL	
Autos:	63.	9	62.0	60.3		54.2	2	62.8		63.5	
Medium Trucks:	54.	8	53.3	46.9		45.4	1	53.8		54.0	
Heavy Trucks:	56.	1	54.7	45.6		46.9)	55.2		55.4	
Vehicle Noise:	65.	0	63.2	60.6		55.4	1	64.0		64.5	

Scenario: Backyard With Wall Road Name: Edison Av.- Archibald to Turner Lot Number:

SITE	SPECIFIC IN	PUT DATA			P	OISE MO	DDE		;	
Highway Data				Site Con	ditions	(Hard = 1	0, So	ft = 15)		
Average Daily	Traffic (Adt): 4	5,400 vehicles				Αι	itos:	15		
Peak Hou	r Percentage:	10%		Me	dium Tr	ucks (2 Ax	les):	15		
Peak I	Hour Volume:	4,540 vehicles		He	avy Tru	cks (3+ Ax	les):	15		
Ve	ehicle Speed:	50 mph	-	Vehicle I	Mix					
Near/Far La	ane Distance:	99 feet		Veh	icleType	e D	ay	Evening	Night	Daily
Site Data						Autos: 7	7.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	7.0 feet		M	edium T	rucks: 8	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall, 1-Berm):	0.0		I	Heavy T	rucks: 8	6.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	80.0 feet		Noise Sc	ource F	levations	(in fe	et)		
Centerline Dist.	to Observer:	90.0 feet				s [.] 00	00	•9		
Barrier Distance	to Observer:	10.0 feet		Modiu	m Truck	s. 0.0	900 907			
Observer Height	(Above Pad):	5.0 feet		Heav	w Truck	s. 2.2	 106	Grade Adiı	Istment:	0.0
F	ad Elevation:	0.0 feet		17001	y maon	0. 0.0				0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance	(in f	eet)		
	Road Grade:	0.0%			Auto	s: 73.43	34			
	Left View:	-90.0 degrees	5	Mediui	m Truck	s: 73.22	21			
	Right View:	90.0 degrees	S	Heav	y Truck	s: 73.05	53			
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	E	Barrier Atte	n Beri	m Atten
Autos:	71.12	4.16	-2.0	61	-1.20	C	.36	-7.80	20	-10.800
Medium Trucks:	78.79	-13.08	-2.	59	-1.20	C	.29	-7.43	30	-10.430
Heavy Trucks:	83.02	-17.03	-2.	57	-1.20	C	.15	-6.40	00	-9.400
Unmitigated Nois	e Levels (witho	ut Topo and b	arrier atte	nuation)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	CN	IEL
Autos:	71.	5 6	9.6	67.8		61.8		70.4		71.0
Medium Trucks:	61.9	96	0.4	54.1		52.5		61.0		61.2
Heavy Trucks:	62.2	2 6	0.8	51.8		53.0		61.4		61.5
Vehicle Noise:	72.4	4 7	0.6	68.1		62.7		71.3		71.8
Mitigated Noise L	evels (with Top	o and barrier	attenuatio	n)				· · · · · · · · · · · · · · · · · · ·		
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	CN	IEL
Autos:	63.7	7 6	1.8	60.0		54.0		62.6		63.2
Medium Trucks:	54.	5 5	3.0	46.6		45.1		53.5		53.8
Heavy Trucks:	55.8	3 5	4.4	45.4		46.6		55.0		55.1
Vehicle Noise:	64.8	3 6	3.0	60.3		55.1		63.7		64.2

Scenario: Backyard With Wall Road Name: Edison Av.- Turner to Haven Lot Number:

SITE					NOISE MODEL INPUTS						
Highway Data	ighway Data					(Hard =	10, Sc	oft = 15)			
Average Daily	Traffic (Adt): 5	8,400 vehicles	S				Autos:	15			
Peak Hour	Percentage:	10%		Me	dium Tr	rucks (2 A	Axles):	15			
Peak H	Hour Volume:	5,840 vehicles	S	He	avy Tru	cks (3+ A	Axles):	15			
Ve	ehicle Speed:	50 mph		Vahiala	Miy						
Near/Far La	ane Distance:	99 feet		Venicle	icleTvn	a 🗌	Dav	Evening	Night	Daily	
Site Data				VCI	noie i ype	Autos:	77 5%	12 9%	9.6%	97 42%	
		7 7 6 1		M	ledium T	rucks:	84.8%	5 4.9%	10.3%	1.84%	
Ba Borrior Tupo (0 M	Voll 1 Porm):	7.5 Teet			Heavv T	rucks:	86.5%	5 1.0% 5 2.7%	10.8%	0.74%	
Contorlino D	int to Porrior:	0.0									
Centerline Di	to Obsonvor:	00.0 feet		Noise Se	ource E	levation	s (in fe	et)			
Barrier Distance	to Observer:	10.0 feet			Auto	os: C	0.000				
Observer Height	(Above Pad):	50 feet		Mediu	m Truck	:s: 2	2.297				
P	ad Elevation:	0.0 feet		Heav	/y Truck	:s: 8	3.006	Grade Adj	ustment:	0.0	
, Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distand	ce (in i	feet)			
	Road Grade:	0.0%			Auto	s: 73.	, 601				
	Left View:	-90.0 dearee	25	Mediu	m Truck	s: 73.	370				
	Right View:	90.0 degree	es	Heav	/y Truck	s: 73.	157				
	5		-		-			······································			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresn	l	Barrier Atte	en Beri	m Atten	
Autos:	71.12	5.26	-2	.62	-1.20		0.51	-8.5	50	-11.550	
Medium Trucks:	78.79	-11.98	-2	.60	-1.20		0.43	-8.1	50	-11.150	
Heavy Trucks:	83.02	-15.94	-2	.58	-1.20		0.25	-7.1	50	-10.150	
Unmitigated Nois	e Levels (witho	ut Topo and I	barrier atte	enuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night		Ldn	CN	VEL	
Autos:	72.	3	70.7	68.9	L	62.8	3	71.5	L	72.1	
Medium Trucks:	63.	с с	61.5	55.1		53.6	6	62.1		62.3	
Heavy Trucks:	63.	3 (61.9	52.8		54.1		62.4		62.6	
Vehicle Noise:	73.	5	71.6	69.2		63.8	3	72.4		72.9	
Mitigated Noise L	evels (with Top	o and barrier	attenuatio	on)							
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night		Ldn	CN	IEL	
Autos:	64.0	0 0	62.1	60.3		54.3	6	62.9		63.5	
Medium Trucks:	54.9	9 :	53.4	47.0		45.4	ļ	53.9		54.1	
Heavy Trucks:	56.	1	54.7	45.7		46.9)	55.3		55.4	
Vehicle Noise:	65.	1 (63.3	60.7		55.5	5	64.0		64.6	

Scenario: Backyard With Wall Road Name: Schaefer Av.- Carpenter to Archib Lot Number:

SITE	SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Co	onditions	s (Hard = 1	10, Sc	oft = 15)			
Average Daily	Traffic (Adt):	10,900 vehicle	S			A	Autos:	15			
Peak Hour	·Percentage:	10%		٨	ledium T	rucks (2 A	xles):	15			
Peak H	lour Volume:	1,090 vehicle	S	ŀ	leavy Tru	ıcks (3+ A	xles):	15			
Ve	hicle Speed:	45 mph		Vehicle	Miy						
Near/Far La	ne Distance:	61 feet		Venicie	hicleTvn	e	Dav	Evenina	Niaht	Daily	
Site Data					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	Autos:	77.5%	12.9%	9.6%	97.42%	
Ba	rrior Hoight:	50 foot			Medium T	Trucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-M	Vall 1-Berm):	5.0 Teel			Heavy 7	Trucks:	86.5%	2.7%	10.8%	0.74%	
Centerline Di	st to Barrier	58.0 feet									
Centerline Dist.	to Observer:	68.0 feet		Noise S	Source E	levations	(in fe	eet)			
Barrier Distance	to Observer:	10.0 feet			Auto	os: 0.	.000				
Observer Height	(Above Pad):	5.0 feet		Medi	um Trucł	(s: 2.	.297	0 I I I			
P	ad Elevation:	0.0 feet		Hea	avy Truck	(s: 8.	.006	Grade Adju	istment:	0.0	
Ro	ad Elevation:	0.0 feet		Lane E	quivalen	t Distanc	e (in f	feet)			
	Road Grade:	0.0%			Auto	os: 59.5	86				
	Left View:	-90.0 degree	es	Medi	um Trucł	ks: 59.4	07				
	Right View:	90.0 degree	es	Hea	avy Truck	ks: 60.8	51				
EHWA Noise Mod	el Calculation	c									
VehicleTvpe	REMEL	Traffic Flow	Distanc	e Finit	e Road	Fresne	ə/	Barrier Atte	n Beri	m Atten	
Autos:	69.34	-1.58	-	1.25	-1.20		0.03	-5.30)0	-8,300	
Medium Trucks:	77.62	-18.82	-	1.23	-1.20		0.01	-5.10	00	-8.100	
Heavy Trucks:	82.14	-22.77		1.38	-1.20	-	0.01	0.00)0	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barrier at	tenuation							
VehicleType	Lea Peak Hou	ır Lea Dav	/ Lec	a Evenina	Lea	Niaht		Ldn	CN	JFI	
Autos:	65	5.3	63.4	<u>, </u>	7	55.6		64.2		64.8	
Medium Trucks:	56	6.4	54.9	48.	5	47.0		55.4		55.7	
Heavy Trucks:	56	6.8	55.4	46.	3	47.6		55.9		56.1	
Vehicle Noise:	66	6.4	64.5	62.	0	56.7		65.3	1999 9999/201999/2019999999999999999999999999	65.8	
Mitigated Noise L	evels (with To	po and barrie	r attenuati	ion)					·· · · · · · · · · · · · · · · · · · ·		
VehicleType	Leq Peak Hou	ır Leq Day	/ Leq	, Evening	Leq	Night		Ldn	CN	IEL	
Autos:	60	0.0	58.1	56.	4	50.3		58.9		59.5	
Medium Trucks:	51	.3	49.8	43.	4	41.9		50.3		50.6	
Heavy Trucks:	56	.8	55.4	46.	3	47.6		55.9		56.1	
Vehicle Noise:	62	1	60.4	57.	0	52.5		61.1		61.5	

Scenario: Backyard With Wall Road Name: Schaefer Av.- Archibald to Turner Lot Number:

SITE	SPECIFIC IN	PUT DATA			1	NOISE N	IODE	L INPUTS	\$	
Highway Data				Site Cor	nditions	(Hard = '	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	7,900 vehicles				Þ	utos:	15		
Peak Hour	Percentage:	10%		Me	edium Tr	ucks (2 A	xles):	15		
Peak H	our Volume:	790 vehicles		He	avy Tru	cks (3+ A	xles):	15		
Ve	hicle Speed:	45 mph		Vohiclo	Mix					
Near/Far La	ne Distance:	61 feet		Venicle	icleType	a	Dav	Evening	Night	Daily
Site Data				101	neie i ype	Autos:	77 5%	12.9%	9.6%	97 42%
Ba		0.0 feet		N	ledium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrior Type (0 M	Voll 1 Porm):				Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist to Barrier:	0.0 58.0 feet								011 170
Centerline Dist	to Observer	68.0 feet		Noise S	ource E	levations	(in fe	et)		
Barrier Distance	to Observer:	10.0 feet			Auto	s: 0.	.000			
Observer Height	(Above Pad):	50 feet		Mediu	m Truck	is: 2.	.297			
P	ad Elevation:	0.0 feet		Hea	vy Truck	's: 8.	.006	Grade Adjı	ustment:	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distanc	e (in t	feet)		
	Road Grade:	0.0%			Auto	s: 60.9	82			
	Left View:	-90.0 degrees		Mediu	m Truck	s: 60.8	36			
	Right View:	90.0 degrees		Hea	vy Truck	s: 60.8	51			
	-									
FHWA Noise Mod	el Calculations									
Vehicle I ype	REMEL	Traffic Flow	Distance	Finite	Road	Fresne	əl 🛛	Barrier Atte	n Beri	n Atten
Autos:	69.34	-2.97	-1.4	40	-1.20	-	0.98	0.0	00	0.000
Medium Trucks:	77.62	-20.21	-1.3	38	-1.20	-	1.15	0.00	00	0.000
Heavy Trucks:	82.14	-24.17	-1.	38	-1.20	-	1.63	0.00	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and ba	rrier atte	nuation)						
VehicleType	Leq Peak Hour	r Leq Day	Leq E	Evening	Leq	Night		Ldn	CN	IEL
Autos:	63.	8 61	.9	60.1		54.1		62.7		63.3
Medium Trucks:	54.	8 53	.3	47.0		45.4		53.9		54.1
Heavy Trucks:	55.	4 54	.0	44.9		46.2		54.5		54.7
Vehicle Noise:	64.	8 63	.0	60.4		55.2		63.8		64.3
Mitigated Noise L	evels (with Top	oo and barrier a	ttenuatio	n)			*****			
VehicleType	Leq Peak Hour	r Leq Day	Leq E	Evening	Leq	Night		Ldn	C٨	IEL
Autos:	63.	8 61	.9	60.1	******	54.1		62.7		63.3
Medium Trucks:	54.	8 53	.3	47.0		45.4		53.9		54.1
Heavy Trucks:	55.	4 54	.0	44.9		46.2		54.5		54.7
Vehicle Noise:	64.	8 63	.0	60.4		55.2		63.8		64.3

Scenario: Backyard With Wall Road Name: Schaefer Av.- Turner to Haven Lot Number:

SITE	SPECIFIC IN	PUT DATA				NOISE	MODE		S	
Highway Data				Site C	conditions	s (Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	6,900 vehicles			10000000000000000000000000000000000000		Autos:	15		
Peak Hour	Percentage:	10%			Medium T	rucks (2 /	Axles):	15		
Peak H	Hour Volume:	690 vehicles			Heavy Tru	ıcks (3+ /	Axles):	15		
Ve	ehicle Speed:	45 mph		Vehic	lo Miy					
Near/Far La	ane Distance:	61 feet		Venic	ehicleTvn	e	Dav	Evenina	Niaht	Daily
Site Data						Autos:	77.5%	6 12.9%	9.6%	97.42%
Ra	rrier Height:	50 feet			Medium	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm):	0.0			Heavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	58.0 feet					<i></i>			
Centerline Dist.	to Observer:	68.0 feet		Noise	Source E	levation.	s (in fe	eet)		
Barrier Distance	to Observer:	10.0 feet			Auto	os: (0.000			
Observer Height	(Above Pad):	5.0 feet		Me	aium Truci	KS: 2	2.297	Crada Ad	ivotmont	
P	ad Elevation:	0.0 feet		н	eavy i ruci	(S: E	3.006	Graue Auj	usimeni.	0.0
Ro	ad Elevation:	0.0 feet		Lane	Equivaler	t Distan	ce (in i	feet)		
	Road Grade:	0.0%			Auto	os: 59.	586			
	Left View:	-90.0 degrees		Me	dium Trucl	ks: 59.	407			
	Right View:	90.0 degrees		Н	eavy Truck	ks: 60.	851			
EHWA Noise Mod	el Calculations									
VehicleTvpe	REMEL	Traffic Flow	Distan	ce Fir	ite Road	Fresr	nel	Barrier Att	en Ber	m Atten
Autos:	69.34	-3.56	-	-1.25	-1.20	1	0.03	-5.3	300	-8.300
Medium Trucks:	77.62	-20.80	-	-1.23	-1.20		0.01	-5.1	00	-8.100
Heavy Trucks:	82.14	-24.76	-	-1.38	-1.20		-0.01	0.0	000	0.000
IInmitigated Nois	e l evels (witho	ut Topo and b	orrior of	Itonuatio	n)					
VehicleType	Lea Peak Hour	l eg Dav		a Evenina	n leo	Niaht		l dn	CI	VEI
Autos:	63.3	3 61	.4	<u>q =101,1</u>)).7	53.6	і З	62.2	2	62.8
Medium Trucks:	54.4	4 52	2.9	4	6.5	45.0)	53.4	I	53.7
Heavy Trucks:	54.8	3 53	3.4	4	1.3	45.6	5	53.9)	54.1
Vehicle Noise:	64.4	4 62	2.6	6	0.0	54.7	7	63.3	3	63.8
Mitigated Noise L	evels (with Top	o and barrier a	ttenuat	tion)						
VehicleType	Leq Peak Hour	Leq Day	Le	q Evening	r Leq	Night	1	Ldn	Cl	VEL
Autos:	58.0	56	5.1	5	1.4	48.3	3	56.9)	57.5
Medium Trucks:	49.3	3 47	' .8	4	1.4	39.9)	48.3	3	48.6
Heavy Trucks:	54.8	3 53	3.4	4	1.3	45.6	6	53.9)	54.1
Vehicle Noise:	60.1	1 58	3.4	5	5.0	50.6	5	59.1		59.5

Scenario: Backyard With Wall Road Name: Turner Av.- Shaefer to Avenue Lot Number:

SITE	SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Cor	nditions	(Hard = 10,	Soft = 15)				
Average Daily	Traffic (Adt): 11	,700 vehicles	5			Auto	os: 15				
Peak Hou	r Percentage:	10%		Me	edium Tr	ucks (2 Axle	s): 15				
Peak I	Hour Volume: 1	,170 vehicles	6	He	avy Tru	cks (3+ Axle	s): 15				
Ve	ehicle Speed:	40 mph		Vehicle	Miv						
Near/Far La	ane Distance:	24 feet		Vel	nicleType		v Evenina	Niaht	Daily		
Site Data						Autos: 77.	5% 12.9%	9.6%	97.42%		
Da	rrior Hoight:	E O faat		N	Iedium T	rucks: 84.	8% 4.9%	10.3%	1.84%		
Barrier Type (0-V	Vall 1-Berm) [.]	0.0 Teet			Heavy T	rucks: 86.	5% 2.7%	10.8%	0.74%		
Centerline D	ist to Barrier:	43.0 feet									
Centerline Dist.	to Observer:	53.0 feet		Noise S	ource El	evations (ir	n feet)				
Barrier Distance	to Observer:	10.0 feet			Auto	s: 0.00	0				
Observer Height	(Above Pad):	5.0 feet		Mediu	m Truck	s: 2.29			0.0		
P	Pad Elevation:	0.0 feet		Hea	vy Truck	s: 8.00	6 Grade Adj	ustment:	0.0		
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	t Distance (i	in feet)				
	Road Grade:	0.0%			Auto	s: 51.593					
	Left View:	-90.0 degree	es	Mediu	m Truck	s: 51.380					
	Right View:	90.0 degree	es	Hea	vy Truck	s: 51.711					
FHWA Noise Mod	lel Calculations										
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atte	en Beri	n Atten		
Autos:	67.36	-0.76	-0	.31	-1.20	0.0)5 -5.5	00	-8.500		
Medium Trucks:	76.31	-18.00	-0	.28	-1.20	0.0)2 -5.2	00	-8.200		
Heavy Trucks:	81.16	-21.95	-0	.32	-1.20	-0.0	0.0	00	0.000		
Unmitigated Nois	e l evels (withou	it Topo and I	harrier atte	nuation)							
VehicleTvpe	Lea Peak Hour	Lea Dav	Lea	Evenina	Lea	Niaht	l dn	CN	JFI		
Autos:	65.1	<u> </u>	63.2	61.4		55.4	64.0		64.6		
Medium Trucks:	56.8	L.	55.3	49.0		47.4	55.9	I	56.1		
Heavy Trucks:	57.7	Ę	56.3	47.2		48.5	56.8		57.0		
Vehicle Noise:	66.3	6	64.6	61.8		56.7	65.3		65.8		
Mitigated Noise L	evels (with Topo	o and barrier	attenuatio	n)							
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night	Ldn	CN	IEL		
Autos:	59.6	Ę	57.7	55.9		49.9	58.5		59.1		
Medium Trucks:	51.6	5	50.1	43.8		42.2	50.7		50.9		
Heavy Trucks:	57.7	5	56.3	47.2		48.5	56.8		57.0		
Vehicle Noise:	62.2	6	60.5	56.7		52.7	61.2		61.6		

Scenario: Backyard With Wall *Road Name:* Turner Av.- Avenue to Edison *Lot Number:*

SITE	SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Co	onditions	s (Hard =	10, Sc	oft = 15)			
Average Daily	Traffic (Adt): 14	1,000 vehicles	S			F	Autos:	15			
Peak Hou	r Percentage:	10%		N	ledium T	rucks (2 A	xles):	15			
Peak I	Hour Volume: 1	1,400 vehicles	s	<i>H</i>	leavy Tru	ıcks (3+ A	xles):	15			
Ve	ehicle Speed:	40 mph		Vehicle	Mix						
Near/Far La	ane Distance:	24 feet		Ve	hicleTvp	e	Dav	Evenina	Niaht	Dailv	
Site Data						Autos:	, 77.5%	5 12.9%	9.6%	97.42%	
Ba	rrier Height:	5.0 feet		- 	Medium 🕻	Trucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy 🕻	Trucks:	86.5%	2.7%	10.8%	0.74%	
Centerline D	ist. to Barrier:	43.0 feet		Noise S	Source F	lovations	(in fa	of)			
Centerline Dist.	to Observer:	53.0 feet		Noise				ely			
Barrier Distance	to Observer:	10.0 feet		Madi	Auto Auto Truci	$b_{\rm S}$ 0	207				
Observer Height	(Above Pad):	5.0 feet		- Weur Hor	uni muci Ny Truci	k_0 k_0 k_0	.291	Grade Adi	ustmont	0.0	
P	Pad Elevation:	0.0 feet		1100		13. 0	.000		usuneni.	0.0	
Ro	ad Elevation:	0.0 feet		Lane E	quivalen	nt Distanc	e (in i	feet)			
	Road Grade:	0.0%			Auto	os: 51.5	593				
	Left View:	-90.0 degree	es	Medi	um Trucl	ks: 51.3	880				
	Right View:	90.0 degree	es	Hea	avy Truck	ks: 51.7	'11				
FHWA Noise Mod	lel Calculations								1997-1997-1997-1997-1997-1997-1997-1997		
VehicleType	REMEL	Traffic Flow	Distance	e Finit	e Road	Fresne	ə/	Barrier Atte	en Beri	m Atten	
Autos:	67.36	0.02	-0	.31	-1.20		0.05	-5.5	00	-8.500	
Medium Trucks:	76.31	-17.22	-0	.28	-1.20		0.02	-5.2	00	-8.200	
Heavy Trucks:	81.16	-21.17	-0	.32	-1.20	-	-0.02	0.0	00	0.000	
Unmitigated Nois	e Levels (withou	It Topo and	barrier att	enuation)	·······						
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night		Ldn	CN	IEL	
Autos:	65.9		64.0	62.	2	56.2		64.8	·	65.4	
Medium Trucks:	57.6	i 4	56.1	49.	7	48.2		56.7		56.9	
Heavy Trucks:	58.5		57.0	48.	0	49.3		57.6		57.7	
Vehicle Noise:	67.1	(65.3	62.	6	57.5		66.1		66.6	
Mitigated Noise L	evels (with Tope	o and barrier	attenuatio	on)							
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq	Night		Ldn	CN	IEL	
Autos:	60.4	į	58.5	56.	7	50.7		59.3		59.9	
Medium Trucks:	52.4		50.9	44.:	5	43.0		51.5		51.7	
Heavy Trucks:	58.5	ļ	57.0	48.	00	49.3		57.6	0.1	57.7	
Vehicle Noise:	62.9		61.2	57.	5	53.4		61.9	Contraction on Mary	62.3	

Scenario: Backyard With Wall Road Name: Haven Av.- Shaefer to Edison Lot Number:

SITE	SPECIFIC IN	PUT DATA				NOISE	MODE		3	
Highway Data				Site Cor	nditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 3	3,600 vehicles	6				Autos:	15		
Peak Hou	r Percentage:	10%		Me	ədium Tı	ucks (2 /	Axles):	15		
Peak I	Hour Volume:	3,360 vehicles	3	He	eavy Tru	cks (3+ /	Axles):	15		
- Ve	ehicle Speed:	40 mph		Vehicle	Miv					
Near/Far La	ane Distance:	57 feet		Veh	nicleType	,	Dav	Evenina	Niaht	Daily
Site Data						Autos:	77.5%	12.9%	9.6%	97 42%
Be	orrier Height:	5.0 foot		M	ledium T	rucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm):	0.0			Heavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	62.0 feet						4		
Centerline Dist.	to Observer:	72.0 feet		Noise S	ource E	levation	s (in fe	eet)		
Barrier Distance	to Observer:	10.0 feet			Auto	is: (0.000			
Observer Height	(Above Pad):	5.0 feet		Meaiu	m Truck	(S: 2	2.297	Grada Adi	votmont	
F	ad Elevation:	0.0 feet		пеа	vy Truck	.S. C	5.000	Graue Auj	usunent.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ce (in t	feet)		
	Road Grade:	0.0%			Auto	s: 65.	288			
	Left View:	-90.0 degree	s	Mediu	m Truck	:s: 65.	128			
	Right View:	90.0 degree	s	Hear	vy Truck	<i>s:</i> 66.	188			
FHWA Noise Mod	lel Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresh	el	Barrier Atte	n Ber	m Atten
Autos:	67.36	3.82	-1.8	34	-1.20		0.03	-5.3	00	-8.300
Medium Trucks:	76.31	-13.41	-1.8	83	-1.20		0.01	-5.1	00	-8.100
Heavy Trucks:	81.16	-17.37	-1.9	93	-1.20		-0.01	0.0	00	0.000
Unmitigated Nois	e Levels (witho	ut Topo and L	barrier attei	nuation)		1999/941/01111				
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	CN	VEL
Autos:	68.1	6	6.2	64.5	I	58.4	ŀ	67.0	L	67.7
Medium Trucks:	59.9) 5	58.4	52.0		50.5	5	58.9		59.2
Heavy Trucks:	60.7	<u> </u>	59.2	50.2		51.5	5	59.8		59.9
Vehicle Noise:	69.4	4 6	67.6	64.9		59.8	3	68.3		68.8
Mitigated Noise L	evels (with Top	o and barrier	attenuation	n)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	CN	VEL
Autos:	62.8	6	60.9	59.2		53.1		61.7		62.4
Medium Trucks:	54.8	3 5	53.3	46.9		45.4	ŀ	53.8		54.1
Heavy Trucks:	60.7	' <u>5</u>	59.2	50.2		51.5	5	59.8		59.9
Vehicle Noise:	65.3	6	63.6	59.9		55.8	}	64.3		64.7

Scenario: Backyard With Wall Road Name: Haven Av.- s/o Edison Lot Number:

SITE	SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Cor	nditions	(Hard = 10, S	Soft = 15)				
Average Daily	Traffic (Adt): 24	4,900 vehicles				Autos	s: 15				
Peak Hou	r Percentage:	10%		Me	ədium Tr	ucks (2 Axles)): 15				
Peak I	Hour Volume: 🛛	2,490 vehicles		He	əavy Tru	cks (3+ Axles): 15				
Ve	ehicle Speed:	40 mph		Vehicle	Miv						
Near/Far La	ane Distance:	57 feet		Veli	nicleType	e Dav	Evenina	Night Daily			
Site Data						Autos: 77.5	% 12.9%	9.6% 97.42%			
Ba	rrier Height:	50 foot		N	ledium T	rucks: 84.8	% 4.9%	10.3% 1.84%			
Barrier Type (0-V	Vall 1-Berm):	0.0			Heavy T	<i>rucks:</i> 86.5	% 2.7%	10.8% 0.74%			
Centerline D	ist. to Barrier:	62.0 feet			_		c ()				
Centerline Dist.	to Observer:	72.0 feet		Noise S	ource E	levations (in	feet)				
Barrier Distance	to Observer:	10.0 feet		•• "	Auto	s: 0.000					
Observer Height	(Above Pad):	5.0 feet		Mediu	m Truck	s: 2.297	Crada Adiu	atmante 0.0			
P	ad Elevation:	0.0 feet		пеа	vy Truck	S. 8.006	Grade Adju	simenii. 0.0			
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance (in	feet)				
	Road Grade:	0.0%			Auto	s: 65.288					
	Left View:	-90.0 degrees		Mediu	m Truck	s: 65.128					
	Right View:	90.0 degrees		Hea	vy Truck	s: 66.188					
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow L	Distance	Finite	Road	Fresnel	Barrier Atter	Berm Atten			
Autos:	67.36	2.52	-1.8	84	-1.20	0.03	-5.30	0 -8.300			
Medium Trucks:	76.31	-14.72	-1.8	33	-1.20	0.01	-5.10	0 -8.100			
Heavy Trucks:	81.16	-18.67	-1.9	93	-1.20	-0.01	0.00	0 0.000			
Unmitigated Nois	e Levels (withou	It Topo and bar	rier atte	nuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq	Night	Ldn	CNEL			
Autos:	66.8	64.9	9	63.2	•	57.1	65.7	66.3			
Medium Trucks:	58.6	57.	1	50.7		49.2	57.6	57.9			
Heavy Trucks:	59.4	57.9	Э	48.9		50.1	58.5	58.6			
Vehicle Noise:	68.1	66.3	3	63.6		58.5	67.0	67.5			
Mitigated Noise L	evels (with Top	o and barrier at	enuatio	n)							
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq	Night	Ldn	CNEL			
Autos:	61.5	59.0	6	57.9		51.8	60.4	61.0			
Medium Trucks:	53.5	52.0	C	45.6		44.1	52.5	52.8			
Heavy Trucks:	59.4	57.9	9	48.9		50.1	58.5	58.6			
Vehicle Noise:	64.0	62.3	3	58.6		54.5	63.0	63.4			

Scenario: First Floor With Wall *Road Name:* Archibald Av.- Schaefer to Avenu *Lot Number:*

SITE	SPECIFIC IN	IPUT DATA				I	NOISE	MODE		5	
Highway Data	Highway Data				ite Con	ditions	: (Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	39,400 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Ti	rucks (2 .	Axles):	15		
Peak H	lour Volume:	3,940 vehicle	s		He	avy Tru	icks (3+ ,	Axles):	15		
Vé	hicle Speed:	50 mph		V	ohiclo	Miv	57				
Near/Far La	ne Distance:	81 feet		V	Veh	icleTvn	۵	Dav	Evenina	Night	Daily
Site Data					• • • •		Autos:	77 5%	12.9%	9.6%	97 42%
Ba	rrior Hoight:	6 0 foot			М	edium 1	rucks:	84.8%	5 4.9%	10.3%	1.84%
Barrier Type (0-M	/all_1_Borm):					Heavy 7	rucks:	86.5%	b 2.7%	10.8%	0.74%
Centerline Di	ist to Barrier:	75.0 feet				J					
Centerline Dist	to Observer:	95.0 feet		N	oise So	ource E	levation	s (in fe	eet)		
Barrier Distance	to Observer:	20.0 feet				Auto	os: (0.000			
Observer Height	(Above Pad):	5.0 feet			Mediu	m Truck	(S: 2	2.297			
P	ad Elevation:	0.5 feet			Heav	y Truck	(S: 8	3.006	Grade Adji	ustment:	0.0
Ro	ad Elevation:	0.0 feet		La	ne Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	os: 83.	484			
	Left View:	-90.0 degree	es		Mediu	m Truck		290			
	Right View:	90.0 degree	es		Heav	y Truck	.s: 83.	168			
FHWA Noise Mod	el Calculation	S	Dista		<u></u>	D/			D. : A!!		A.()
Venicie i ype	REMEL	I raπic Flow	Distai	nce	Finite	Road	Fresr		Barrier Atte	n Beri	n Atten
Autos:	71.12	3.55		-3.44		-1.20		0.14	-6.3	20	-9.320
	10.19	-13.69		-3.43		-1.20		0.09	-5.9	00	-8.900
neavy mucks.	03.02	-17.03		-3.42		-1.20		0.01	-9.1	00	-8.100
Unmitigated Nois	e Levels (with	out Topo and	barrier a	attenua	ation)						
VehicleType	Leq Peak Hou	ır Leq Day	' L	eq Eve	ning	Leq	Night		Ldn	CN	IEL
Autos:	70	.0	68.1		66.4		60.3	3	68.9		69.5
Medium Trucks:	60	.5	59.0		52.6		51. ⁻	1	59.5		59.8
Heavy Trucks:	60	.8	59.3		50.3		51.5	5	59.9		60.0
Vehicle Noise:	70	.9	69.1		66.6		61.3	3	69.9		70.4
Mitigated Noise L	evels (with To	po and barrier	r attenua	ation)							
VehicleType	Leq Peak Hou	ır Leq Day	' L	eq Eve	ning	Leq	Night		Ldn	CN	IEL
Autos:	63	.7	61.8		60.0		54.0)	62.6		63.2
Medium Trucks:	54	.6	53.1		46.7		45.2	2	53.6		53.9
Heavy Trucks:	55	.7	54.2		45.2		46.4	1	54.8		54.9
Vehicle Noise:	64	.8	63.0		60.4		55.1		63.7		64.2

Scenario: First Floor With Wall Road Name: Archibald Av.- Avenue to Edison Lot Number:

SITE	SPECIFIC IN	NPUT DATA]	NOISE N	NODE		5	
Highway Data				Site Co	nditions	s (Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	38,100 vehicle	s				Autos:	15		
Peak Hour	Percentage:	10%		М	edium T	rucks (2 A	Axles):	15		
Peak H	-lour Volume:	3,810 vehicle	s	Н	eavy Tru	icks (3+ A	Axles):	15		
Ve	ehicle Speed:	50 mph		Vehicle	Mix					
Near/Far La	ane Distance:	81 feet		Venicle	hicleTvn	e	Dav	Evenina	Niaht	Daily
Site Data						Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrior Hoight:	6 0 foot		^	Aedium 1	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Rerm):				Heavy 7	Trucks:	86.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	75.0 feet					/	Δ		
Centerline Dist.	to Observer:	95.0 feet		Noise S	Source E	levation	s (in te	eet)		
Barrier Distance	to Observer:	20.0 feet			Auto	os: (000.			
Observer Height	(Above Pad):	5.0 feet		Mean	um Truci	KS: 2	2.297	Crada Adi	uotmont	
P	ad Elevation:	0.5 feet		пеа	ivy Truci	(S. C	000		JSIMENI.	0.0
Ro	ad Elevation:	0.0 feet		Lane E	quivalen	t Distand	ce (in i	feet)		
	Road Grade:	0.0%			Auto	os: 83.	484			
•	Left View:	-90.0 degree	es	Medi	um Truck	ks: 83.	290			
	Right View:	90.0 degree	es	Hea	ivy Truck	ks: 83.	168			
FHWA Noise Mod	el Calculation	S								
VehicleTvpe	REMEL	Traffic Flow	Distance	e Finite	e Road	Fresn	el	Barrier Atte	n Ber	m Atten
Autos:	71.12	3.40	-3	3.44	-1.20		0.14	-6.3	20	-9.320
Medium Trucks:	78.79	-13.84	-3	3.43	-1.20		0.09	-5.9	00	-8.900
Heavy Trucks:	83.02	-17.79	-3	3.42	-1.20		0.01	-5.1	00	-8.100
Unmitigated Nois	e I evels (with	out Topo and	barrier att	enuation)						
VehicleType	Lea Peak Hou	ur Lea Dav	/ Lea	Evenina	Lea	Niaht		Ldn	Cl	VEL
Autos:	69).9	68.0	66.2	2	60.2	2	68.8		69.4
Medium Trucks:	60).3	58.8	52.	5	50.9)	59.4		59.6
Heavy Trucks:	60).6	59.2	50.2	2	51.4	Ļ	59.8		59.9
Vehicle Noise:	70).8	69.0	66.	5	61.1		69.7		70.2
Mitigated Noise L	evels (with To	po and barrie	r attenuati	on)						
VehicleType	Leq Peak Hou	ur Leq Day	⁄ Leq	Evening	Leq	Night		Ldn	CN	VEL
Autos:	63	3.6	61.7	59.9	9	53.8	3	62.5		63.1
Medium Trucks:	54	1.4	52.9	46.6	6	45.0)	53.5		53.7
Heavy Trucks:	55	5.5	54.1	45.1	1	46.3	}	54.7		54.8
Vehicle Noise:	64	.6	62.8	60.2	2	55.0)	63.6		64.1

Scenario: First Floor With Wall Road Name: Edison Av.- Carpenter to Archibal Lot Number:

SITE	SPECIFIC IN	IPUT DATA			I	NOISE	MODE		5	
Highway Data				Site Cor	nditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	48,300 vehicles	s				Autos:	15		
Peak Hour	Percentage:	10%		Me	ədium Tı	rucks (2 .	Axles):	15		
Peak I	Hour Volume:	4,830 vehicles	s	He	əavy Tru	cks (3+ .	Axles):	15		
Ve	ehicle Spéed:	50 mph		Vehicle	Mix					
Near/Far La	ane Distance:	99 feet		Vel	nicleTvp	e	Dav	Evenina	Niaht	Dailv
Site Data						- Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	70 feet	49411 	N	1edium 1	rucks:	84.8%	<i>6</i> 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm):	0.0			Heavy T	rucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	80.0 feet		Noine S		lovation	o (in f	n		
Centerline Dist.	to Observer:	100.0 feet		Noise 3	ource E	levation		eu		
Barrier Distance	to Observer:	20.0 feet		Madi	AUIC Truck	is:	0.000			
Observer Height	(Above Pad):	5.0 feet		Weak	IIII TTUCK		2.291	Grada Adi	ustmont	0.0
P	ad Elevation:	0.5 feet		пеа			5.000		usument.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	luivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%			Auto	os: 83	.393			
	Left View:	-90.0 degree	es	Mediu	m Truck	ks: 83	.162			
	Right View:	90.0 degree	es	Hea	vy Truck	<i>:s:</i> 82	.949			
FHWA Noise Mod	el Calculation	S								
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresi	nel	Barrier Atte	en Ber	m Atten
Autos:	71.12	4.43	-3	.44	-1.20		0.29	-7.4	30	-10.430
Medium Trucks:	78.79	-12.81	-3	.42	-1.20		0.21	-6.8	70	-9.870
Heavy Trucks:	83.02	-16.76	-3	.40	-1.20		0.07	-5.7	00	-8.700
Unmitigated Nois	e Levels (with	out Topo and	barrier atte	enuation)						
VehicleType	Leq Peak Hou	r Leq Day	/ Leq	Evening	Leq	Night		Ldn	CN	VEL
Autos:	70	.9	69.0	67.2	!	61.:	2	69.8	1	70.4
Medium Trucks:	61	.4	59.9	53.5	i	52.	D	60.4		60.6
Heavy Trucks:	61	.7	60.2	51.2	!	52.4	4	60.8		60.9
Vehicle Noise:	71	.8	70.0	67.5		62.:	2	70.8		71.3
Mitigated Noise L	evels (with To	oo and barrier	r attenuatio	on)						
VehicleType	Leq Peak Hou	r Leq Day	' Leq	Evening	Leq	Night		Ldn	CN	VEL
Autos:	63	.5	61.6	59.8		53.	3	62.4		63.0
Medium Trucks:	54	.5	53.0	46.6	i	45.	1	53.5		53.8
Heavy Trucks:	56	.0	54.5	45.5		46.	7	55.1		55.2
Vehicle Noise:	64	.6	62.8	60.2		55.)	63.6		64.1

Scenario: First Floor With Wall *Road Name:* Edison Av.- Archibald to Turner *Lot Number:*

SITE	SPECIFIC IN	NPUT DATA					NOISE	MODE		5	
Highway Data	Average Daily Traffic (Adt): 45,400 vehicles				ite Con	ditions	s (Hard :	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	45,400 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium T	rucks (2	Axles):	15		
Peak F	lour Volume:	4,540 vehicle	s		He	avy Tru	ucks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		Ve	ehicle I	Nix					
Near/Far La	ne Distance:	99 feet			Veh	icleTyp	e	Day	Evening	Night	Daily
Site Data					,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	7.0 feet			Me	edium	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-W	/all, 1-Berm):	0.0			ŀ	leavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	80.0 feet		N	nise Sc	urce F	levatio	ne (in f	eet)		
Centerline Dist.	to Observer:	100.0 feet				Aut	<u></u>	0 000			
Barrier Distance	to Observer:	20.0 feet			Modiu	Auto Truo	us. ko:	2 207			
Observer Height	(Above Pad):	5.0 feet			Hoov	n muci v Truc	ns. ko:	2.291	Grade Adi	ustment	0.0
P	ad Elevation:	0.5 feet			Tieav	y muci	ns.	0.000			0.0
Ro	ad Elevation:	0.0 feet		La	ane Equ	uivaler	nt Distai	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 83	3.393			
	Left View:	-90.0 degree	es		Mediur	n Truc	ks: 83	8.162			
	Right View:	90.0 degree	es		Heav	y Truc	ks: 82	2.949			
FHWA Noise Mod	el Calculation	IS									
VehicleType	REMEL	Traffic Flow	Distai	nce	Finite	Road	Fres	nel	Barrier Atte	en Berl	n Atten
Autos:	71.12	4.16		-3.44		-1.20)	0.29	-7.4	30	-10.430
Medium Trucks:	78.79	-13.08		-3.42		-1.20	1	0.21	-6.8	70	-9.870
Heavy Trucks:	83.02	-17.03		-3.40		-1.20)	0.07	-5.7	00	-8.700
Unmitigated Nois	e Levels (with	out Topo and	barrier a	attenua	ation)						
VehicleType	Leq Peak Ho	ur Leq Day	′ L	.eq Eve	ning	Lea	Night		Ldn	CN	IEL
Autos:	70).6	68.7		67.0		60	.9	69.5	 	70.2
Medium Trucks:	61	1.1	59.6		53.2		51	.7	60.1		60.4
Heavy Trucks:	61	1.4	60.0		50.9		52	.2	60.5	i	60.7
Vehicle Noise:	71	1.5	69.7		67.3		61	.9	70.5		71.0
Mitigated Noise L	evels (with To	po and barrie	r attenua	ation)							
VehicleType	Leq Peak Ho	ur Leq Day	′ L	eq Eve	ning	Leq	Night		Ldn	CN	IEL
Autos:	63	3.2	61.3		59.6		53	.5	62.1		62.7
Medium Trucks:	54	1.2	52.7		46.4		44	.8	53.3		53.5
Heavy Trucks:	55	5.7	54.3		45.2		46	.5	54.8		55.0
Vehicle Noise:	64	1.4	62.6		59.9		54	.7	63.3		63.8

