

NOISE IMPACT ANALYSIS
SANTA PAULA 2040 GENERAL PLAN

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NOISE SETTING

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters which describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound wave. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of sound pressure as expressed in a ratio to express the faintest sound detectable by a keen human ear is called a decibel (dB).

Because sound or noise can vary in intensity by over one million times within the range of human hearing, decibels are on a logarithmic loudness scale similar to the Richter Scale used for earthquake magnitude. Since the human ear is not as equally sensitive to all sound frequencies within the entire spectrum, noise levels at maximum human sensitivity are factored more heavily into sound descriptions in a process called “A-weighting” written as “dBA.” Any further reference to decibels written as “dB” should be understood to be A-weighted values.

Changes from 3 to 5 dB may be noticed by some individuals who are extremely sensitive to changes in noise. An increase of greater than 5 dB is readily noticeable, while the human ear perceives a 10 dB increase in sound level to be a doubling of sound volume. A doubling of sound energy results in a 3 dB increase in sound, which means that a doubling of sound wave energy (e.g., doubling the volume of traffic on a roadway) would result in a barely perceptible change in sound level. Sound from roadways typically diminishes by 3.0-4.5 dB for each doubling of distance.

Time variations in noise exposure are typically expressed in terms of a steady-state energy level equal to the energy content of the time varying period (called Leq), or, alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB penalty be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL). CNEL’s are a weighted average of hourly Leq’s. Noise occurring during the daytime period (7:00 AM to 7:00 PM) receives no penalty. Noise produced during the evening time period (7:00 PM to 10:00 PM) is penalized by 5 dBA, while nighttime noise (10:00 PM to 7:00 AM) is penalized by 10 dBA.

CNEL-based standards apply to noise sources whose noise generation is preempted from local control (such as from on-road vehicles, trains, airplanes, etc.). Since local jurisdictions cannot regulate the noise generator, they exercise land use planning authority on the receiving property. Uses that are amenable to local control are generally considered “stationary sources.” Local jurisdictions generally regulate the level of noise that one use may impose upon another.

This noise study addresses traffic noise impacts associated with development anticipated under the 2040 Santa Paula General Plan. Over time, new development may increase the ambient noise environment due to additional traffic on area roads. Because no specific development project is proposed in connection with the General Plan update, this analysis evaluates the cumulative impacts of projected traffic volumes in 2040 based upon proposed land uses in Santa Paula and regional growth as compared to existing conditions.

SANTA PAULA NOISE STANDARDS

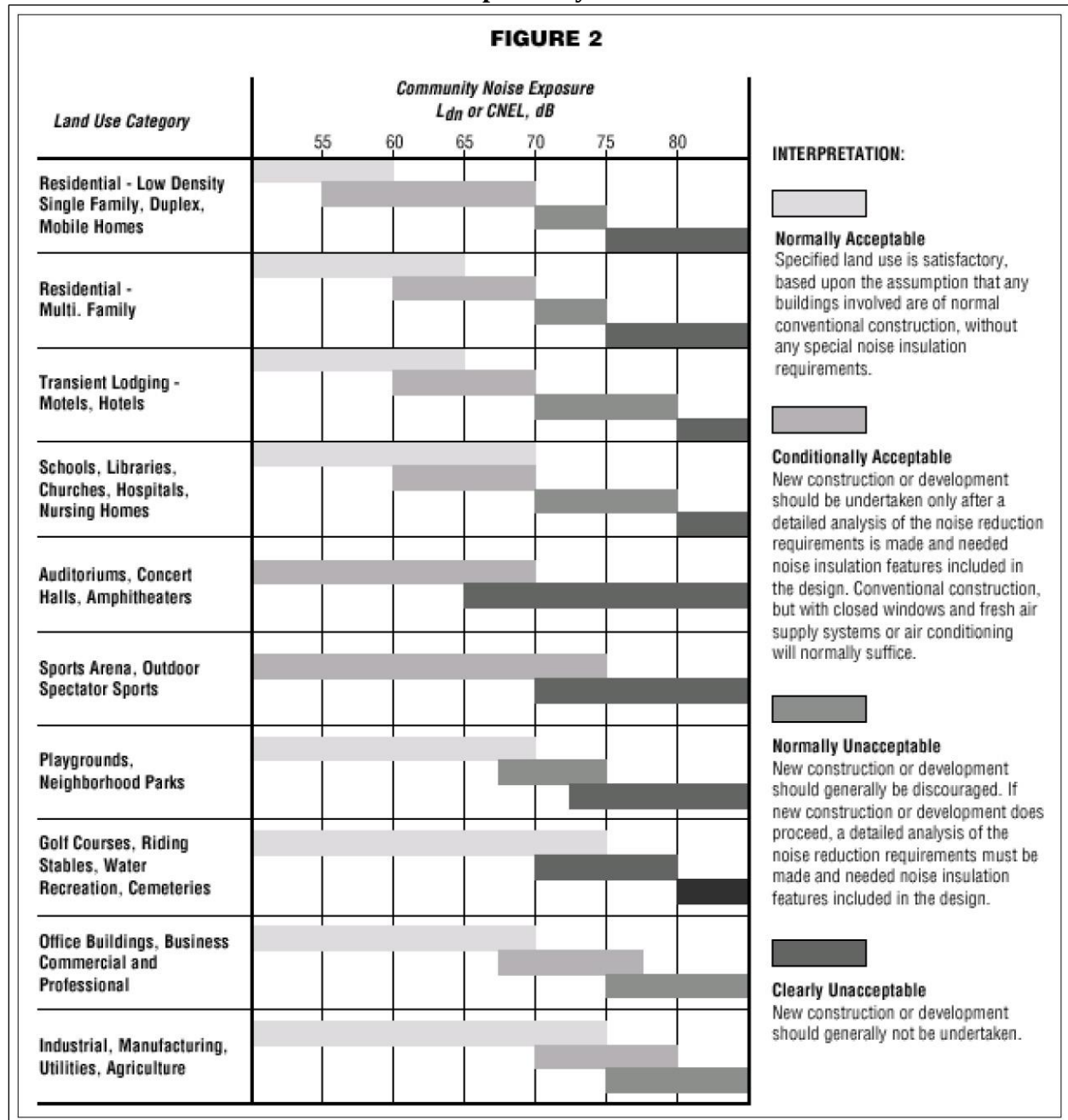
In both the existing Noise Element and the proposed Noise Element of the 2040 Santa Paula General Plan, the City uses the State of California Office of Noise Control guidelines to specify a range of community noise exposure levels which are considered acceptable for various receiver site land uses, as seen in Table 1. An exterior noise exposure standard of up to 60 dB CNEL is normally acceptable for single-family residential uses while levels of up to 65 dB CNEL are normally acceptable for multi-family residential and transient lodging. Noise levels of up to 70 dB CNEL are considered “conditionally acceptable” for all residential uses. In a “conditionally acceptable” noise category, new construction should be undertaken only after a noise analysis has been made and noise insulation features needed to meet interior noise standards have been incorporated in the project design.

An exterior noise exposure level of up to 70 dB CNEL is normally acceptable for schools, libraries, churches, hospitals, nursing homes, playgrounds, parks and commercial uses. A level of 77.5 dB CNEL is conditionally acceptable for commercial uses. Unless noise-sensitive uses such as outdoor dining are included, noise exposure is generally not considered a location or design constraint for commercial facilities with typical project area noise. In most instances, commercial uses are conducted in enclosed space such that an acceptable interior noise environment is more critical than the exterior.

An interior noise level of 45 dB CNEL is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for all habitable rooms in residential dwellings and hotel and motel rooms. An interior noise level of 50 dB Leq is typically required for non-residential use.

The exterior noise guidelines in Table 1 are advisory, except near airports, where state law regulates construction of noise-sensitive uses in a high noise area. They apply mainly to transportation activity (vehicles, trains, planes, etc.) noise impacts on adjacent land use. However, these guidelines are often adopted as local policy for use in land-use decisions because noise control from transportation is controlled by state or federal agencies and is not locally regulated.

Table 1
Noise Compatibility Guidelines



Source: State of California Office of Noise Control

NOISE IMPACTS

IMPACT SIGNIFICANCE CRITERIA

This study evaluates changes related to traffic noise resulting from projected cumulative growth, both in Santa Paula and regional growth outside the city.

According to the current CEQA Guidelines Appendix G, noise impacts are considered potentially significant if they cause:

- Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.
- A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.

The terms “substantial” or “excessive” are not defined in most environmental compliance guidelines. Noise analysis methodology is accurate only to the nearest whole decibel and the human ear can only clearly detect changes of around 3 dB; changes of less than 3 dB, while audible under controlled circumstances, are not readily discernable in an outdoor environment. Thus, a change of 3 dB is considered as a barely audible change. Most people can readily hear a change of 5 dB in an exterior environment.