Scenario: First Floor With Wall Road Name: Edison Av.- Turner to Haven Lot Number:

SITE	SPECIFIC IN	NPUT DATA				ľ	NOISE	MODE		5	
Highway Data				Si	ite Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	58,400 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2 /	Axles):	15		
Peak H	lour Volume:	5,840 vehicle	s		He	avy Tru	cks (3+ /	Axles):	15		
Ve	ehicle Speed:	50 mph		Ve	ehicle l	Mix					
Near/Far La	ane Distance:	99 feet			Veh	icleType	Э	Day	Evening	Night	Daily
Site Data							Autos:	77.5%	5 12.9%	9.6%	97.42%
Ba	rrier Height:	7.5 feet			M	edium T	rucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			I	Heavy T	rucks:	86.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	80.0 feet		N	aica Sa	uroo E	lovation	c (in f			
Centerline Dist.	to Observer:	100.0 feet		/¥0	0/58 30				<i>eet)</i>		
Barrier Distance	to Observer:	20.0 feet			Madiu	AULU Truck					
Observer Height	(Above Pad):	5.0 feet			Mediui	TI TTUCK	S. 4	2.297	Grade Adi	ustmont	0.0
P	ad Elevation:	0.5 feet			пеач	у писк	<i>S.</i> (5.000	Graue Auj	usunent.	0.0
Ro	ad Elevation:	0.0 feet		Lá	ane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 83.	510			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 83.	261			
	Right View:	90.0 degree	es		Heav	y Truck	's: 83.	003			
FHWA Noise Mod	el Calculation	S									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresr	nel	Barrier Atte	en Beri	m Atten
Autos:	71.12	5.26		-3.44		-1.20		0.39	-7.9	50	-10.950
Medium Trucks:	78.79	-11.98		-3.43		-1.20		0.30	-7.5	00	-10.500
Heavy Trucks:	83.02	-15.94		-3.41		-1.20		0.12	-6.1	60	-9.160
Unmitigated Nois	e Levels (with	out Topo and	barrier	attenua	ation)						
VehicleType	Leg Peak Hou	Ir Leq Day	· L	.eq Eve	ening	Leq	Night		Ldn	CN	VEL
Autos:	, 71	.7	69.8		68.1	······	62.0)	70.6	;	71.2
Medium Trucks:	62	2.2	60.7		54.3		52.8	3	61.2		61.5
Heavy Trucks:	62	2.5	61.1		52.0		53.3	3	61.6	1	61.8
Vehicle Noise:	72	2.6	70.8		68.3	i kali kale kari ka karje ne menijeki j	63.0)	71.6	**********	72.1
Mitigated Noise L	evels (with To	po and barrie	r attenu	ation)							
VehicleType	Leq Peak Hou	ır Leq Day	' L	.eq Eve	ening	Leq	Night		Ldn	CM	VEL
Autos:	63	8.8	61.9		60.1		54.1		62.7		63.3
Medium Trucks:	54	.7	53.2		46.8		45.3	3	53.7		54.0
Heavy Trucks:	56	5.3	54.9		45.9		47.1	1	55.5		55.6
Vehicle Noise:	64	.9	63.1		60.5		55.3	3	63.9		64.4

Scenario: First Floor With Wall Road Name: Schaefer Av.- Carpenter to Archib Lot Number:

SITE	SITE SPECIFIC INPUT DATA				NC	ISE MODE	EL INPUTS		
Highway Data	lighway Data					lard = 10, S	oft = 15)		
Average Daily	Traffic (Adt): 1	0,900 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Me	edium Truc	ks (2 Axles)	: 15		
Peak H	lour Volume:	1,090 vehicles		He	eavy Truck	s (3+ Axles)	: 15		
Ve	hicle Speed:	45 mph		Vehicle	Mix			,	
Near/Far La	ane Distance:	61 feet		Vel	nicleTvpe	Dav	Evenina	Niaht	Daily
Site Data					Au	tos: 77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height:	5.0 feet		N	ledium Tru	cks: 84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy Tru	cks: 86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	58.0 feet					·	****	
Centerline Dist.	to Observer:	78.0 feet	-	voise S	ource Elev		eet)		
Barrier Distance	to Observer:	20.0 feet			Autos:	0.000			
Observer Height	(Above Pad):	5.0 feet		Mealu	m Trucks:	2.297	Crada Adiu	otmonti	0.0
P	ad Elevation:	0.5 feet		Hea	vy Trucks:	8.006	Grade Adju	siment:	0.0
Ro	ad Elevation:	0.0 feet	L	Lane Eq	uivalent D)istance (in	feet)		
	Road Grade:	0.0%			Autos:	69.639			
	Left View:	-90.0 degrees		Mediu	m Trucks:	69.437			
	Right View:	90.0 degrees		Hea	vy Trucks:	71.833			
FUNALA ALASAA AAAA									
VehicleType		Troffic Flow	Dietanoo	Einito	Pood	Franci	Porrior Attor	Por	n Atton
Autos	60 34	1 59	2 20		1 20		Darrier Aller		0 700
Aulos. Medium Trucks:	77.62	-1.00	-2.20	1	-1.20	0.07	-5.70	0	-0.700
Heavy Trucks:	82 14	-10.02	-2.2-	+	-1.20	-0.02	-3.20	0	-0.200
Theavy Thucks.	02.14	-22.11	-2.70	J	-1.20	-0.07	0.00	0	0.000
Unmitigated Nois	e Levels (witho	ut Topo and bar	rier atten	uation)					
VehicleType	Leq Peak Hour	Leq Day	Leq Ev	/ening	Leq Ni	ght	Ldn	CN	IEL
Autos:	64.3	3 62.4	4	60.6		54.6	63.2		63.8
Medium Trucks:	55.4	1 53.9	9	47.5		46.0	54.4		54.6
Heavy Trucks:	55.	7 54.3	3	45.2		46.5	54.9		55.0
Vehicle Noise:	65.3	3 63.	5	61.0	1	55.7	64.3		64.8
Mitigated Noise L	evels (with Top	o and barrier att	tenuation))					
VehicleType	Leq Peak Hour	Leq Day	Leq Ev	/ening	Leq Ni	ght	Ldn	CN	IEL
Autos:	58.6	5 56.	7	54.9		48.9	57.5		58.1
Medium Trucks:	50.2	2 48.	7	42.3		40.8	49.2		49.4
Heavy Trucks:	55.	7 54.3	3	45.2		46.5	54.9		55.0
Vehicle Noise:	60.8	3 59.	1	55.6		51.3	59.8		60.2

Scenario: First Floor With Wall Road Name: Schaefer Av.- Archibald to Turner Lot Number:

SITE SPECIFIC INPUT DATA Highway Data							NOISE MO	ODE	L INPUTS	5	
Highway Data	ighway Data Average Daily Traffic (Adt): 7,900 vehicles					ditions	6 (Hard = 1	0, So	ft = 15)		
Average Daily	/ Traffic (Adt):	7,900 vehicle	S				Au	utos:	15		
Peak Hou	r Percentage:	10%			Med	dium Ti	rucks (2 Ax	les):	15		
Peak	Hour Volume:	790 vehicle	S		Hea	avy Tri	ıcks (3+ Ax	les):	15		
V	ehicle Speed:	45 mph		Ve	hicle N	liv					
Near/Far La	ane Distance:	61 feet			Vehi	cleTvn	e D	av	Evenina	Niaht	Daily
Site Data					Von	0,013p	Autos: 7	су 7.5%	12.9%	9.6%	97.42%
Ba	arrier Height:	0.0 feet			Ме	dium 🕻	Trucks: 8	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			H	leavy 7	Trucks: 8	6.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	58.0 feet		Ne	nica Ca	uraa E	lovations	(in fo	<u>atl</u>		
Centerline Dist	. to Observer:	78.0 feet		/vc	Jise 30				elj		
Barrier Distance	e to Observer:	20.0 feet			Madium	AUIC	DS: 0.0	00			
Observer Height	(Above Pad):	5.0 feet			Mealun	n Truck	(S: 2.2	297	Crada Adi	votroont	
F	Pad Elevation:	0.5 feet			Heavy	y Truci	(S. 8.U	00	Graue Auj	usimeni	. 0.0
Ro	oad Elevation:	0.0 feet		La	ne Equ	iivalen	t Distance	(in f	eet)		
	Road Grade:	0.0%				Auto	os: 72.00	00			
	Left View:	-90.0 degre	es		Mediun	n Truck	ks: 71.86	61			
	Right View:	90.0 degre	es		Heavy	y Trucł	ks: 71.83	33			
FHWA Noise Moo	lel Calculation	S									
VehicleType	REMEL	- Traffic Flow	Distanc	e	Finite I	Road	Fresnel		Barrier Atte	en Ber	rm Atten
Autos.	: 69.34	-2.97	-	2.48		-1.20	-0).41	0.0	00	0.000
Medium Trucks.	: 77.62	-20.21	-	2.47		-1.20	-0	0.57	0.0	00	0.000
Heavy Trucks.	: 82.14	-24.17	-	2.46		-1.20	-1	.04	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier at	tenua	ation)						
VehicleType	Leg Peak Hou	Ir Leg Day	/ Lea	g Eve	ning	Leq	Night		Ldn	C	NEL
Autos	: 62	2.7	60.8	•	59.0	•	53.0		61.6	1	62.2
Medium Trucks.	: 53	3.7	52.2		45.9		44.3		52.8		53.0
Heavy Trucks:	: 54	1.3	52.9		43.9		45.1		53.5		53.6
Vehicle Noise:	63	3.7	61.9		59.4		54.1	******	62.7		63.2
Mitigated Noise L	.evels (with To	po and barrie	r attenuat	ion)							
VehicleType	Leq Peak Hou	.r Leq Day	/ Leo	, Eve	ning	Leq	Night		Ldn	C	NEL
Autos:	62	2.7	60.8		59.0		53.0		61.6	I	62.2
Medium Trucks:	53	8.7	52.2		45.9		44.3		52.8		53.0
Heavy Trucks:	54	.3	52.9		43.9		45.1		53.5		53.6
Vehicle Noise:	63	3.7	61.9		59.4		54.1		62.7		63.2

Scenario: First Floor With Wall Road Name: Schaefer Av.- Turner to Haven Lot Number:

SITE	SITE SPECIFIC INPUT DATA										
Highway Data				Site Cor	nditions	: (Hard = 1	0, Sc	oft = 15)			
Average Daily	/ Traffic (Adt): 6	6,900 vehicles				A	ıtos:	15			
Peak Hou	r Percentage:	10%		Me	dium Ti	rucks (2 Ax	les):	15			
Peak	Hour Volume:	690 vehicles		He	avy Tru	ıcks (3+ Ax	les):	15			
V	ehicle Speed:	45 mph		Vohiclo	Mix						
Near/Far La	ane Distance:	61 feet		Venicie	icleTyp	ο Γ	av	Evening	Night	Daily	
Site Data				VOI		Autos: 7	ay 7.5%	12 9%	9.6%	97 42%	
D.	prior Hoight	E O fact		М	ledium T	Trucks: 8	4.8%	4.9%	10.3%	1.84%	
Barrier Type (0-1	Mall 1 Borm):	5.0 feet			Heavv 1	Trucks: 8	6.5%	2.7%	10.8%	0.74%	
Centerline D	ist to Barriar	0.0 58.0 feet			,						
Centerline Dist	to Observer	78.0 feet		Noise So	ource E	levations	(in fe	eet)			
Barrier Distance	to Observer:	20.0 feet			Auto	os: 0.0	00				
Observer Height	(Above Pad):	50 feet		Mediu	m Truck	(s: 2.2	97				
F	Pad Elevation:	0.5 feet		Heav	/y Truck	ks: 8.0	006	Grade Adj	ustment.	: 0.0	
Ra	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance	(in f	feet)	***		
	Road Grade:	0.0%			Auto	os: 69.63	9				
	Left View:	-90.0 degrees	3	Mediu	m Truck	ks: 69.43	37				
	Right View:	90.0 degrees	6	Heav	/y Truck	ks: 71.83	3				
FUNALA NIGIOG MAG									×		
VehicleType		Traffic Flow	Distance	Finito	Road	Erospo		Borrior Atte	n Por	mAtton	
Autos	69.34	-3 56		26	-1 20	11031101	07			8 700	
Medium Trucks	· 77 62	-20.80	-2.2	20	-1.20	(07	-5.7	00	-8.200	
Heavy Trucks	82.14	-24.00	-2.2	- - 16	-1.20	-(02	-0.2	00	0.200	
					1.20		.07	0.0		0.000	
Unmitigated Nois	e Levels (withou	it Topo and b	arrier attei	nuation)		N/L-11					
Venicie Type	Leq Peak Hour	Leq Day	Leq E	vening	Leq	Night		Lan	CI	VEL	
Aulos. Modium Trucks	· 52.0	5	0.4 1 0	00.7 45 5		02.0 44.0		61.Z		61.8 50.7	
Heavy Trucks	- 53.4	5	1.9 2.3	40.0		44.0		52.4 52.0		52.7	
Vehicle Noise	63.3	5.	1.5	43.3 50.0		44.J		52.9		55.0	
		U	1.0			55.7		02.5		02.0	
Mitigated Noise L	evels (with Topo	o and barrier a	attenuatio	n) - ·		<u> </u>					
venicie i ype	Ley reak Hour	Leq Day	Leq E	vening	Leq	ivignt		Lan	Cl		
Aulos: Medium Trucko:	0.00	54	4.1 6 7	53.0		40.9 20 0		55.5		55.1	
Heavy Trucks	40.Z	41 51	0.1 0.3	40.3 12 2		30.0 11 E		47.Z		41.5	
Vehicle Noise	50.0	5, 5,	2.J 7 1	40.0		44.0		52.9		53.0	
venicie Noise:	58.8	5	1.1	53.6		49.3		57.8		58.2	

Scenario: First Floor With Wall *Road Name:* Turner Av.- Shaefer to Avenue *Lot Number:*

SITE	SPECIFIC INF	PUT DATA			N	OISE M	ODE	L INPUTS	;	*********
Highway Data				Site Cor	nditions	(Hard = 1	'0, Sc	oft = 15)		
Average Daily	Traffic (Adt): 1 ⁻	1,700 vehicles				A	utos:	15	()	
Peak Hour	Percentage:	10%		Me	dium Tru	icks (2 A)	(les):	15		
Peak I	Hour Volume:	1,170 vehicles		He	eavy Truc	ks (3+ A)	des):	15		
. Ve	ehicle Speed:	40 mph		Vehicle	Miv					
Near/Far La	ane Distance:	24 feet		Venicie	nicleTvne	<i>[</i>	Dav	Evenina	Niaht	Daily
Site Data					μοιο 1 γρο Α	utos: 7	7.5%	12.9%	9.6%	97.42%
Ra	rrier Height:	50 foot		N	ledium Ti	ucks: 8	34.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm) [,]	0.0			Heavy Ti	ucks: 8	36.5%	2.7%	10.8%	0.74%
Centerline D	ist. to Barrier:	43.0 feet					/: E			
Centerline Dist.	to Observer:	63.0 feet		Noise S	ource El	evations	(IN TE	et)		
Barrier Distance	to Observer:	20.0 feet			Autos	s: 0.0	000			
Observer Height	(Above Pad):	5.0 feet		Meaiu		s: Z	297	Grada Adi	intmont	0.0
P	ad Elevation:	0.5 feet		пеа	vy Trucks	а. С. 8.	006	Graue Auji	istinent.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance	e (in f	feet)		
	Road Grade:	0.0%			Autos	: 61.6	56			
	Left View:	-90.0 degrees	6	Mediu	m Trucks	s: 61.4	16			
	Right View:	90.0 degrees	6	Hea	/y Trucks	: 61.8	97			
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow	Distance	ə Finite	Road	Fresne	1	Barrier Atte	n Ber	m Atten
Autos:	67.36	-0.76	-1	.47	-1.20		0.11	-6.08	30	-9.080
Medium Trucks:	76.31	-18.00	-1	.44	-1.20		0.04	-5.40	00	-8.400
Heavy Trucks:	81.16	-21.95	-1	.49	-1.20	-4	0.02	0.00	00	0.000
Unmitigated Nois	e l evels (witho	ut Topo and b	arrier att	enuation)						
VehicleType	Lea Peak Hour	Leg Dav	Lea	Evenina	Lea I	Viaht		Ldn	C/	VEL
Autos:	, 63.9	6	2.0	60.3		54.2		62.8		63.4
Medium Trucks:	55.7	7 54	4.2	47.8		46.3		54.7		55.0
Heavy Trucks:	56.5	5 5	5.1	46.1		47.3		55.7		55.8
Vehicle Noise:	65.2	2 6	3.4	60.7		55.6		64.1	Bildeling adam no candadarje	64.6
Mitigated Noise L	evels (with Top	o and barrier a	attenuatio	on)						
VehicleType	Leq Peak Hour	Leq Day	Leq	Evening	Leq I	Vight		Ldn	CN	VEL
Autos:	57.9	5	6.0	54.2		48.1		56.8		57.4
Medium Trucks:	50.3	4	8.8	42.4		40.9		49.3		49.6
Heavy Trucks:	56.5	5	5.1	46.1		47.3		55.7		55.8
Vehicle Noise:	60.7	<u> </u>	9.0	55.1		51.2		59.7		60.1

Scenario: First Floor With Wall *Road Name:* Turner Av.- Avenue to Edison *Lot Number:*

SITE	SPECIFIC IN	PUT DATA				NOISE MOD	EL INPUTS	
Highway Data				Site Co	onditions	s (Hard = 10, s	Soft = 15)	
Average Daily	Traffic (Adt): 1	4,000 vehicle	s			Auto	s <i>:</i> 15	
Peak Hou	r Percentage:	10%		N	ledium T	rucks (2 Axles	<i>):</i> 15	
Peak I	Hour Volume:	1,400 vehicles	S	ŀ	leavy Tru	ıcks (3+ Axles): 15	
" Ve	ehicle Speed:	40 mph		Vehicle	Mix			
Near/Far La	ane Distance:	24 feet		Ve	hicleTvp	e Dav	Evenina N	liaht Dailv
Site Data						Autos: 77.5	% 12.9%	9.6% 97.42%
Ba	orrier Height	50 feet		-	Medium 1	Trucks: 84.8	% 4.9%	10.3% 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy 7	Trucks: 86.5	% 2.7%	10.8% 0.74%
Centerline D	ist. to Barrier:	43.0 feet		Noice	Pouroo E	lovationa (in	fact	
Centerline Dist.	to Observer:	63.0 feet		NOISe	Source E		ieelj	
Barrier Distance	to Observer:	20.0 feet		Madi	Auto Sum Truck	os: 0.000		
Observer Height	(Above Pad):	5.0 feet		Ho	uni Tiuci ww.Truci	(S. 2.297 (S. 8.006	Grade Adius	tment: 0.0
P	ad Elevation:	0.5 feet		1100				
Ro	ad Elevation:	0.0 feet		Lane E	quivalen	t Distance (ii	n feet)	
	Road Grade:	0.0%			Auto	os: 61.656		
	Left View:	-90.0 degree	es	Medi	um Trucl	ks: 61.416		
	Right View:	90.0 degree	es	Hea	avy Truck	ks: 61.897		
FHWA Noise Mod	el Calculations	;						
VehicleType	REMEL	Traffic Flow	Distanc	e Finit	e Road	Fresnel	Barrier Atten	Berm Atten
Autos:	67.36	0.02	-	1.47	-1.20	0.1	1 -6.080) -9.080
Medium Trucks:	76.31	-17.22	-*	1.44	-1.20	0.04	4 -5.400	-8.400
Heavy Trucks:	81.16	-21.17	-'	1.49	-1.20	-0.02	2 0.000	0.000
Unmitigated Nois	e Levels (witho	out Topo and	barrier att	enuation)			
VehicleType	Leq Peak Hou	r Leq Day	/ Lea	Evening	Leq	Night	Ldn	CNEL
Autos:	64.	7	62.8	61.	0	55.0	63.6	64.2
Medium Trucks:	56.	5	54.9	48.	6	47.0	55.5	55.7
Heavy Trucks:	57.	3	55.9	46.	8	48.1	56.4	56.6
Vehicle Noise:	66.	0	64.2	61.	4	56.3	64.9	65.4
Mitigated Noise L	evels (with Top	o and barrier	r attenuati	on)				
VehicleType	Leq Peak Hour	r Leq Day	' Leq	l Evening	Leq	Night	Ldn	CNEL
Autos:	58.	6	56.7	55.	0	48.9	57.5	58.1
Medium Trucks:	51.	1 ·	49.5	43.	2	41.6	50.1	50.3
Heavy Trucks:	57.	3	55.9	46.	8	48.1	56.4	56.6
Vehicle Noise:	61.	4	59.8	55.	8	52.0	60.5	60.8

Scenario: First Floor With Wall *Road Name:* Haven Av.- Shaefer to Edison *Lot Number:*

SITE	SPECIFIC IN	PUT DATA					NOISE	MODE		5	
Highway Data				Si	ite Cor	ndition	s (Hard	= 10, Se	oft = 15)		
Average Daily	Traffic (Adt):	33,600 vehicle	s					Autos:	15		
Peak Hour	r Percentage:	10%			Ме	edium T	rucks (2	Axles):	15		
Peak H	Hour Volume:	3,360 vehicle	s		He	eavy Tr	ucks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		V	ohiclo	Miv					
Near/Far La	ane Distance:	57 feet			Veh	nicleTvr		Dav	Evenina	Niaht	Daily
Site Data						liololyp	Autos:	77.5%	6 12.9%	9.6%	97 42%
Ra	rrier Height:	5 0 foot			М	ledium	Trucks:	84.8%	6 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Berm):	0.0				Heavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	62.0 feet						<i></i>			
Centerline Dist.	to Observer:	82.0 feet		N	oise Se	ource E	levatio	ns (in f	eet)		
Barrier Distance	to Observer:	20.0 feet				Aut	os:	0.000			
Observer Height	(Above Pad):	5.0 feet			Mediu	m Iruc —	ks: ,	2.297	Over el e A el é		
P	ad Elevation:	0.5 feet			Heav	/y Truc	KS:	8.006	Grade Adj	ustment:	0.0
Ro	ad Elevation:	0.0 feet		Lá	ane Eq	uivaleı	nt Distai	nce (in	feet)		
	Road Grade:	0.0%				Aut	os: 75	5.335			
	Left View:	-90.0 degree	es		Mediu	m Truc	ks: 75	5.154			
	Right View:	90.0 degree	es		Heav	/y Truc	ks: 76	5.929			
FLUA/A Naina Mad											
VehicleType		Traffic Flow	Distar		Finito	Road	Fros	nol	Barrior Atte	n Bor	m Atton
Autos:	67.36	3.82	Distai	-2 77	1 111110	-1 20	1103	0.06			
Medium Trucks:	76.31	-13.41		-2.76		-1.20	,)	0.00	-5.0	00	-8.200
Heavy Trucks:	81.16	-17.37		-2.91		-1.20	,)	-0.01	0.0	00	0.200
											0.000
Unmitigated Nois	e Levels (witho	out lopo and	barrier a	attenua	ation)	1			1 -1		(C 1
Venicie i ype	Leq Peak Hou	r Leq Day		eq Eve	ening 62 E	Lec	ivignt 57	E		Cr	NEL
Aulos. Medium Trucks:	58	Ω	00.3 57 /		51 1		57	.0 .5	00. I		00.7 50.2
Heavy Trucks:	50.	. 5 7	583		10.2		49 50	5	58.8		50.Z
Vehicle Noise:	68	Λ	50.5 66.6		63.0	in and a distillar to a characterized as specify	58	. <u></u> Я	67.4		67.0
			00.0		00.5			.0	07.4		07.9
Mitigated Noise L	evels (with Top	oo and barrier	r attenua	ntion)							
veriicie i ype	се геак нои	r Leq Day	Le <u>L</u> e	eq ⊑ve	ning	Lec		0	Lan	Cr	
Autos: Modium Truckov	01. 50	0 7	59.1 52.2		57.9		51	9 2	60.5		61.1
	03. E0	ו ד	52.2		40.9		44. 50	ວ ຬ	52.8		53.0
Heavy Trucks:	59.	ן ס	00.0 60 F		49.2		50.	ວ 7	58.8		59.0
venicie ivoise:	64.	2	62.5		58.7		54.	1	63.2		63.6

Scenario: First Floor With Wall *Road Name:* Haven Av.- s/o Edison *Lot Number:*

SITE SPECIFIC INPUT DATA Highway Data				NOISE MODEL INPUTS						
Highway Data				Site Cor	nditions	(Hard = 10, S	Soft = 15)			
Average Daily	Traffic (Adt): 2	4,900 vehicles				Autos	s: 15			
Peak Hour	r Percentage:	10%		Me	ədium Trι	icks (2 Axles) <i>:</i> 15			
Peak I	Hour Volume:	2,490 vehicles		He	eavy Truc	ks (3+ Axles): 15			
Ve	ehicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ane Distance:	57 feet		Vel	nicleTvpe	Dav	Evenina	Night Daily		
Site Data						utos: 77.5	% 12.9%	9.6% 97.42%		
Ba	rrier Height:	50 feet		N	ledium Tr	ucks: 84.8	% 4.9%	10.3% 1.84%		
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy Tr	ucks: 86.5	% 2.7%	10.8% 0.74%		
Centerline D	ist. to Barrier:	62.0 feet		Naio			<u> </u>			
Centerline Dist.	to Observer:	82.0 feet		Noise S	ource El	evations (in	feet)			
Barrier Distance	to Observer:	20.0 feet			Autos	: 0.000				
Observer Height	(Above Pad):	5.0 feet		Meaiu	IT I TUCKS	S: 2.297	Crada Adiu	otmont: 0.0		
P	ad Elevation:	0.5 feet		неа	vy Trucks	8.006	Graue Auju	sument. 0.0		
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance (in	feet)			
	Road Grade:	0.0%			Autos	: 75.335				
	Left View:	-90.0 degrees		Mediu	m Trucks	: 75.154				
	Right View:	90.0 degrees		Hea	vy Trucks	: 76.929				
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atter	n Berm Atten		
Autos:	67.36	2.52	-2.7	77	-1.20	0.06	-5.60	-8.600		
Medium Trucks:	76.31	-14.72	-2.7	76	-1.20	0.02	-5.20	-8.200		
Heavy Trucks:	81.16	-18.67	-2.9	91	-1.20	-0.01	0.00	0.000		
Unmitigated Nois	e I evels (witho	ut Topo and bar	rier attei	nuation)						
VehicleType	Lea Peak Hour	Lea Dav	Lea E	Evenina	Lea I	Viaht	l dn	CNFI		
Autos:	, 65.9	64.	0	62.2		56.2	64.8	65.4		
Medium Trucks:	57.6	5 56.	1	49.8		48.2	56.7	56.9		
Heavy Trucks:	58.4	4 57.0	C	47.9		49.2	57.5	57.7		
Vehicle Noise:	67.1	l 65.	3	62.6		57.5	66.1	66.6		
Mitigated Noise L	evels (with Top	o and barrier at	enuation	n)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq N	light	Ldn	CNEL		
Autos:	60.3	3 58.4	4	56.6	4	50.6	59.2	59.8		
Medium Trucks:	52.4	l 50.9	Э	44.6		43.0	51.5	51.7		
Heavy Trucks:	58.4	↓ <u>57.</u> 0	2	47.9		49.2	57.5	57.7		
Vehicle Noise:	62.9) 61.2	2	57.4		53.4	61.9	62.3		