The EPA identifies 5 dBA as an “adequate margin of safety” for a noise level increase relative to a baseline noise exposure level of 55 dBA Ldn (meaning, there would not be a noticeable increase in adverse community reaction for an increase of 5 dBA or less from this baseline level). The EPA did not promote these findings as universal standards or regulatory goals with mandatory applicability to all communities.

In the evaluation of noise impacts for individual development projects, a projected increase of 3 dB or more is typically considered significant only if the resulting noise level exceeds applicable standards while an increase of 5 dB or more is considered significant when the projected noise level remains below applicable standards. However, for this General Plan analysis any projected noise level that exceeds applicable standards would be considered a significant impact, and a projected increase of 5 dB would be considered significant if standards are not exceeded.

PROJECT-RELATED VEHICULAR NOISE IMPACTS

A long-term increase in noise levels would be expected to result from the increase in traffic volumes on area roadways. Projected noise levels were evaluated using California-specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108). The model calculates the Leq noise level for a reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers.

The 24-hour CNEL level at 50 feet from the roadway centerline along roadway segments was calculated. The data are based upon trip projections throughout the entire project area. They allow for the isolation of traffic noise impacts in an “existing” (2016) versus “General Plan (2040)” comparison. Table 2 shows the estimated noise levels at 50 feet from the roadway centerline for existing conditions and the projected 2040 General Plan scenario. The following four road segments are projected to experience an increase in noise levels of more than 5 dB in 2040 compared to existing conditions, which is considered a significant impact.

Roadway Segment		Existing Noise Level*	2040 Noise Level*	Increase
Peck Road	SR-126 EB Ramps to southern terminus	57.5	63.9	6.4
Hallock Drive	Telegraph Road to SR-126	63.0	68.9	5.9
Hallock Drive	SR-126 to Old Hallock Dr	59.3	65.6	6.2
Santa Paula St	10 th St to eastern terminus	54.9	61.1	6.1
* Noise levels at 50 ft from roadway centerline expressed in dB CNEL				

Table 2 also shows that a total of 23 road segments (noted in ***bold italics***) have projected noise levels exceeding the City’s adopted exterior standard based upon the type of adjacent land use. For example, based upon the Noise Compatibility Guidelines (Table 1) a projected noise level of 62 dB is considered unacceptable if single-family residential uses are adjacent to the road but is acceptable for other types of uses. Although the projected increase is 3 dB or more along only four segments, for purposes of the 2040 General Plan EIR any projected noise level exceeding City standards is considered a significant impact. Most of these segments have existing development where mitigation of exterior noise levels, such as through sound walls or increased setbacks, may not be feasible. Mitigation to reduce interior or exterior noise to acceptable levels may be implemented when new construction or substantial remodeling occurs, however.

Table 3 shows estimated existing and 2040 traffic noise levels along SR-126 in the project area at 100 feet from the roadway centerline. The largest noise increase along the SR-126 is projected to be +1.1 dB CNEL, which would not be perceptible. However, projected 2040 noise levels would exceed exterior City standards for most land use categories. Depending on the type of use, the arrangement of buildings on a site, and structural noise control measures it may be possible to mitigate noise impacts on sites near the freeway to an acceptable level. Since the feasibility of site-specific mitigation is unknown at this time, noise impacts are considered to be significant for purposes of the General Plan analysis.

Table 2
Local Roads Project-Related Noise Impact
CNEL in dBA at 50 feet from Centerline)

Roadway	Segment	General Plan (2040)	Existing (2016)	Net Increase	Adjacent Land Use
Briggs Road	From Santa Paula Street to Telegraph Road	58.2	57.1	1.1	
	From Telegraph Road to SR-126 WB Ramps	61.5	60.6	0.9	Uninc - Ag
	From SR-126 WB Ramps to SR-126 EB Ramps	61.4	60.1	1.4	Uninc - Ag
	From SR-126 EB Ramps to Pinkerton Road	60.0	58.6	1.4	Uninc - Ag
Peck Road	From northern terminus to Foothill Road	48.2	46.1	2.1	
	<i>From Foothill Road to Santa Paula Street</i>	<i>60.4</i>	<i>59.4</i>	<i>0.9</i>	<i>SFR (E side) Uninc-Ag (W side)</i>
	<i>From Santa Paula Street to Santa Barbara Street</i>	<i>61.8</i>	<i>60.2</i>	<i>1.7</i>	<i>SFR (E side) Uninc-Ag (W side)</i>
	<i>From Santa Barbara Street to Main Street</i>	<i>62.4</i>	<i>60.8</i>	<i>1.6</i>	<i>SFR/Inst/Lt Ind (E side) Uninc-Ag/SFR/Lt Ind (W side)</i>
	From Main Street to Telegraph Road	67.4	65.9	1.6	Commercial (E side) OS (W side)
	<i>From Telegraph Road to Faulkner Road</i>	<i>69.2</i>	<i>67.8</i>	<i>1.4</i>	<i>MDR/MF (E side) Commercial (W side)</i>
	<i>From Faulkner Road to SR-126 EB Ramps</i>	<i>67.7</i>	<i>65.8</i>	<i>2.0</i>	<i>MFR (E side) ROW (W side)</i>
	From SR-126 EB Ramps to southern terminus	63.9	57.5	6.4	MFR/OS (E side) Lt Ind/Inst/Ag (W side)
Cameron Street	From Foothill Road to Main Street	59.5	58.7	0.8	
Steckel Drive	From Foothill Road to Main Street	56.9	55.9	1.1	
	From Main Street to Harvard Boulevard	59.5	59.0	0.6	
	From Harvard Boulevard to southern terminus	56.1	55.6	0.5	
Palm Avenue	From northern terminus to Santa Paula Street	55.8	54.5	1.3	
	From Santa Paula Street to Santa Barbara Street	61.4	60.2	1.1	MFR (both sides)
	From Santa Barbara Street to Main Street	62.9	61.9	1.0	MFR/Lt Ind (E side) MFR/Com (W side)
	<i>From Main Street to Harvard Boulevard</i>	<i>65.5</i>	<i>64.8</i>	<i>0.7</i>	<i>MFR/Com (both sides)</i>
Palm Avenue	From Harvard Boulevard to SR-126 WB Ramps	67.9	66.9	1.0	Com (both sides)
	From SR-126 WB Ramps to SR-126 EB Ramps	65.5	64.5	1.0	ROW (both sides)
	From SR-126 EB Ramps to Santa Maria Street	53.7	52.0	1.7	

Roadway	Segment	General Plan (2040)	Existing (2016)	Net Increase	Adjacent Land Use
	From SR-126 EB Ramps to southern terminus	53.7	52.0	1.7	
6th Street	From Virginia Terrace to Santa Barbara Street	59.0	58.0	1.0	
8th Street	<i>From Virginia Terrace to Main Street</i>	61.6	60.3	1.3	<i>SFR etc (both sides)</i>
	From Main Street to Harvard Boulevard	61.6	59.5	2.1	MFR etc (both sides)
	From Harvard Boulevard to Santa Maria Street	57.2	56.2	1.0	
10th Street	From northern terminus to Santa Paula Street	58.0	56.8	1.2	
10th Street / SR-150	<i>From Santa Paula Street and Santa Barbara Street</i>	65.5	64.3	1.2	<i>MU-OR (both sides)</i>
	From Santa Barbara Street and Main Street	65.1	63.9	1.1	CO (both sides)
	From Main Street and East Ventura Street	65.5	64.3	1.1	CO/Com/Inst (both sides)
	From East Ventura Street to Harvard Boulevard	65.4	64.3	1.1	Com/Inst
	From Harvard Boulevard to SR-126 WB Ramps	65.0	64.2	0.8	ROW
	From SR-126 WB Ramps to SR-126 EB Ramps	62.2	61.4	0.8	ROW
	From SR-126 EB Ramps to Santa Maria Street	62.2	61.4	0.8	ROW
Ojai Road / SR-150	<i>From Northern City Limits to Virginia Terrace</i>	65.7	64.8	0.9	<i>SFR</i>
Ojai Road / SR-150	<i>From Virginia Terrace and Santa Paula Street</i>	66.1	65.2	0.9	<i>MFR</i>
12th Street	From Richmond Road to Main Street	63.2	62.1	1.1	MFR
	From Main Street to Harvard Boulevard	61.2	60.0	1.2	MFR
S. Mountain Road	From Harvard Boulevard to southern terminus	61.6	60.2	1.4	Ag/OS
Hallock Drive	<i>From Telegraph Road to SR-126</i>	68.9	63.0	5.9	<i>C/LI</i>
	<i>From SR-126 to Old Hallock Drive</i>	65.6	59.3	6.2	<i>C/LI</i>
Foothill Road	From Briggs Road to Peck Road	61.2	61.1	0.1	Uninc - Ag
	From Peck Road to Ridgecrest Drive	49.3	49.0	0.3	
Virginia Terrace	From western terminus to Ojai Road	56.1	55.2	0.9	
Santa Paula Street	From Cummings Road to Peck Road	58.4	57.2	1.3	
	<i>From Peck Road to Palm Avenue</i>	63.1	61.9	1.2	<i>SFR</i>
Santa Paula Street	<i>From Palm Avenue to 10th Street</i>	61.4	59.8	1.6	<i>SFR</i>

Roadway	Segment	General Plan (2040)	Existing (2016)	Net Increase	Adjacent Land Use
	<i>From 10th Street to eastern terminus</i>	61.1	54.9	6.1	<i>SFR</i>
Santa Barbara St	From Peck Road to dead end	50.8	50.2	0.6	
	From end to Palm Avenue	56.9	56.6	0.3	
	From Palm Avenue to 10 th Street	59.3	58.4	0.9	
	From 10 th Street to 12 th Street	57.6	56.6	1.0	
Telegraph Road	From Cummings Road to Briggs Road	64.2	63.9	0.2	Uninc - Ag
	From Briggs Road to 950 ft. west of Beckwith Street	64.7	64.5	0.2	Uninc - Ag
Telegraph Road	<i>From 950 ft. west of Beckwith Street to Peck Road</i>	65.9	64.6	1.4	<i>SFR/MFR</i>
	From Main Street to 850 ft. east of Main Street	64.3	61.4	2.8	C/LI OS
	<i>From 850 ft. east of Main Street to Hallock Drive</i>	69.0	65.0	4.1	<i>C/LI</i>
	From Hallock Drive to eastern terminus	59.6	59.0	0.5	
Main Street	<i>From Peck Road to 1,500 ft. west of Steckel Drive</i>	60.8	59.6	1.2	<i>SFR</i>
	From 1,500 ft. west of Steckel Drive to Steckel Drive	62.1	61.1	1.0	Com/Inst/OS
	From Steckel Drive to Palm Avenue	62.1	61.1	1.0	MFR
	From Palm Avenue to 8 th Street	63.3	62.3	1.0	Com/OS
	From 8 th Street to 10 th Street	63.0	60.8	2.3	CO
Main Street	From 10 th Street to 12 th Street	60.6	59.0	1.7	CO/Com
	From 12 th Street to Harvard Boulevard	61.7	61.1	0.6	C/LI
Harvard Blvd	<i>From Peck Road to Steckel Drive</i>	67.2	66.4	0.8	<i>SFR</i>
	<i>From Steckel Drive to Palm Avenue</i>	68.1	67.1	1.0	<i>SFR</i>
	<i>From Palm Avenue to 8th Street</i>	65.8	64.7	1.1	<i>MFR/Inst (school)</i>
	From 8 th Street to 10 th Street	65.5	64.3	1.2	Com
	From 10 th Street to 12 th Street	63.2	62.8	0.5	MFR
	From 12 th Street to 440 ft. west of Main Street	59.3	58.9	0.4	
	From 440 ft. west of Main Street to Main Street	58.9	58.5	0.4	
Faulkner Road	From end to SR-126 WB Ramps	55.3	54.1	1.2	

Roadway	Segment	General Plan (2040)	Existing (2016)	Net Increase	Adjacent Land Use
	<i>From SR-126 WB Ramps to Peck Road</i>	<i>62.8</i>	<i>61.4</i>	<i>1.4</i>	<i>SFR</i>
Santa Maria Street	<i>From Acacia Road to Palm Avenue</i>	<i>60.7</i>	<i>59.8</i>	<i>1.0</i>	<i>SFR</i>
	Palm to Dead End	59.8	58.8	1.0	

Table 3
SR-126 Project-Related Noise Impacts
CNEL in dBA at 100 feet from Centerline)

Roadway	Segment	General Plan (2040)	Existing (2016)	Net Increase
SR 126	SR-118 to Briggs Road	80.9	80.3	0.6
	Briggs Road to Peck Road	80.8	80.2	0.6
	Peck Road to Palm Avenue	80.4	79.4	1.1
	10th Street/SR-150 to Hallock Drive	79.9	79.0	1.0
	Hallock Drive to Sespe Ranch UC	78.4	78.0	0.4
	Hallock Drive to Sespe Ranch UC	79.5	78.3	1.1

Noise contours provide another tool to facilitate noise impact evaluation. Noise contour boundaries represent the distances from the center of a roadway within which noise exposure at specific levels are projected to occur. Contours are used to assess whether a sensitive receptor is located near enough to a roadway to be adversely impacted by increased noise. Noise contours represent the distance to a constant value and are measured from the center of the roadway.

For this analysis, distances from the roadway with noise levels of 70, 65, and 60 dB CNEL were calculated for each roadway segment for which data is available. The noise contours are considered “worst case” because they do not consider the effect of any existing noise barriers or topography that may reduce noise levels received at specific receptors. In addition, since the noise contours reflect modeling of only vehicular noise along area roadways, they do not reflect noise contribution from commercial and industrial uses or freeway proximity near local roads within the project study area. Noise contours are presented for both existing conditions and the General Plan 2040 scenario in Table 4 for local roadways and Table 5 for SR-126.

For the expansion of traffic noise contours associated with the 2040 General Plan to be considered environmentally significant, the change in contour distances must be substantial and receivers must be exposed to future noise levels in excess of City noise/land use compatibility guidelines. There are no established guidelines on what changes in contour distances would be considered “substantial.” A noticeable noise contour increase in high baseline noise areas is typically around 10 feet. Increases of 20-40 feet in areas of lower baseline values are would be noticeable. Inspection of the attached noise contour tables suggests that substantial expansion of noise contours may occur along several roadways. Because of the noise-sensitive uses along some roadway segments noted in Table 2, the projected changes in noise contours are also considered to be significant.

Table 4
Local Road Noise Contours
Existing (2016) vs. General Plan (2040)
Distance from Roadway Centerline

Roadway Segment		Existing (2016)			General Plan (2040)		
		C/L to 70 dB CNEL (ft)	C/L to 65 dB CNEL (ft)	C/L to 60 dB CNEL (ft)	C/L to 70 dB CNEL (ft)	C/L to 65 dB CNEL (ft)	C/L to 60 dB CNEL (ft)
Briggs Road	From Santa Paula Street to Telegraph Road	<50	<50	<50	<50	<50	<50
	From Telegraph Road to SR-126 WB Ramps	<50	<50	56	<50	<50	66
	From SR-126 WB Ramps to SR-126 EB Ramps	<50	<50	51	<50	<50	65
	From SR-126 EB Ramps to Pinkerton Road	<50	<50	<50	<50	<50	<50
Peck Road	From northern terminus to Foothill Road	<50	<50	<50	<50	<50	<50
	From Foothill Road to Santa Paula Street	<50	<50	<50	<50	<50	54
	From Santa Paula Street to Santa Barbara Street	<50	<50	52	<50	<50	70
	From Santa Barbara Street to Main Street	<50	<50	58	<50	<50	77
	From Main Street to Telegraph Road	<50	59	148	<50	78	197
	From Telegraph Road to Faulkner Road	<50	84	210	<50	108	271
	From Faulkner Road to SR-126 EB Ramps	<50	58	145	<50	83	209
	From SR-126 EB Ramps to southern terminus	<50	<50	<50	<50	<50	103
Cameron Street	From Foothill Road to Main Street	<50	<50	<50	<50	<50	<50
Steckel Drive	From Foothill Road to Main Street	<50	<50	<50	<50	<50	<50
	From Main Street to Harvard Boulevard	<50	<50	<50	<50	<50	<50
	From Harvard Boulevard to southern terminus	<50	<50	<50	<50	<50	<50
Palm Avenue	From northern terminus to Santa Paula Street	<50	<50	<50	<50	<50	<50
	From Santa Paula Street to Santa Barbara Street	<50	<50	52	<50	<50	65
	From Santa Barbara Street to Main Street	<50	<50	72	<50	<50	86
	From Main Street to Harvard Boulevard	<50	<50	122	<50	55	139
Palm Avenue	From Harvard Boulevard to SR-126 WB Ramps	<50	71	178	<50	86	216
	From SR-126 WB Ramps to SR-126 EB Ramps	<50	<50	114	<50	55	138
	From SR-126 EB Ramps to Santa Maria Street	<50	<50	<50	<50	<50	<50
	From SR-126 EB Ramps to southern terminus	<50	<50	<50	<50	<50	<50
6th Street	From Virginia Terrace to Santa Barbara Street	<50	<50	<50	<50	<50	<50
8th Street	From Virginia Terrace to Main Street	<50	<50	53	<50	<50	67