Scenario: Second Floor With Wall Road Name: Archibald Av.- Schaefer to Avenu Lot Number:

SITE	SPECIFIC IN	PUT DATA			P	NOISE MOD	EL INPUTS	
Highway Data				Site Cor	ditions	(Hard = 10, S	Soft = 15)	
Average Daily	Traffic (Adt): 3	9,400 vehicles				Autos	s: 15	
Peak Hou	r Percentage:	10%		Me	dium Tr	ucks (2 Axles): 15	
Peak I	Hour Volume:	3,940 vehicles		He	avy Tru	cks (3+ Axles): 15	
Ve	ehicle Speed:	50 mph		Vehicle	Mix			
Near/Far La	ane Distance:	81 feet	-	Veh	icleTvne	e Dav	Evening N	light Daily
Site Data						Autos: 77.5	% 12.9%	9.6% 97.42%
Ba	rrier Height:	6.0 feet		М	edium T	rucks: 84.8	% 4.9% 1	0.3% 1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0		1	Heavy T	rucks: 86.5	% 2.7% 1	0.8% 0.74%
Centerline D	ist. to Barrier:	75.0 feet		Noice C		lavatiana (in	5	
Centerline Dist.	to Observer:	95.0 feet		NOISe 30			leel)	
Barrier Distance	to Observer:	20.0 feet		Madiu	AUIO AUIO	s: 0.000		
Observer Height	(Above Pad):	14.0 feet		Mediu	III I TUCK	s: 2.297	Grada Adiua	mont: 0.0
P	ad Elevation:	0.5 feet	_	пеач	у писк	S. 8.006		mem. 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance (in	feet)	
	Road Grade:	0.0%			Auto	s: 87.149		
	Left View:	-90.0 degrees		Mediu	m Truck	s: 86.797		
	Right View:	90.0 degrees		Heav	vy Truck	s: 86.180		
FHWA Noise Mod	el Calculations	Sano (12-11-11-11-11-11-11-11-11-11-11-11-11-1						
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atten	Berm Atten
Autos:	71.12	3.55	-3.7	′2	-1.20	-0.71	0.000	0.000
Medium Trucks:	78.79	-13.69	-3.7	' 0	-1.20	-0.86	0.000	0.000
Heavy Trucks:	83.02	-17.65	-3.6	65	-1.20	-1.31	0.000	0.000
Unmitigated Nois	e Levels (witho	ut Topo and ba	arrier atter	nuation)				
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq	Night	Ldn	CNEL
Autos:	69.7	7 67	' .8	66.1		60.0	68.6	69.3
Medium Trucks:	60.2	2 58	3.7	52.3		50.8	59.3	59.5
Heavy Trucks:	60.5	5 59).1	50.1		51.3	59.7	59.8
Vehicle Noise:	70.6	68	3.8	66.4		61.0	69.6	70.1
Mitigated Noise L	evels (with Top	o and barrier a	ttenuatior	ו)				
VehicleType	Leq Peak Hour	Leq Day	Leq E	vening	Leq	Night	Ldn	CNEL
Autos:	69.7	' 67	' .8	66.1		60.0	68.6	69.3
Medium Trucks:	60.2	2 58	3.7	52.3		50.8	59.3	59.5
Heavy Trucks:	60.5	59	9.1	50.1		51.3	59.7	59.8
Vehicle Noise:	70.6	68	3.8	66.4		61.0	69.6	70.1

Scenario: Second Floor With Wall Road Name: Archibald Av.- Avenue to Edison Lot Number:

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt): 3	8,100 vehicles	6			Autos	s: 15			
Peak Hour	Percentage:	10%		Me	edium Ti	rucks (2 Axles) <i>:</i> 15			
Peak F	lour Volume:	3,810 vehicles	6	He	eavy Tru	icks (3+ Axles): 15			
Ve	hicle Speed:	50 mph		Vehicle	Mix			P.		
Near/Far La	ne Distance:	81 feet		Venicle	nicleTvn	e Dav	Evening	Night Daily		
Site Data						Autos: 77.5	% 12.9%	9.6% 97.42%		
Ba	rrier Height	60 feet		N	ledium T	Trucks: 84.8	% 4.9%	10.3% 1.84%		
Barrier Type (0-W	/all_1-Berm) [.]	0.0			Heavy 7	Trucks: 86.5	% 2.7%	10.8% 0.74%		
Centerline Di	st. to Barrier:	75.0 feet		Naiza C			F ₋ - 4)			
Centerline Dist.	to Observer:	95.0 feet		Noise S	ource E	ievations (in	Teet)			
Barrier Distance	to Observer:	20.0 feet		h de alla	Auto	os: 0.000				
Observer Height	(Above Pad):	14.0 feet		Mediu		(S: 2.297	Grada Adiu	stmont: 00		
P	ad Elevation:	0.5 feet		пеа	vy muci	<i>IS.</i> 0.000				
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance (ir	i feet)			
	Road Grade:	0.0%			Auto	os: 87.149				
	Left View:	-90.0 degree	es	Mediu	m Truck	ks: 86.797				
	Right View:	90.0 degree	es	Hea	vy Truck	ks: 86.180				
FHWA Noise Mod	el Calculations	;								
VehicleType	REMEL	Traffic Flow	Distance	ə Finite	Road	Fresnel	Barrier Atten	Berm Atten		
Autos:	71.12	3.40	-3	3.72	-1.20	-0.71	0.00	0 0.000		
Medium Trucks:	78.79	-13.84	-3	8.70	-1.20	-0.86	§ 0.00	0.000		
Heavy Trucks:	83.02	-17.79	-3	8.65	-1.20	-1.31	0.00	0 0.000		
Unmitigated Noise	e Levels (witho	out Topo and I	barrier att	enuation)						
VehicleType	Leq Peak Hou	r Leq Day	Leq	Evening	Leq	Night	Ldn	CNEL		
Autos:	69.	6 (67.7	65.9		59.9	68.5	69.1		
Medium Trucks:	60.	1 :	58.6	52.2		50.6	59.1	59.3		
Heavy Trucks:	60.	4 .	59.0	49.9		51.2	59.5	59.7		
Vehicle Noise:	70.	5 (68.7	66.2		60.9	69.4	70.0		
Mitigated Noise L	evels (with Top	oo and barrier	attenuati	on)						
VehicleType	Leq Peak Hou	r Leq Day	Leq	Evening	Leq	Night	Ldn	CNEL		
Autos:	69.	6 6	67.7	65.9		59.9	68.5	69.1		
Medium Trucks:	60.	1 :	58.6	52.2		50.6	59.1	59.3		
Heavy Trucks:	60.	4	59.0	49.9		51.2	59.5	59.7		
Vehicle Noise:	70.	5 (68.7	66.2		60.9	69.4	70.0		

Scenario: Second Floor With Wall Road Name: Edison Av.- Carpenter to Archibal Lot Number: Project Name: The Avenue Specific Plan Noise Job Number: 2718 Analyst: F.Sotelo

SITE	SPECIFIC IN	PUT DATA			N	IOISE MOE	EL INPUTS		
Highway Data				Site Cor	nditions	(Hard = 10,	Soft = 15)		
Average Daily	Traffic (Adt): 4	8,300 vehicles				Auto	s: 15		
Peak Hour	Percentage:	10%		Me	dium Tru	icks (2 Axles	s): 15		
Peak H	lour Volume:	4,830 vehicles		He	eavy Truc	cks (3+ Axles	s): 15		
Ve	hicle Speed:	50 mph		Vehicle	Mix			p.	
Near/Far La	ane Distance:	99 feet		Veł	nicleType	Dav	Evenina	Niaht	Daily
Site Data						Autos: 77.5	5% 12.9%	9.6%	97.42%
Ba	rrier Height:	70 feet		M	ledium Ti	rucks: 84.8	3% 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy Ti	rucks: 86.5	5% 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	80.0 feet		Noine C	ouroo El	ovetiene (in	fact		
Centerline Dist.	to Observer:	100.0 feet		Noise 3			Teely		
Barrier Distance	to Observer:	20.0 feet		Madin	AUtos Trucelu	S: 0.000) ,		
Observer Height	(Above Pad):	14.0 feet		Hoa	m Truck	S. 2.297	Grade Adiu	stment:	0.0
P	ad Elevation:	0.5 feet		nea		<i>.</i> 0.000		Simoni.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance (i	n feet)		
	Road Grade:	0.0%			Autos	s: 88.091			
	Left View:	-90.0 degrees		Mediu	m Trucks	s: 87.742			
	Right View:	90.0 degrees		Hear	vy Trucks	s: 87.132			
FHWA Noise Mod	el Calculations	,							
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atter	n Berm	n Atten
Autos:	71.12	4.43	-3.	79	-1.20	-0.4	8 0.00	0	0.000
Medium Trucks:	78.79	-12.81	-3.7	77	-1.20	-0.6	0.00	0	0.000
Heavy Trucks:	83.02	-16.76	-3.	72	-1.20	-0.9	6 0.00	0	0.000
Unmitigated Nois	e Levels (witho	ut Topo and ba	arrier atte	nuation)					
VehicleType	Leg Peak Hour	Leq Day	Leg E	Evening	Legi	Night	Ldn	CN	EL
Autos:	70.	6 68	3.7	66.9	· · ·	60.8	69.5		70.1
Medium Trucks:	61.0	0 59	9.5	53.1		51.6	60.1		60.3
Heavy Trucks:	61.3	3 59	9.9	50.9		52.1	60.5		60.6
Vehicle Noise:	71.	5 69	9.6	67.2	2001/1001/00000000000000000000000000000	61.8	70.4		70.9
Mitigated Noise L	evels (with Top	o and barrier a	ttenuatio	n)					
VehicleType	Leq Peak Hour	· Leq Day	Leq E	Evening	Leq I	Vight	Ldn	CNI	EL
Autos:	70.0	6 68	3.7	66.9		60.8	69.5		70.1
Medium Trucks:	61.0	0 59	9.5	53.1		51.6	60.1		60.3
Heavy Trucks:	61.3	3 59	9.9	50.9		52.1	60.5		60.6
Vehicle Noise:	71.	5 69	9.6	67.2		61.8	70.4		70.9

Thursday, September 11, 2008

Scenario: Second Floor With Wall *Road Name:* Edison Av.- Archibald to Turner *Lot Number:*

SITE	SPECIFIC IN	PUT DATA			P	NOISE MOI	DEL INPUT	S		
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt): 4	5,400 vehicles	8			Auto	os: 15			
Peak Hour	Percentage:	10%		Me	edium Tr	ucks (2 Axle	s): 15			
Peak H	lour Volume:	4,540 vehicles	S	He	eavy Tru	cks (3+ Axle	s): 15			
Ve	hicle Speed:	50 mph		Vehicle	Mix			A		
Near/Far La	ne Distance:	99 feet		Veł	nicleType	ə Day	/ Evening	Night	Daily	
Site Data						Autos: 77.	5% 12.9%	9.6%	97.42%	
Ba	rrier Height:	7.0 feet		M	ledium T	rucks: 84.	8% 4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy T	rucks: 86.	5% 2.7%	10.8%	0.74%	
Centerline Di	ist. to Barrier:	80.0 feet		Noise S	ource F	levations (in	foot)			
Centerline Dist.	to Observer:	100.0 feet		110/00 0	Auto					
Barrier Distance	to Observer:	20.0 feet		Modiu	Auto m Truck	S. 0.000	7			
Observer Height	(Above Pad):	14.0 feet		Wealu		S. 2.29	i Grado Ad	ustmont.	0.0	
P	ad Elevation:	0.5 feet		пеа	vy Truck	S. 0.000		usuneni.	0.0	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance (i	n feet)			
	Road Grade:	0.0%			Auto	s: 88.091				
	Left View:	-90.0 degree	es	Mediu	m Truck	s: 87.742				
	Right View:	90.0 degree	es	Hea	vy Truck	s: 87.132				
FHWA Noise Mod	el Calculations	5						A1		
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier Atte	en Ber	m Atten	
Autos:	71.12	4.16	-3.	79	-1.20	-0.4	8 0.0	00	0.000	
Medium Trucks:	78.79	-13.08	-3.	77	-1.20	-0.6	0.0	00	0.000	
Heavy Trucks:	83.02	-17.03	-3.	72	-1.20	-0.9	6 0.0	00	0.000	
Unmitigated Nois	e Levels (witho	out Topo and I	barrier atte	nuation)						
VehicleType	Leq Peak Hou	r Leq Day	Leq	, Evening	Leq	Night	Ldn	CN	VEL	
Autos:	70.	3 (68.4	66.6	· · · · ·	60.6	69.2		69.8	
Medium Trucks:	60.	8 ;	59.2	52.9		51.3	59.8	;	60.0	
Heavy Trucks:	61.	1 :	59.6	50.6		51.9	60.2	!	60.3	
Vehicle Noise:	71.	2 (69.4	66.9		61.6	70.1		70.7	
Mitigated Noise L	evels (with Top	o and barrier	attenuatio	n)						
VehicleType	Leq Peak Hou	r Leq Day	Leq	Evening	Leq	Night	Ldn	CN	IEL	
Autos:	70.	3 (68.4	66.6		60.6	69.2		69.8	
Medium Trucks:	60.	8 5	59.2	52.9		51.3	59.8	i	60.0	
Heavy Trucks:	61.	1 :	59.6	50.6		51.9	60.2		60.3	
Vehicle Noise:	71.	2 6	69.4	66.9		61.6	70.1		70.7	