Roadway Segment		Existing (2016)			General Plan (2040)		
		C/L to 70 dB CNEL (ft)	C/L to 65 dB CNEL (ft)	C/L to 60 dB CNEL (ft)	C/L to 70 dB CNEL (ft)	C/L to 65 dB CNEL (ft)	C/L to 60 dB CNEL (ft)
	From Main Street to Harvard Boulevard	<50	<50	<50	<50	<50	67
	From Harvard Boulevard to Santa Maria Street	<50	<50	<50	<50	<50	<50
10th Street	From northern terminus to Santa Paula Street	<50	<50	<50	<50	<50	<50
10th Street / SR-150	From Santa Paula Street and Santa Barbara Street	<50	<50	111	<50	55	138
	From Santa Barbara Street and Main Street	<50	<50	104	<50	51	128
	From Main Street and East Ventura Street	<50	<50	111	<50	55	137
	From East Ventura Street to Harvard Boulevard	<50	<50	111	<50	54	136
	From Harvard Boulevard to SR-126 WB Ramps	<50	<50	109	<50	51	127
	From SR-126 WB Ramps to SR-126 EB Ramps	<50	<50	64	<50	<50	75
	From SR-126 EB Ramps to Santa Maria Street	<50	<50	64	<50	<50	75
Ojai Road / SR-150	From Northern City Limits to Virginia Terrace	<50	<50	120	<50	57	142
Ojai Road / SR-150	From Virginia Terrace and Santa Paula Street	<50	52	130	<50	61	153
12th Street	From Richmond Road to Main Street	<50	<50	74	<50	<50	91
	From Main Street to Harvard Boulevard	<50	<50	50	<50	<50	63
S. Mountain Road	From Harvard Boulevard to southern terminus	<50	<50	52	<50	<50	67
Hallock Drive	From Telegraph Road to SR-126	<50	<50	87	<50	103	259
	From SR-126 to Old Hallock Drive	<50	<50	<50	<50	56	140
Foothill Road	From Briggs Road to Peck Road	<50	<50	62	<50	<50	63
	From Peck Road to Ridgecrest Drive	<50	<50	<50	<50	<50	<50
Virginia Terrace	From western terminus to Ojai Road	<50	<50	<50	<50	<50	<50
Santa Paula Street	From Cummings Road to Peck Road	<50	<50	<50	<50	<50	<50
	From Peck Road to Palm Avenue	<50	<50	72	<50	<50	89
Santa Paula Street	From Palm Avenue to 10 th Street	<50	<50	<50	<50	<50	65
	From 10 th Street to eastern terminus	<50	<50	<50	<50	<50	61
Santa Barbara Street	From Peck Road to dead end	<50	<50	<50	<50	<50	<50
	From end to Palm Avenue	<50	<50	<50	<50	<50	<50
	From Palm Avenue to 10 th Street	<50	<50	<50	<50	<50	<50
	From 10 th Street to 12 th Street	<50	<50	<50	<50	<50	<50
Telegraph Road	From Cummings Road to Briggs Road	<50	<50	103	<50	<50	108

Roadway Segment		Existing (2016)			General Plan (2040)		
		C/L to 70 dB CNEL (ft)	C/L to 65 dB CNEL (ft)	C/L to 60 dB CNEL (ft)	C/L to 70 dB CNEL (ft)	C/L to 65 dB CNEL (ft)	C/L to 60 dB CNEL (ft)
Telegraph Road	From Briggs Road to 950 ft. west of Beckwith Street	<50	<50	115	<50	<50	120
	From 950 ft. west of Beckwith Street to Peck Road	<50	<50	116	<50	60	150
	From Main Street to 850 ft. east of Main Street	<50	<50	65	<50	<50	110
	From 850 ft. east of Main Street to Hallock Drive	<50	<50	125	<50	105	265
	From Hallock Drive to eastern terminus	<50	<50	<50	<50	<50	<50
Main Street	From Peck Road to 1,500 ft. west of Steckel Drive	<50	<50	<50	<50	<50	58
	From 1,500 ft. west of Steckel Drive to Steckel Drive	<50	<50	61	<50	<50	73
	From Steckel Drive to Palm Avenue	<50	<50	62	<50	<50	74
	From Palm Avenue to 8 th Street	<50	<50	77	<50	<50	93
	From 8 th Street to 10 th Street	<50	<50	58	<50	<50	87
Main Street	From 10 th Street to 12 th Street	<50	<50	<50	<50	<50	56
	From 12 th Street to Harvard Boulevard	<50	<50	62	<50	<50	69
Harvard Boulevard	From Peck Road to Steckel Drive	<50	65	162	<50	75	187
	From Steckel Drive to Palm Avenue	<50	74	186	<50	88	222
	From Palm Avenue to 8 th Street	<50	<50	120	<50	59	147
	From 8 th Street to 10 th Street	<50	<50	111	<50	55	138
	From 10 th Street to 12 th Street	<50	<50	84	<50	<50	91
	From 12 th Street to 440 ft. west of Main Street	<50	<50	<50	<50	<50	<50
	From 440 ft. west of Main Street to Main Street	<50	<50	<50	<50	<50	<50
Faulkner Road	From end to SR-126 WB Ramps	<50	<50	<50	<50	<50	<50
	From SR-126 WB Ramps to Peck Road	<50	<50	65	<50	<50	83
Santa Maria Street	From Acacia Road to Palm Avenue	<50	<50	<50	<50	<50	58
	Palm to Dead End	<50	<50	<50	<50	<50	<50

Table 5
SR-126 Noise Contours
Existing (2016) vs. General Plan (2040)
Distance from Roadway Centerline

Roadway Segment		Existing (2016)			General Plan (2040)		
		C/L to 70 dB CNEL (ft)	C/L to 65 dB CNEL (ft)	C/L to 60 dB CNEL (ft)	C/L to 70 dB CNEL (ft)	C/L to 65 dB CNEL (ft)	C/L to 60 dB CNEL (ft)
SR 126	SR-118 to Briggs Road	770	1,934	4,857	860	2,159	5,424
	Briggs Road to Peck Road	745	1,872	4,701	832	2,090	5,250
	Peck Road to Palm Avenue	644	1,618	4,063	787	1,977	4,966
	10th Street/SR-150 to Hallock Drive	598	1,503	3,776	714	1,793	4,504
	Hallock Drive to Sespe Ranch UC	505	1,268	3,185	540	1,356	3,407
	Hallock Drive to Sespe Ranch UC	532	1,336	3,356	656	1,647	41,36

Existing - Briggs/ From Santa Paula Street to Telegraph Road									
Case	1				Auto	Med Truck	Hvy Truck		
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	1,548				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>	Reduction (NLR)	0.00	0.00	0.00	
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	54.19	52.42	46.36	55.59	Auto	54.16	52.40	46.34	55.57
Medium Trucks	47.04	40.68	39.13	47.83	Medium Trucks	47.03	40.67	39.13	47.82
Heavy Trucks	48.37	39.33	40.58	49.06	Heavy Trucks	48.36	39.32	40.57	49.06
	55.81	52.90	47.99	57.02		55.80	52.88	47.97	57.00
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	55.57	47.82	49.06	57.10					

Existing - Briggs/From Telegraph Road to SR-126 WB Ramps									
Case	2				Auto	Med Truck	Hvy Truck		
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	3,476				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.70	55.93	49.88	59.11	Auto	57.68	55.91	49.86	59.08
Medium Trucks	50.55	44.19	42.64	51.34	Medium Trucks	50.54	44.18	42.64	51.33
Heavy Trucks	51.88	42.85	44.09	52.58	Heavy Trucks	51.87	42.84	44.09	52.57
	59.33	56.41	51.50	60.53		59.31	56.39	51.48	60.52
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.08	51.33	52.57	60.62					

Existing - Briggs/From SR-126 WB Ramps to SR-126 EB Ramps									
Case	3					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,069					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.16	55.39	49.34	58.56	Auto	57.14	55.37	49.32	58.54
Medium Trucks	50.01	43.65	42.10	50.80	Medium Trucks	50.00	43.64	42.10	50.79
Heavy Trucks	51.34	42.30	43.55	52.04	Heavy Trucks	51.33	42.30	43.55	52.03
	58.79	55.87	50.96	59.99		58.77	55.85	50.94	59.98
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.54	50.79	52.03	60.08					

Existing - Briggs/From SR-126 EB Ramps to Pinkerton Road									
Case	4					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,191					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.69	53.93	47.87	57.10	Auto	55.67	53.91	47.85	57.08
Medium Trucks	48.55	42.19	40.64	49.33	Medium Trucks	48.54	42.18	40.63	49.33
Heavy Trucks	49.88	40.84	42.09	50.57	Heavy Trucks	49.87	40.83	42.08	50.56
	57.32	54.40	49.50	58.53		57.31	54.38	49.48	58.51
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.08	49.33	50.56	58.61					

Existing - Peck Rd/From northern terminus to Foothill Road									
Case	5					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	122					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	43.15	41.38	35.33	44.56	Auto	43.13	41.36	35.31	44.54
Medium Trucks	36.00	29.64	28.10	36.79	Medium Trucks	36.00	29.64	28.09	36.78
Heavy Trucks	37.33	28.30	29.55	38.03	Heavy Trucks	37.33	28.29	29.54	38.02
	44.78	41.86	36.95	45.99		44.76	41.84	36.94	45.97
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	44.54	36.78	38.02	46.07					

Existing - Peck Rd/From Foothill Road to Santa Paula Street									
Case	6					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,654					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.53	54.76	48.71	57.93	Auto	56.51	54.74	48.68	57.91
Medium Trucks	49.38	43.02	41.47	50.17	Medium Trucks	49.37	43.01	41.47	50.16
Heavy Trucks	50.71	41.67	42.92	51.40	Heavy Trucks	50.70	41.67	42.92	51.40
	58.15	55.24	50.33	59.36		58.14	55.22	50.31	59.34
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.91	50.16	51.40	59.44					

Existing - Peck Rd/From Santa Paula Street to Santa Barbara Street									
Case	7					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,139					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.26	55.49	49.43	58.66	Auto	57.23	55.47	49.41	58.64
Medium Trucks	50.11	43.75	42.20	50.90	Medium Trucks	50.10	43.74	42.20	50.89
Heavy Trucks	51.44	42.40	43.65	52.13	Heavy Trucks	51.43	42.39	43.64	52.13
	58.88	55.97	51.06	60.09		58.87	55.95	51.04	60.07
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.64	50.89	52.13	60.17					

Existing - Peck Rd/From Santa Barbara Street to Main Street									
Case	8					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,632					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.89	56.12	50.07	59.30	Auto	57.87	56.10	50.05	59.27
Medium Trucks	50.74	44.38	42.84	51.53	Medium Trucks	50.74	44.37	42.83	51.52
Heavy Trucks	52.07	43.04	44.29	52.77	Heavy Trucks	52.06	43.03	44.28	52.76
	59.52	56.60	51.69	60.72		59.50	56.58	51.67	60.71
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.27	51.52	52.76	60.81					

Existing - Peck Rd/From Main Street to Telegraph Road									
Case	9					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	8,464					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	63.26	61.50	55.44	64.67	Auto	63.24	61.48	55.42	64.65
Medium Trucks	55.32	48.95	47.41	56.10	Medium Trucks	55.31	48.95	47.40	56.10
Heavy Trucks	56.25	47.21	48.46	56.94	Heavy Trucks	56.24	47.20	48.45	56.93
	64.60	61.88	56.77	65.84		64.58	61.86	56.75	65.82
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	64.65	56.10	56.93	65.92					

Existing - Peck Rd/From Telegraph Road to Faulkner Road									
Case	10					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	13,153					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	65.18	63.41	57.36	66.58	Auto	65.16	63.39	57.34	66.56
Medium Trucks	57.23	50.87	49.32	58.02	Medium Trucks	57.22	50.86	49.32	58.01
Heavy Trucks	58.16	49.12	50.37	58.86	Heavy Trucks	58.15	49.12	50.37	58.85
	66.51	63.80	58.68	67.75		66.49	63.78	58.67	67.73
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	66.56	58.01	58.85	67.83					

Existing - Peck Rd/From Faulkner Road to SR-126 EB Ramps									
Case	11					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	8,272					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	63.16	61.40	55.34	64.57	Auto	63.14	61.38	55.32	64.55
Medium Trucks	55.22	48.86	47.31	56.00	Medium Trucks	55.21	48.85	47.30	56.00
Heavy Trucks	56.15	47.11	48.36	56.84	Heavy Trucks	56.14	47.10	48.35	56.83
	64.50	61.78	56.67	65.74		64.48	61.76	56.65	65.72
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	64.55	56.00	56.83	65.82					

Existing - Peck Rd/From SR-126 EB Ramps to southern terminus									
Case	12					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,224					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	54.87	53.10	47.04	56.27	Auto	54.84	53.08	47.02	56.25
Medium Trucks	46.92	40.56	39.01	47.71	Medium Trucks	46.91	40.55	39.01	47.70
Heavy Trucks	47.85	38.81	40.06	48.54	Heavy Trucks	47.84	38.80	40.05	48.54
	56.20	53.49	48.37	57.44		56.18	53.46	48.35	57.42
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.25	47.70	48.54	57.52					

Existing - Cameron/From Foothill Road to Main Street									
Case	13					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,246					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.80	54.04	47.98	57.21	Auto	55.78	54.01	47.96	57.19
Medium Trucks	48.65	42.29	40.75	49.44	Medium Trucks	48.65	42.29	40.74	49.44
Heavy Trucks	49.98	40.95	42.20	50.68	Heavy Trucks	49.98	40.94	42.19	50.67
	57.43	54.51	49.60	58.64		57.41	54.49	49.59	58.62
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.19	49.44	50.67	58.72					

Existing - Steckel/From Foothill Road to Main Street									
Case	14					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,269					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	51.65	49.88	43.83	53.05	Auto	51.62	49.86	43.80	53.03
Medium Trucks	46.40	40.04	38.49	47.19	Medium Trucks	46.39	40.03	38.49	47.18
Heavy Trucks	50.23	41.19	42.44	50.92	Heavy Trucks	50.22	41.19	42.43	50.92
	54.70	50.81	46.88	55.77		54.69	50.79	46.86	55.76
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	53.03	47.18	50.92	55.86					

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Existing - Palm Avenue/From northern terminus to Santa Paula Street									
Case	17					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,177					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	51.10	49.33	43.27	52.50	Auto	51.07	49.31	43.25	52.48
Medium Trucks	44.85	38.49	36.94	45.64	Medium Trucks	44.84	38.48	36.94	45.63
Heavy Trucks	48.08	39.04	40.29	48.77	Heavy Trucks	48.07	39.03	40.28	48.77
	53.49	50.03	45.67	54.62		53.48	50.01	45.65	54.61
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	52.48	45.63	48.77	54.71					

Existing - Palm Avenue/From Santa Paula Street to Santa Barbara Street									
Case	18					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	4,460					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.88	55.11	49.06	58.29	Auto	56.86	55.09	49.04	58.27
Medium Trucks	50.63	44.27	42.73	51.42	Medium Trucks	50.63	44.27	42.72	51.41
Heavy Trucks	53.86	44.83	46.08	54.56	Heavy Trucks	53.86	44.82	46.07	54.55
	59.28	55.82	51.46	60.41		59.26	55.80	51.44	60.39
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.27	51.41	54.55	60.49					

Existing - Palm Avenue/From Santa Barbara Street to Main Street										
Case	19					Auto	Med Truck	Hvy Truck		
Speed	30					Vehicle Height	0	2.3	8	
Distance to Receiver	50					Net Receiver Height	5	2.7	-3	
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard									
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09	
						Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	6,591					Difference (D)	0.000	0.000	0.000	
						Fresnel Adjusted	0.000	0.000	0.000	
						Reduction (NLR)	0.00	0.00	0.00	
Percentages	Day	Evening	Night	Daily						
Auto	77.5%	12.9%	9.6%	97.4%						
Med	84.8%	4.9%	10.3%	1.8%						
Heavy	86.5%	2.7%	10.8%	0.7%						
50 ft Reference SPL	Day	Evening	Night	CNEL		Attenuated SPL	Day	Evening	Night	CNEL
Auto	58.58	56.81	50.76	59.98		Auto	58.56	56.79	50.73	59.96
Medium Trucks	52.33	45.97	44.42	53.12		Medium Trucks	52.32	45.96	44.42	53.11
Heavy Trucks	55.56	46.52	47.77	56.26		Heavy Trucks	55.55	46.52	47.77	56.25
	60.97	57.51	53.15	62.10			60.96	57.50	53.14	62.09
Resulting Noise Levels										
	Auto	Medium Truck	Heavy Truck	24-hour CNEL						
Total Attenuated Noise	59.96	53.11	56.25	62.19						

Existing - Palm Avenue/From Main Street to Harvard Boulevard										
Case	20					Auto	Med Truck	Hvy Truck		
Speed	30					Vehicle Height	0	2.3	8	
Distance to Receiver	50					Net Receiver Height	5	2.7	-3	
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard									
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09	
						Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	12,856					Difference (D)	0.000	0.000	0.000	
						Fresnel Adjusted	0.000	0.000	0.000	
						Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>						
Auto	77.5%	12.9%	9.6%	97.4%						
Med	84.8%	4.9%	10.3%	1.8%						
Heavy	86.5%	2.7%	10.8%	0.7%						
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>		Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.48	59.71	53.66	62.89		Auto	61.46	59.69	53.64	62.86
Medium Trucks	55.23	48.87	47.33	56.02		Medium Trucks	55.23	48.86	47.32	56.01
Heavy Trucks	58.46	49.43	50.68	59.16		Heavy Trucks	58.45	49.42	50.67	59.15
	63.88	60.42	56.05	65.01			63.86	60.40	56.04	64.99
	Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL						
Total Attenuated Noise	62.86	56.01	59.15	65.09						