Scenario: Second Floor With Wall *Road Name:* Edison Av.- Turner to Haven *Lot Number:* Project Name: The Avenue Specific Plan Noise Job Number: 2718 Analyst: F.Sotelo

SITE	SPECIFIC IN	PUT DATA					NOISE	MODE		3		
Highway Data				S	Site Conditions (Hard = 10, Soft = 15)							
Average Daily	Traffic (Adt):	58,400 vehicle	S					Autos:	15			
Peak Hour	r Percentage:	10%			Мє	dium T	rucks (2	Axles):	15			
Peak I	Hour Volume:	5,840 vehicle	S		He	avy Tru	ucks (3+	Axles):	15			
Ve	ehicle Speed:	50 mph		V	ehicle	Miy						
Near/Far La	ane Distance:	99 feet			Veh	icleTvp)e	Dav	Evenina	Niaht	Dailv	
Site Data						1010177	Autos:	77.5%	6 12.9%	9.6%	97.42%	
Ba	rrier Height:	75 foot			М	edium '	Trucks:	84.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall. 1-Berm):	0.0			1	Heavy	Trucks:	86.5%	6 2.7%	10.8%	0.74%	
Centerline D	ist. to Barrier:	80.0 feet			alaa O		-1	- /! 6	4)			
Centerline Dist.	to Observer:	100.0 feet		N	oise So		revation		eet)			
Barrier Distance	to Observer:	20.0 feet			Madin	AUto Auto	os: Lec	0.000				
Observer Height	(Above Pad):	14.0 feet			wealu	m Truci	KS:	2.297	Crada Adi	untmont		
P	ad Elevation:	0.5 feet			neav	y muci	KS:	8.006	Graue Auji	usument.	0.0	
Ro	ad Elevation:	0.0 feet		La	ane Eq	uivaler	nt Distan	ce (in i	feet)			
	Road Grade:	0.0%				Auto	os: 88	.091				
	Left View:	-90.0 degre	es		Mediu	m Truci	ks: 87	.742				
	Right View:	90.0 degree	es		Heav	y Trucl	ks: 87	.132				
FHWA Noise Mod	el Calculations	5										
VehicleType	REMEL	Traffic Flow	Distar	nce	Finite	Road	Fres	nel	Barrier Atte	n Ber	m Atten	
Autos:	71.12	5.26		-3.79		-1.20	l	-0.37	0.0	00	0.000	
Medium Trucks:	78.79	-11.98		-3.77		-1.20		-0.48	0.0	00	0.000	
Heavy Trucks:	83.02	-15.94		-3.72		-1.20		-0.80	0.0	00	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barrier a	attenu	ation)							
VehicleType	Leq Peak Hou	r Leq Day	/ L	eq Eve	, ening	Leg	Night		Ldn	Cl	VEL	
Autos:	71	.4	69.5		67.7		61.	7	70.3		70.9	
Medium Trucks:	61.	.8	60.3		54.0		52.	4	60.9		61.1	
Heavy Trucks:	62.	.2	60.7		51.7		53.	C	61.3		61.4	
Vehicle Noise:	72	.3	70.5		68.0		62.	6	71.2		71.8	
Mitigated Noise L	evels (with Top	oo and barriei	r attenua	ation)								
VehicleType	Leq Peak Hou	r Leq Day	′ Le	eq Eve	ening	Leq	Night		Ldn	CN	VEL	
Autos:	71.	.4	69.5		67.7		61.	7	70.3		70.9	
Medium Trucks:	61.	8	60.3		54.0		52.4	4	60.9		61.1	
Heavy Trucks:	62.	2	60.7		51.7		53.	D	61.3		61.4	
Vehicle Noise:	72.	3	70.5		68.0		62.	6	71.2		71.8	

Thursday, September 11, 2008

Scenario: Second Floor With Wall Road Name: Schaefer Av.- Carpenter to Archib Lot Number:

SITE	SPECIFIC IN	PUT DATA			1	NOISE M	ODE	L INPUTS		
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt):	10,900 vehicle	s			A	utos:	15		
Peak Hour	Percentage:	10%		Me	edium Ti	rucks (2 Ax	des):	15		
Peak H	Hour Volume:	1,090 vehicle	S	He	avy Tru	cks (3+ Ax	les):	15		
Ve	ehicle Speed:	45 mph		Vehicle	Miv					
Near/Far La	ane Distance:	61 feet		Venicle	nicleTvn	е <i>Г</i>)av	Evenina	Niaht	Daily
Site Data						Autos: 7	7.5%	12.9%	9.6%	97.42%
Ba	rrior Hoight:	50 foot		M	ledium 1	rucks: 8	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall 1-Rerm) [.]	0.0			Heavy 1	rucks: 8	6.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	58.0 feet					<i>// -</i>			
Centerline Dist.	to Observer:	78.0 feet		Noise S	ource E	levations	(in fe	et)		
Barrier Distance	to Observer:	20.0 feet			Auto	os: 0.0	000			
Observer Height	(Above Pad):	14.0 feet		Mediu	m Iruck	(s: 2.2	297	Crada Adi		0.0
 Р	ad Elevation:	0.5 feet		неа	у тиск	(S: 8.0	006	Grade Adjt	sinen:	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance	e (in f	eet)		
	Road Grade:	0.0%			Auto	os: 73.23	39			
	Left View:	-90.0 degre	es	Mediu	m Truck	ks: 72.8	19			
	Right View:	90.0 degree	es	Hea	/y Truck	s: 72.08	33			
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresne	1	Barrier Atte	n Beri	m Atten
Autos:	69.34	-1.58	-2.	59	-1.20	-().84	0.00	00	0.000
Medium Trucks:	77.62	-18.82	-2.	55	-1.20	-1	1.05	0.00	00	0.000
Heavy Trucks:	82.14	-22.77	-2	49	-1.20	-1	1.68	0.00	00	0.000
Unmitigated Nois	e Levels (witho	out Topo and	barrier atte	nuation)						
VehicleType	Leg Peak Hou	r Leq Day	/ Leg I	Evening	Leq	Night		Ldn	CN	IEL
Autos:	, 64.	.0	62.1	60.3	L	54.3		62.9		63.5
Medium Trucks:	55.	.1	53.5	47.2		45.6		54.1		54.3
Heavy Trucks:	55.	.7	54.3	45.2		46.5		54.8		55.0
Vehicle Noise:	65.	.0	63.2	60.6		55.4		64.0	i - and an	64.5
Mitigated Noise L	evels (with Top	oo and barrie	r attenuatio	n)						
VehicleType	Leq Peak Hou	r Leq Day	∕ Leq l	Evening	Leq	Night		Ldn	CN	IEL
Autos:	64.	0	62.1	60.3		54.3		62.9	a constant of agreement	63.5
Medium Trucks:	55.	.1	53.5	47.2		45.6		54.1		54.3
Heavy Trucks:	55.	7	54.3	45.2		46.5		54.8	800-00-00-00-00-00-00-00-00-00-00-00-00-	55.0
Vehicle Noise:	65.	0	63.2	60.6		55.4		64.0		64.5

Scenario: Second Floor With Wall Road Name: Schaefer Av.- Archibald to Turner Lot Number:

				NOISE MODEL INPUTS							
Highway Data				S	ite Cor	ditions	s (Hard =	10, So	oft = 15)		
Average Daily	Traffic (Adt):	7,900 vehicle	s					Autos:	15		
Peak Hour	[.] Percentage:	10%			Ме	dium Ti	rucks (2 /	Axles):	15		
Peak H	lour Volume:	790 vehicle	s		He	avy Tru	ıcks (3+ /	Axles):	15		
Ve	hicle Speed:	45 mph		V	ehicle	Mix					
Near/Far La	ane Distance:	61 feet		-	Veh	icleTyp	e	Dav	Evening	Night	Daily
Site Data						,,	Autos:	77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Height	0.0 feet			М	edium T	Trucks:	84.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0				Heavy T	Trucks:	86.5%	<i>а</i> 2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	58.0 feet			laise S		lovation	o (in f	no.4)		
Centerline Dist.	to Observer:	78.0 feet		/	0158 30		ievalion		eu		
Barrier Distance	to Observer:	20.0 feet			Modiu	AUIC					
Observer Height	(Above Pad):	14.0 feet			Hoa	m mucr w Trucl	13. Z	2.297	Grade Adi	ustment	· 0 0
P	ad Elevation:	0.5 feet			Tiear	/y 1100r		5.000			0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	os: 73.	239			
	Left View:	-90.0 degree	es		Mediu	m Trucł	ks: 72.	819			
	Right View:	90.0 degree	es		Heav	/y Trucł	ks: 72.	083			
FHWA Noise Mod	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Distan	ice	Finite	Road	Fresr	nel	Barrier Atte	en Ber	m Atten
Autos:	69.34	-2.97		-2.59		-1.20		-3.01	0.0	00	0.000
Medium Trucks:	77.62	-20.21		-2.55		-1.20		-3.42	0.0	00	0.000
Heavy Trucks:	82.14	-24.17		-2.49		-1.20		-4.53	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier a	ttenu	ation)						
VehicleType	Leq Peak Hou	r Leq Day	' Le	eq Eve	əning	Leq	Night		Ldn	Cl	VEL
Autos:	62	.6	60.7		58.9		52.9)	61.5		62.1
Medium Trucks:	53	.7	52.1		45.8		44.2	2	52.7		52.9
Heavy Trucks:	54	.3	52.9		43.8		45.1		53.4		53.6
Vehicle Noise:	63	.6	61.8		59.2		54.0)	62.6		63.1
Mitigated Noise L	evels (with Top	oo and barrie	r attenua	tion)							
VehicleType	Leq Peak Hou	r Leq Day	' Le	əq Eve	əning	Leq	Night		Ldn	CI	VEL
Autos:	62	.6	60.7		58.9		52.9)	61.5		62.1
Medium Trucks:	53	.7	52.1		45.8		44.2	2	52.7		52.9
Heavy Trucks:	54	.3	52.9		43.8	ومراجع والمتنافق	45.1		53.4		53.6
Vehicle Noise:	63	.6	61.8		59.2		54.0)	62.6		63.1

Scenario: Second Floor With Wall Road Name: Schaefer Av.- Turner to Haven Lot Number:

SITE	SPECIFIC IN	PUT DATA			l	NOISE MO	DDEI	. INPUTS	;		
Highway Data				Site Conditions (Hard = 10, Soft = 15)							
Average Daily	· Traffic (Adt):	6,900 vehicles				Αι	itos:	15			
Peak Hou	r Percentage:	10%		Me	edium Tr	ucks (2 Ax	les):	15			
Peak I	Hour Volume:	690 vehicles		He	eavy Tru	cks (3+ Ax	les):	15			
Ve	ehicle Speed:	45 mph		Vehicle	Mix						
Near/Far La	ane Distance:	61 feet		Veł	nicleType	e D	av	Evening	Night	Daily	
Site Data						Autos: 7	, 7.5%	12.9%	9.6%	97.42%	
Ba	nrier Height:	5.0 feet		M	ledium T	rucks: 8	4.8%	4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy T	rucks: 8	6.5%	2.7%	10.8%	0.74%	
Centerline D	ist. to Barrier:	58.0 feet		Noise S	ourco E	lovations	(in fo	of	······································		
Centerline Dist.	to Observer:	78.0 feet		NUISE 5				eıj			
Barrier Distance	to Observer:	20.0 feet		Modiu	Auto m Truck	S. 0.0	000				
Observer Height	(Above Pad):	14.0 feet		Hoa	M Truck	ა. Հ.Հ ო. მი	.97	Grade Adii	istment	· 0 0	
F	Pad Elevation:	0.5 feet		Tiea	y TIUCK	<i>s.</i> o.u	00		Journem.	0.0	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distance	(in fe	eet)			
	Road Grade:	0.0%			Auto	s: 73.23	9				
	Left View:	-90.0 degrees	S	Mediu	m Truck	s: 72.81	9				
	Right View:	90.0 degrees	S	Hear	/y Truck	s: 72.08	33				
FHWA Noise Mod	lel Calculations										
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	E	Barrier Atte	n Ber	m Atten	
Autos:	69.34	-3.56	-2.	59	-1.20	-0	.84	0.0	00	0.000	
Medium Trucks:	77.62	-20.80	-2.	55	-1.20	-1	.05	0.0	00	0.000	
Heavy Trucks:	82.14	-24.76	-2.	49	-1.20	-1	.68	0.0	00	0.000	
Unmitigated Nois	e Levels (witho	ut Topo and b	arrier atte	nuation)							
VehicleType	Leq Peak Hour	Leq Day	Leq I	zvening	Leq	Night		Ldn	Cl	VEL	
Autos:	62.0) 6	0.1	58.3	3	52.3		60.9		61.5	
Medium Trucks:	53.1	1 5	1.6	45.2		43.7		52.1		52.3	
Heavy Trucks:	53.7	7 5	2.3	43.2		44.5		52.8		53.0	
Vehicle Noise:	63.7	1 6	1.3	58.7	an anna an ta Mara Anna Anna an Anna	53.4		62.0		62.5	
Mitigated Noise L	evels (with Top	o and barrier	attenuatio	n)							
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	Cl	VEL	
Autos:	62.0) 6	0.1	58.3	•	52.3		60.9		61.5	
Medium Trucks:	53.7	1 5	1.6	45.2		43.7		52.1		52.3	
Heavy Trucks:	53.7	7 5	2.3	43.2		44.5		52.8		53.0	
Vehicle Noise:	63.7	1 6	1.3	58.7		53.4		62.0		62.5	

Scenario: Second Floor With Wall *Road Name:* Turner Av.- Shaefer to Avenue *Lot Number:*