Existing - Palm Avenue/From Harvard Boulevard to SR-126 WB Ramps									
Case	21					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	14,693					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	63.96	62.19	56.14	65.37	Auto	63.94	62.17	56.12	65.34
Medium Trucks	56.81	50.45	48.91	57.60	Medium Trucks	56.81	50.44	48.90	57.59
Heavy Trucks	58.14	49.11	50.36	58.84	Heavy Trucks	58.13	49.10	50.35	58.83
	65.59	62.67	57.76	66.79		65.57	62.65	57.74	66.78
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	65.34	57.59	58.83	66.88					

Existing - Palm Avenue/From SR-126 WB Ramps to SR-126 EB Ramps									
Case	22					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	8,416					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.54	59.77	53.72	62.95	Auto	61.52	59.75	53.70	62.92
Medium Trucks	54.39	48.03	46.49	55.18	Medium Trucks	54.39	48.02	46.48	55.17
Heavy Trucks	55.72	46.69	47.94	56.42	Heavy Trucks	55.71	46.68	47.93	56.41
	63.17	60.25	55.34	64.37		63.15	60.23	55.32	64.36
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.92	55.17	56.41	64.46					

Existing - Palm Avenue/From SR-126 EB Ramps to Santa Maria Street									
Case	23					Auto	Med Truck	Hvy Truck	
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	474				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>	Reduction (NLR)	0.00	0.00	0.00	
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	49.05	47.28	41.22	50.45	Auto	49.02	47.26	41.20	50.43
Medium Trucks	41.90	35.54	33.99	42.69	Medium Trucks	41.89	35.53	33.99	42.68
Heavy Trucks	43.23	34.19	35.44	43.92	Heavy Trucks	43.22	34.18	35.43	43.92
	50.67	47.76	42.85	51.88		50.66	47.74	42.83	51.86
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	50.43	42.68	43.92	51.96					

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Existing - 6th/From Virginia Terrace to Santa Barbara Street									
Case	25				Auto	Med Truck	Hvy Truck		
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	1,924				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.13	53.36	47.31	56.54	Auto	55.11	53.34	47.29	56.51
Medium Trucks	47.98	41.62	40.08	48.77	Medium Trucks	47.98	41.61	40.07	48.76
Heavy Trucks	49.31	40.28	41.53	50.01	Heavy Trucks	49.30	40.27	41.52	50.00
	56.76	53.84	48.93	57.97		56.74	53.82	48.91	57.95
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.51	48.76	50.00	58.05					

Existing - 8th/From Virginia Terrace to Main Street									
Case	26				Auto	Med Truck	Hvy Truck		
Speed	30				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	4,519				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.94	55.17	49.12	58.34	Auto	56.92	55.15	49.10	58.32
Medium Trucks	50.69	44.33	42.78	51.48	Medium Trucks	50.68	44.32	42.78	51.47
Heavy Trucks	53.92	44.89	46.13	54.62	Heavy Trucks	53.91	44.88	46.13	54.61
	59.33	55.88	51.51	60.47		59.32	55.86	51.50	60.45
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.32	51.47	54.61	60.55					

Existing - 8th/From Main Street to Harvard Boulevard

Case	27				Auto	Med Truck	Hvy Truck	
Speed	30				Vehicle Height	0	2.3	8
Distance to Receiver	50				Net Receiver Height	5	2.7	-3
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard							
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09
					Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,722				Difference (D)	0.000	0.000	0.000
					Fresnel Adjusted	0.000	0.000	0.000
					Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>				
Auto	77.5%	12.9%	9.6%	97.4%				
Med	84.8%	4.9%	10.3%	1.8%				
Heavy	86.5%	2.7%	10.8%	0.7%				

50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.10	54.33	48.27	57.50	Auto	56.07	54.31	48.25	57.48
Medium Trucks	49.85	43.49	41.94	50.64	Medium Trucks	49.84	43.48	41.94	50.63
Heavy Trucks	53.08	44.04	45.29	53.77	Heavy Trucks	53.07	44.03	45.28	53.77
	58.49	55.03	50.67	59.62		58.48	55.01	50.65	59.61
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.48	50.63	53.77	59.71					

Existing - 8th/From Harvard Boulevard to Santa Maria Street

Case	28				Auto	Med Truck	Hvy Truck	
Speed	30				Vehicle Height	0	2.3	8
Distance to Receiver	50				Net Receiver Height	5	2.7	-3
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard							
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09
					Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,754				Difference (D)	0.000	0.000	0.000
					Fresnel Adjusted	0.000	0.000	0.000
					Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>				
Auto	77.5%	12.9%	9.6%	97.4%				
Med	84.8%	4.9%	10.3%	1.8%				
Heavy	86.5%	2.7%	10.8%	0.7%				

50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	52.83	51.06	45.01	54.23	Auto	52.81	51.04	44.99	54.21
Medium Trucks	46.58	40.22	38.67	47.37	Medium Trucks	46.57	40.21	38.67	47.36
Heavy Trucks	49.81	40.78	42.02	50.51	Heavy Trucks	49.80	40.77	42.02	50.50
	55.22	51.77	47.40	56.36		55.21	51.75	47.39	56.34
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	54.21	47.36	50.50	56.44					

Existing - 10th/From northern terminus to Santa Paula Street									
Case	29					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,804					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	52.57	50.80	44.74	53.97	Auto	52.54	50.78	44.72	53.95
Medium Trucks	47.32	40.96	39.41	48.11	Medium Trucks	47.31	40.95	39.41	48.10
Heavy Trucks	51.15	42.11	43.36	51.84	Heavy Trucks	51.14	42.10	43.35	51.84
	55.62	51.73	47.80	56.69		55.61	51.71	47.78	56.68
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	53.95	48.10	51.84	56.78					

Existing - 10th/From Santa Paula Street and Santa Barbara Street									
Case	30					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	15,933					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.11	58.34	52.29	61.52	Auto	60.09	58.32	52.27	61.50
Medium Trucks	54.86	48.50	46.96	55.65	Medium Trucks	54.86	48.50	46.95	55.64
Heavy Trucks	58.69	49.66	50.91	59.39	Heavy Trucks	58.69	49.65	50.90	59.38
	63.16	59.27	55.34	64.24		63.15	59.26	55.33	64.22
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.50	55.64	59.38	64.32					

Existing - 10th/rom Santa Barbara Street and Main Street									
Case	31					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	14,612					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.73	57.97	51.91	61.14	Auto	59.71	57.95	51.89	61.12
Medium Trucks	54.49	48.13	46.58	55.27	Medium Trucks	54.48	48.12	46.57	55.27
Heavy Trucks	58.32	49.28	50.53	59.01	Heavy Trucks	58.31	49.27	50.52	59.01
	62.79	58.90	54.97	63.86		62.77	58.88	54.95	63.85
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.12	55.27	59.01	63.95					

Existing - 10th/From Main Street and East Ventura Street									
Case	32					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	15,901					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.10	58.34	52.28	61.51	Auto	60.08	58.31	52.26	61.49
Medium Trucks	54.85	48.49	46.95	55.64	Medium Trucks	54.85	48.49	46.94	55.64
Heavy Trucks	58.68	49.65	50.90	59.38	Heavy Trucks	58.68	49.64	50.89	59.37
	63.16	59.27	55.34	64.23		63.14	59.25	55.32	64.22
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.49	55.64	59.37	64.32					

Existing - 10th/From East Ventura Street to Harvard Boulevard									
Case	33					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	15,901					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.10	58.34	52.28	61.51	Auto	60.08	58.31	52.26	61.49
Medium Trucks	54.85	48.49	46.95	55.64	Medium Trucks	54.85	48.49	46.94	55.64
Heavy Trucks	58.68	49.65	50.90	59.38	Heavy Trucks	58.68	49.64	50.89	59.37
	63.16	59.27	55.34	64.23		63.14	59.25	55.32	64.22
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.49	55.64	59.37	64.32					

Existing - 10th/From Harvard Boulevard to SR-126 WB Ramps									
Case	34					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	15,587					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.02	58.25	52.19	61.42	Auto	59.99	58.23	52.17	61.40
Medium Trucks	54.77	48.41	46.86	55.55	Medium Trucks	54.76	48.40	46.86	55.55
Heavy Trucks	58.60	49.56	50.81	59.29	Heavy Trucks	58.59	49.55	50.80	59.29
	63.07	59.18	55.25	64.14		63.06	59.16	55.23	64.13
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.40	55.55	59.29	64.23					

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Existing - Ojai/From Northern City Limits to Virginia Terrace									
Case	37					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	12,624					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.40	59.63	53.58	62.81	Auto	61.38	59.61	53.56	62.78
Medium Trucks	55.15	48.79	47.25	55.94	Medium Trucks	55.15	48.78	47.24	55.93
Heavy Trucks	58.38	49.35	50.60	59.08	Heavy Trucks	58.37	49.34	50.59	59.07
	63.80	60.34	55.97	64.93		63.78	60.32	55.96	64.91
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.78	55.93	59.07	65.01					

Existing - Ojai/From Virginia Terrace and Santa Paula Street									
Case	38					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	13,870					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.81	60.04	53.99	63.22	Auto	61.79	60.02	53.97	63.19
Medium Trucks	55.56	49.20	47.65	56.35	Medium Trucks	55.55	49.19	47.65	56.34
Heavy Trucks	58.79	49.76	51.00	59.49	Heavy Trucks	58.78	49.75	51.00	59.48
	64.21	60.75	56.38	65.34		64.19	60.73	56.37	65.32
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	63.19	56.34	59.48	65.42					

Existing - 12th/From Richmond Road to Main Street									
Case	39					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	6,849					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.74	56.98	50.92	60.15	Auto	58.72	56.96	50.90	60.13
Medium Trucks	52.50	46.14	44.59	53.28	Medium Trucks	52.49	46.13	44.58	53.28
Heavy Trucks	55.73	46.69	47.94	56.42	Heavy Trucks	55.72	46.68	47.93	56.41
	61.14	57.68	53.32	62.27		61.13	57.66	53.30	62.26
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.13	53.28	56.41	62.36					

Existing - 12th/From Main Street to Harvard Boulevard									
Case	40					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	4,242					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.66	54.90	48.84	58.07	Auto	56.64	54.88	48.82	58.05
Medium Trucks	50.42	44.05	42.51	51.20	Medium Trucks	50.41	44.05	42.50	51.20
Heavy Trucks	53.65	44.61	45.86	54.34	Heavy Trucks	53.64	44.60	45.85	54.33
	59.06	55.60	51.24	60.19		59.04	55.58	51.22	60.17
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.05	51.20	54.33	60.27					

Existing - Mountain/From Harvard Boulevard to southern terminus									
Case	41					Auto	Med Truck	Hvy Truck	
Speed	30				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	4,457				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>	Reduction (NLR)	0.00	0.00	0.00	
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.88	55.11	49.06	58.28	Auto	56.86	55.09	49.04	58.26
Medium Trucks	50.63	44.27	42.72	51.42	Medium Trucks	50.62	44.26	42.72	51.41
Heavy Trucks	53.86	44.83	46.07	54.56	Heavy Trucks	53.85	44.82	46.07	54.55
	59.27	55.82	51.45	60.41		59.26	55.80	51.44	60.39
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.26	51.41	54.55	60.49					

Existing - Hallock/From Telegraph Road to SR-126									
Case	42					Auto	Med Truck	Hvy Truck	
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	6,007				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.07	58.31	52.25	61.48	Auto	60.05	58.29	52.23	61.46
Medium Trucks	52.93	46.57	45.02	53.71	Medium Trucks	52.92	46.56	45.01	53.71
Heavy Trucks	54.26	45.22	46.47	54.95	Heavy Trucks	54.25	45.21	46.46	54.94
	61.70	58.78	53.88	62.91		61.69	58.76	53.86	62.89
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.46	53.71	54.94	62.99					

Existing - Hallock/From SR-126 to Old Hallock Drive									
Case	43					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,593					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.43	54.66	48.60	57.83	Auto	56.40	54.64	48.58	57.81
Medium Trucks	49.28	42.92	41.37	50.07	Medium Trucks	49.27	42.91	41.37	50.06
Heavy Trucks	50.61	41.57	42.82	51.30	Heavy Trucks	50.60	41.56	42.81	51.30
	58.05	55.14	50.23	59.26		58.04	55.12	50.21	59.24
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.81	50.06	51.30	59.34					

Existing - Foothill/From Briggs Road to Peck Road									
Case	44					Auto	Med Truck	Hvy Truck	
Speed	55					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,262					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.00	57.23	51.18	60.41	Auto	58.98	57.21	51.16	60.38
Medium Trucks	49.25	42.89	41.34	50.04	Medium Trucks	49.24	42.88	41.34	50.03
Heavy Trucks	49.28	40.25	41.49	49.98	Heavy Trucks	49.27	40.24	41.49	49.97
	59.84	57.47	52.01	61.13		59.82	57.45	51.99	61.11
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.38	50.03	49.97	61.21					

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Existing - Virginia Terrace/From western terminus to Ojai Road											
Case	46					Auto	Med Truck	Hvy Truck			
Speed	25					Vehicle Height	0	2.3	8		
Distance to Receiver	50					Net Receiver Height	5	2.7	-3		
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00		
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00		
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00		
Hard or Soft Site	Hard										
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09		
						Indirect Distance (CI)	50.25	50.07	50.09		
Total Vehicle Volume	1,931					Difference (D)	0.000	0.000	0.000		
						Fresnel Adjusted	0.000	0.000	0.000		
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>		Reduction (NLR)	0.00	0.00	0.00		
	77.5%	12.9%	9.6%	97.4%							
	84.8%	4.9%	10.3%	1.8%							
	86.5%	2.7%	10.8%	0.7%							
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>		Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	
	50.95	49.18	43.12	52.35			Auto	50.92	49.16	43.10	52.33
	45.70	39.34	37.79	46.49			Medium Trucks	45.69	39.33	37.79	46.48
	49.53	40.49	41.74	50.22			Heavy Trucks	49.52	40.48	41.73	50.22
	54.00	50.11	46.18	55.07				53.99	50.09	46.16	55.06
	Resulting Noise Levels										
		Medium	Heavy	24-hour							
	Auto	Truck	Truck	CNEL							
Total Attenuated Noise	52.33	46.48	50.22	55.16							

Existing - Santa Paula St/From Cummings Road to Peck Road									
Case	47					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,571					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	54.25	52.48	46.43	55.66	Auto	54.23	52.46	46.41	55.63
Medium Trucks	47.10	40.74	39.20	47.89	Medium Trucks	47.10	40.73	39.19	47.88
Heavy Trucks	48.43	39.40	40.65	49.13	Heavy Trucks	48.42	39.39	40.64	49.12
	55.88	52.96	48.05	57.09		55.86	52.94	48.03	57.07
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	55.63	47.88	49.12	57.17					

Existing - Santa Paula St/From Peck Road to Palm Avenue									
Case	48					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	4,726					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.03	57.27	51.21	60.44	Auto	59.01	57.24	51.19	60.42
Medium Trucks	51.89	45.52	43.98	52.67	Medium Trucks	51.88	45.52	43.97	52.67
Heavy Trucks	53.22	44.18	45.43	53.91	Heavy Trucks	53.21	44.17	45.42	53.90
	60.66	57.74	52.83	61.87		60.64	57.72	52.82	61.85
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.42	52.67	53.90	61.95					

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Existing - Santa Barbara/From Peck Road to dead end									
Case	51					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	616					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	45.98	44.22	38.16	47.39	Auto	45.96	44.20	38.14	47.37
Medium Trucks	40.74	34.37	32.83	41.52	Medium Trucks	40.73	34.37	32.82	41.52
Heavy Trucks	44.57	35.53	36.78	45.26	Heavy Trucks	44.56	35.52	36.77	45.25
	49.04	45.15	41.22	50.11		49.02	45.13	41.20	50.10
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	47.37	41.52	45.25	50.20					

Existing - Santa Barbara/From end to Palm Avenue									
Case	52					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,715					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	52.43	50.66	44.60	53.83	Auto	52.40	50.64	44.58	53.81
Medium Trucks	47.18	40.82	39.27	47.97	Medium Trucks	47.17	40.81	39.27	47.96
Heavy Trucks	51.01	41.97	43.22	51.70	Heavy Trucks	51.00	41.96	43.21	51.70
	55.48	51.59	47.66	56.55		55.47	51.57	47.64	56.54
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	53.81	47.96	51.70	56.64					

Existing - Santa Barbara/From Palm Avenue to 10th Street									
Case	53					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	4,040					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	54.15	52.38	46.33	55.56	Auto	54.13	52.36	46.31	55.54
Medium Trucks	48.90	42.54	41.00	49.69	Medium Trucks	48.90	42.54	40.99	49.68
Heavy Trucks	52.73	43.70	44.95	53.43	Heavy Trucks	52.73	43.69	44.94	53.42
	57.21	53.32	49.38	58.28		57.19	53.30	49.37	58.27
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	55.54	49.68	53.42	58.37					