SITE	SPECIFIC INF	UT DATA	EARTERN USE ON TOTAL PROPERTY OF A LOCAL STREET		N	IOISE MO	DDEL	. INPUTS	;	
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt): 1'	,700 vehicles	3			Aι	ıtos:	15		
Peak Hour	Percentage:	10%		Me	dium Tri	ucks (2 Ax	les):	15		
Peak H	Hour Volume: ´	1,170 vehicles	6	He	avy Truc	cks (3+ Ax	les):	15		
Ve	ehicle Speed:	40 mph		Vehicle	Miy					
Near/Far La	ne Distance:	24 feet		Veh	nicleTvpe		av	Evenina	Niaht	Dailv
Site Data						Autos: 7		12.9%	9.6%	97.42%
Ba	rrier Height:	50 feet		М	edium Ti	rucks: 84	4.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy T	rucks: 80	6.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	43.0 feet		Noine C			(: f	41		
Centerline Dist.	to Observer:	63.0 feet		Noise Se	Surce El	evations (in ree	<i>et)</i>		
Barrier Distance	to Observer:	20.0 feet			Autos	s: 0.0	00			
Observer Height	(Above Pad):	14.0 feet		Meaiu	m Truck	s: 2.2	.97 	Crada Adi	otmont	0.0
P	ad Elevation:	0.5 feet		Heav	y Truck	s. 8.0	06 (Slaue Aujt	istinent.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance	(in fe	et)		
	Road Grade:	0.0%			Autos	s: 63.52	4			
	Left View:	-90.0 degree	es	Mediu	m Truck	s: 63.03	9			
	Right View:	90.0 degree	es	Heav	/y Trucks	s: 62.18	57			
FHWA Noise Mod	el Calculations									
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	B	Barrier Atte	n Beri	m Atten
Autos:	67.36	-0.76	-1.	66	-1.20	-0	.62	0.0	00	0.000
Medium Trucks:	76.31	-18.00	-1.	61	-1.20	-0	.86	0.00	00	0.000
Heavy Trucks:	81.16	-21.95	-1.	52	-1.20	-1	.63	0.00	00	0.000
Unmitigated Nois	e Levels (withou	ut Topo and I	barrier atte	nuation)					a a 1 a a a a a a a a a a a a a a a a a	
VehicleType	Leg Peak Hour	Leg Day	Leq	Evening	Leq	Night	l	Ldn	CN	VEL
Autos:	63.7	· · · ·	51.8 51.8	60.1	•	54.0		62.6		63.2
Medium Trucks:	55.5	5 E	54.0	47.6		46.1		54.6		54.8
Heavy Trucks:	56.5	; ÷	55.1	46.0		47.3		55.6		55.8
Vehicle Noise:	65.0) (63.2	60.5		55.4		64.0		64.5
Mitigated Noise L	evels (with Top	o and barrier	attenuatio	n)						
VehicleType	Leq Peak Hour	Leq Day	Leq I	Evening	Leq	Night	L	_dn	CN	IEL
Autos:	63.7	, e	61.8	60.1		54.0		62.6		63.2
Medium Trucks:	55.5	5 5	54.0	47.6		46.1		54.6		54.8
Heavy Trucks:	56.5	5 5	55.1	46.0		47.3		55.6		55.8
Vehicle Noise:	65.0) (63.2	60.5		55.4		64.0		64.5

Scenario: Second Floor With Wall Road Name: Turner Av.- Avenue to Edison Lot Number:

SITE	SPECIFIC IN	PUT DATA				NOISE	MODE		\$				
Highway Data	lighway Data					Site Conditions (Hard = 10, Soft = 15)							
Average Daily	Traffic (Adt): 1	4,000 vehicles					Autos:	15					
Peak Hour	Percentage:	10%		Me	dium T	rucks (2 /	Axles):	15					
Peak I	lour Volume:	1,400 vehicles		He	eavy Tru	ıcks (3+ ,	Axles):	15					
Ve	ehicle Speed:	40 mph		Vehicle	Mix		4						
Near/Far La	ane Distance:	24 feet		Veh	nicleTvp	e	Dav	Evenina	Niaht	Dailv			
Site Data						Autos:	77.5%	6 12.9%	9.6%	97.42%			
Ba	rrier Height:	50 feet		М	ledium	Trucks:	84.8%	4.9%	10.3%	1.84%			
Barrier Type (0-V	Vall, 1-Berm):	0.0			Heavy	Trucks:	86.5%	ő 2.7%	10.8%	0.74%			
Centerline Di	ist. to Barrier:	43.0 feet		Noise S	ourco E	lovation	e (in fi	ant)					
Centerline Dist.	to Observer:	63.0 feet		10/36 0				561)					
Barrier Distance	to Observer:	20.0 feet		Madiu	Auto m Truci		2000						
Observer Height	(Above Pad):	14.0 feet		Heav	n Truci N Truci	no. 2 ke: 8	3 006	Grade Adii	ıstment [.]	0.0			
P	ad Elevation:	0.5 feet			/ /////////////////////////////////////								
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalen	t Distan	ce (in	feet)					
	Road Grade:	0.0%			Auto	os: 63.	524						
	Left View:	-90.0 degrees	6	Mediu	m Trucl	ks: 63.	039						
	Right View:	90.0 degrees	6	Heav	/y Trucl	ks: 62.	187						
FHWA Noise Mod	el Calculations												
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresr	nel	Barrier Atte	n Beri	m Atten			
Autos:	67.36	0.02	-1.0	36	-1.20		-0.62	0.0	00	0.000			
Medium Trucks:	76.31	-17.22	-1.0	51	-1.20		-0.86	0.0	00	0.000			
Heavy Trucks:	81.16	-21.17	-1.	52	-1.20		-1.63	0.0	00	0.000			
Unmitigated Nois	e I evels (witho	ut Topo and b	arrier atte	nuation)									
VehicleTvpe	Lea Peak Hour	Lea Dav	Lea E	Evenina	Lea	Niaht		Ldn	CN	JFI			
Autos:	64.5	5 6	2.6	60.9		54.8	3	63.4		64.0			
Medium Trucks:	56.3	3 54	4.8	48.4		46.9)	55.3		55.6			
Heavy Trucks:	57.3	3 5	5.8	46.8		48.1		56.4		56.5			
Vehicle Noise:	65.8	3 64	4.0	61.3		56.2	2	64.7		65.2			
Mitigated Noise L	evels (with Top	o and barrier a	attenuatio	n)									
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night		Ldn	CN	IEL			
Autos:	64.5	5 62	2.6	60.9		54.8	3	63.4		64.0			
Medium Trucks:	56.3	3 54	4.8	48.4		46.9)	55.3		55.6			
Heavy Trucks:	57.3	3 5	5.8	46.8		48.1		56.4		56.5			
Vehicle Noise:	65.8	3 64	4.0	61.3		56.2	2	64.7		65.2			

Scenario: Second Floor With Wall Road Name: Haven Av.- Shaefer to Edison Lot Number:

SITE SPECIFIC INPUT DATA				NOISE MODEL INPUTS						
Highway Data				Site Conditions (Hard = 10, Soft = 15)						
Average Daily	Traffic (Adt):	33,600 vehicles	s			Auto	os: 15			
Peak Hou	r Percentage:	10%			Medium T	rucks (2 Axle	s): 15			
Peak I	Hour Volume:	3,360 vehicles	s		Heavy Trı	ıcks (3+ Axle	s): 15			
Ve	ehicle Speed:	40 mph		Vehic	le Mix					
Near/Far La	ane Distance:	57 feet		1 cinio	ehicleTvn	e Da	v Evenina	Niaht	Daily	
Site Data						Autos: 77.	5% 12.9%	9.6%	97.42%	
Ba	prrier Height:	5.0 feet			Medium 1	Trucks: 84.	8% 4.9%	10.3%	1.84%	
Barrier Type (0-V	Vall 1-Berm):	0.0			Heavy 7	Trucks: 86.	5% 2.7%	10.8%	0.74%	
Centerline D	ist. to Barrier:	62.0 feet		A						
Centerline Dist.	to Observer:	82.0 feet		NOISE	Source E	levations (ii	n feet)			
Barrier Distance	to Observer:	20.0 feet			Auto	os: 0.00	0			
Observer Height	(Above Pad):	14.0 feet		Ме	NUM TRUCK	(S: 2.29	1 6 Grada Adi	ustmont:	0.0	
F	Pad Elevation:	0.5 feet			avy much	(S. 0.00		usuneni.	0.0	
Ro	ad Elevation:	0.0 feet		Lane	Equivalen	t Distance (in feet)			
	Road Grade:	0.0%			Auto	os: 78.243				
	Left View:	-90.0 degree	es	Me	dium Truck	ks: 77.850				
	Right View:	90.0 degree	es	H	eavy Truck	ks: 77.162				
FHWA Noise Moo	lel Calculation	S			1111 1111 1111 1111 1111 1111 1111 1111 1111					
VehicleType	REMEL	Traffic Flow	Distan	ce Fin	ite Road	Fresnel	Barrier Atte	n Bern	n Atten	
Autos:	67.36	3.82	•	-3.02	-1.20	-0.8	88 0.0	00	0.000	
Medium Trucks:	76.31	-13.41		-2.99	-1.20	-1.0	9 0.0	00	0.000	
Heavy Trucks:	81.16	-17.37		-2.93	-1.20	-1.6	69 0.0	00	0.000	
Unmitigated Nois	e Levels (with	out Topo and	barrier a	ttenuatio	n)					
VehicleType	Leg Peak Hou	r Leg Dav	Le	a Evenino	·/ Lea	Niaht	Ldn	CN	EL	
Autos:	67	.0	65.1	6	3.3	57.2	65.9		66.5	
Medium Trucks:	58	.7	57.2	50).8	49.3	57.8		58.0	
Heavy Trucks:	59	.7	58.2	49	9.2	50.5	58.8		58.9	
Vehicle Noise:	68	.2	66.4	63	3.7	58.6	67.2		67.7	
Mitigated Noise L	evels (with To	po and barrier	attenua	tion)						
VehicleType	Leq Peak Hou	r Leq Day	Le	q Evening	Leq	Night	Ldn	CN	EL	
Autos:	67	.0	65.1	63	3.3	57.2	65.9		66.5	
Medium Trucks:	58	.7	57.2	50).8	49.3	57.8		58.0	
Heavy Trucks:	59	.7	58.2	49).2	50.5	58.8		58.9	
Vehicle Noise:	68	.2	66.4	63	3.7	58.6	67.2		67.7	

Scenario: Second Floor With Wall Road Name: Haven Av.- s/o Edison Lot Number:

SITE	SPECIFIC INI	PUT DATA			N	IOISE MO	DEL I	NPUTS		
Highway Data				Site Cor	nditions	(Hard = 10), Soft =	= 15)		
Average Daily	Traffic (Adt): 24	4,900 vehicles				Au	tos:	15	12 190 MEDDDCCCCD38464	oodina paalikkeen t
Peak Hour	Percentage:	10%		Me	edium Tri	ucks (2 Axl	es):	15		
Peak I	Hour Volume:	2,490 vehicles		He	eavy Truc	cks (3+ Axl	es):	15		
Ve	hicle Speed:	40 mph		Vehicle	Mix					
Near/Far La	ane Distance:	57 feet		Veł	nicleTvpe	Da	av Ev	venina N	liaht	Dailv
Site Data					/	Autos: 77	7.5%	12.9%	9.6%	97.42%
Ba	rrier Height:	5.0 feet		N	ledium T	rucks: 84	1.8%	4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berm):	0.0			Heavy T	rucks: 86	6.5%	2.7%	10.8%	0.74%
Centerline Di	ist. to Barrier:	62.0 feet		Noisa S	ouree El	ovations (in foot)			
Centerline Dist.	to Observer:	82.0 feet		NUISE 3						
Barrier Distance	to Observer:	20.0 feet		14-14	Autos	s: 0.0	00			
Observer Height	(Above Pad):	14.0 feet		меаш	m Truck	s: 2.2	97 00 Cm	ada Adiua		0.0
P	ad Elevation:	0.5 feet		Hea	vy Truck	s: 8.0	06 G <i>r</i>	ade Adjus	iment:	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distance	(in feet	()		
	Road Grade:	0.0%			Autos	s: 78.24	3			
	Left View:	-90.0 degrees		Mediu	m Trucks	s: 77.85	0			
	Right View:	90.0 degrees		Hea	vy Trucks	s: 77.16	2			
EHWA Noise Mod	el Calculations						11-11-0 W BARRATON - 1			
VehicleTvpe	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel	Bar	rier Atten	Berr	n Atten
Autos:	67.36	2.52	-3.0	02	-1.20	-0	.88	0.000)	0.000
Medium Trucks:	76.31	-14.72	-2.9	99	-1.20	-1	.09	0.000)	0.000
Heavy Trucks:	81.16	-18.67	-2.9	93	-1.20	-1.	.69	0.000)	0.000
IInmitigated Nois	e l evels (witho	ut Topo and b	arriar atta	nustion)						
VehicleType	Lea Peak Hour	lea Dav	lea F	-venina	lea	Niaht	h I	n	CN	IFI
Autos:	65.7	7 63	3.8	62.0	Log	55.9	Lu	64.6	0/1	65.2
Medium Trucks:	57.4	1 55	5.9	49.5		48.0		56.5		56.7
Heavy Trucks:	58.4	4 50	5.9	47.9		49.1		57.5		57.6
Vehicle Noise:	66.9	9 65	5.1	62.4		57.3		65.9		66.4
Mitigated Noise L	evels (with Top	o and barrier a	ttenuatio	n)						
VehicleType	Leq Peak Hour	Leq Day	Leq E	Evening	Leq	Night	Ld	n	CN	EL
Autos:	65.7	63	3.8	62.0		55.9		64.6		65.2
Medium Trucks:	57.4	4 55	5.9	49.5		48.0		56.5		56.7
Heavy Trucks:	58.4	4 56	5.9	47.9		49.1		57.5		57.6
Vehicle Noise:	66.9) 65	5.1	62.4		57.3		65.9		66.4