Existing - Santa Barbara/From 10th Street to 12th Street									
Case	54					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,721					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	52.43	50.67	44.61	53.84	Auto	52.41	50.65	44.59	53.82
Medium Trucks	47.19	40.83	39.28	47.97	Medium Trucks	47.18	40.82	39.28	47.97
Heavy Trucks	51.02	41.98	43.23	51.71	Heavy Trucks	51.01	41.97	43.22	51.71
	55.49	51.60	47.67	56.56		55.47	51.58	47.65	56.55
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	53.82	47.97	51.71	56.65					

Existing - Telegraph/From Cummings Road to Briggs Road									
Case	55					Auto	Med Truck	Hvy Truck	
Speed	40				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	5,414				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>	Reduction (NLR)	0.00	0.00	0.00	
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.32	59.56	53.50	62.73	Auto	61.30	59.53	53.48	62.71
Medium Trucks	53.38	47.01	45.47	54.16	Medium Trucks	53.37	47.01	45.46	54.16
Heavy Trucks	54.31	45.27	46.52	55.00	Heavy Trucks	54.30	45.26	46.51	54.99
	62.66	59.94	54.83	63.90		62.64	59.92	54.81	63.88
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.71	54.16	54.99	63.98					

[illegible]

Existing - Telegraph/From 950 ft. west of Beckwith Street to Peck Road									
Case	57					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	6,266					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.96	60.19	54.14	63.36	Auto	61.94	60.17	54.12	63.34
Medium Trucks	54.01	47.65	46.10	54.80	Medium Trucks	54.00	47.64	46.10	54.79
Heavy Trucks	54.94	45.90	47.15	55.64	Heavy Trucks	54.93	45.90	47.15	55.63
	63.29	60.58	55.46	64.53		63.27	60.56	55.45	64.51
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	63.34	54.79	55.63	64.61					

Existing - Telegraph/From Main Street to 850 ft. east of Main Street									
Case	58					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	5,870					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.07	56.31	50.25	59.48	Auto	58.05	56.29	50.23	59.46
Medium Trucks	51.83	45.47	43.92	52.61	Medium Trucks	51.82	45.46	43.91	52.61
Heavy Trucks	55.06	46.02	47.27	55.75	Heavy Trucks	55.05	46.01	47.26	55.74
	60.47	57.01	52.65	61.60		60.46	56.99	52.63	61.59
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.46	52.61	55.74	61.69					

Existing - Telegraph/From 850 ft. east of Main Street to Hallock Drive									
Case	59					Auto	Med Truck	Hvy Truck	
Speed	45					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	5,199					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.65	60.88	54.83	64.05	Auto	62.63	60.86	54.80	64.03
Medium Trucks	54.00	47.64	46.09	54.79	Medium Trucks	53.99	47.63	46.09	54.78
Heavy Trucks	54.63	45.59	46.84	55.33	Heavy Trucks	54.62	45.59	46.84	55.32
	63.77	61.20	55.94	65.03		63.75	61.18	55.92	65.01
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	64.03	54.78	55.32	65.11					

Existing - Telegraph/From Hallock Drive to eastern terminus									
Case	60					Auto	Med Truck	Hvy Truck	
Speed	45					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,326					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.71	54.95	48.89	58.12	Auto	56.69	54.92	48.87	58.10
Medium Trucks	48.07	41.70	40.16	48.85	Medium Trucks	48.06	41.70	40.15	48.85
Heavy Trucks	48.70	39.66	40.91	49.39	Heavy Trucks	48.69	39.65	40.90	49.38
	57.83	55.27	50.01	59.10		57.82	55.25	49.99	59.08
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.10	48.85	49.38	59.18					

Existing - Main St/From Peck Road to 1,500 ft. west of Steckel Drive									
Case	61					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	5,406					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.42	53.65	47.60	56.82	Auto	55.39	53.63	47.57	56.80
Medium Trucks	50.17	43.81	42.26	50.96	Medium Trucks	50.16	43.80	42.26	50.95
Heavy Trucks	54.00	44.96	46.21	54.69	Heavy Trucks	53.99	44.96	46.21	54.69
	58.47	54.58	50.65	59.55		58.46	54.56	50.64	59.53
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.80	50.95	54.69	59.63					

Existing - Main St/om 1,500 ft. west of Steckel Drive to Steckel Drive									
Case	62					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	7,559					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.87	55.11	49.05	58.28	Auto	56.85	55.08	49.03	58.26
Medium Trucks	51.62	45.26	43.72	52.41	Medium Trucks	51.62	45.26	43.71	52.41
Heavy Trucks	55.46	46.42	47.67	56.15	Heavy Trucks	55.45	46.41	47.66	56.14
	59.93	56.04	52.11	61.00		59.91	56.02	52.09	60.99
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.26	52.41	56.14	61.09					

Existing - Main St/From Steckel Drive to Palm Avenue									
Case	63					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	7,673					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.94	55.17	49.12	58.34	Auto	56.92	55.15	49.09	58.32
Medium Trucks	51.69	45.33	43.78	52.48	Medium Trucks	51.68	45.32	43.78	52.47
Heavy Trucks	55.52	46.48	47.73	56.22	Heavy Trucks	55.51	46.48	47.73	56.21
	59.99	56.10	52.17	61.07		59.98	56.08	52.16	61.05
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.32	52.47	56.21	61.15					

Existing - Main St/From Palm Avenue to 8th Street									
Case	64					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	10,085					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.12	56.36	50.30	59.53	Auto	58.10	56.34	50.28	59.51
Medium Trucks	52.88	46.52	44.97	53.66	Medium Trucks	52.87	46.51	44.96	53.66
Heavy Trucks	56.71	47.67	48.92	57.40	Heavy Trucks	56.70	47.66	48.91	57.39
	61.18	57.29	53.36	62.25		61.16	57.27	53.34	62.24
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.51	53.66	57.39	62.34					

Existing - Main St/From 8th Street to 10th Street

Case	65				Auto	Med Truck	Hvy Truck	
Speed	25				Vehicle Height	0	2.3	8
Distance to Receiver	50				Net Receiver Height	5	2.7	-3
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard							
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09
					Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	7,024				Difference (D)	0.000	0.000	0.000
					Fresnel Adjusted	0.000	0.000	0.000
					Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>				
Auto	77.5%	12.9%	9.6%	97.4%				
Med	84.8%	4.9%	10.3%	1.8%				
Heavy	86.5%	2.7%	10.8%	0.7%				

50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.55	54.79	48.73	57.96	Auto	56.53	54.77	48.71	57.94
Medium Trucks	51.31	44.94	43.40	52.09	Medium Trucks	51.30	44.94	43.39	52.09
Heavy Trucks	55.14	46.10	47.35	55.83	Heavy Trucks	55.13	46.09	47.34	55.82
	59.61	55.72	51.79	60.68		59.59	55.70	51.77	60.67
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.94	52.09	55.82	60.77					

Existing - Main St/From 10th Street to 12th Street

Case	66				Auto	Med Truck	Hvy Truck	
Speed	25				Vehicle Height	0	2.3	8
Distance to Receiver	50				Net Receiver Height	5	2.7	-3
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard							
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09
					Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	4,637				Difference (D)	0.000	0.000	0.000
					Fresnel Adjusted	0.000	0.000	0.000
					Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>				
Auto	77.5%	12.9%	9.6%	97.4%				
Med	84.8%	4.9%	10.3%	1.8%				
Heavy	86.5%	2.7%	10.8%	0.7%				

50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	54.75	52.98	46.93	56.16	Auto	54.73	52.96	46.91	56.14
Medium Trucks	49.50	43.14	41.60	50.29	Medium Trucks	49.50	43.13	41.59	50.28
Heavy Trucks	53.33	44.30	45.55	54.03	Heavy Trucks	53.33	44.29	45.54	54.02
	57.80	53.91	49.98	58.88		57.79	53.90	49.97	58.86
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.14	50.28	54.02	58.96					

Existing - Main St/From 12th Street to Harvard Boulevard									
Case	67					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,907					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.21	56.44	50.39	59.61	Auto	58.18	56.42	50.36	59.59
Medium Trucks	51.06	44.70	43.15	51.85	Medium Trucks	51.05	44.69	43.15	51.84
Heavy Trucks	52.39	43.35	44.60	53.08	Heavy Trucks	52.38	43.35	44.59	53.08
	59.83	56.92	52.01	61.04		59.82	56.90	51.99	61.02
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.59	51.84	53.08	61.12					

Existing - Harvard/From Peck Road to Steckel Drive									
Case	68					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	13,125					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	63.47	61.70	55.65	64.88	Auto	63.45	61.68	55.63	64.85
Medium Trucks	56.32	49.96	48.42	57.11	Medium Trucks	56.31	49.95	48.41	57.10
Heavy Trucks	57.65	48.62	49.87	58.35	Heavy Trucks	57.64	48.61	49.86	58.34
	65.10	62.18	57.27	66.30		65.08	62.16	57.25	66.29
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	64.85	57.10	58.34	66.39					

Existing - Harvard/From Steckel Drive to Palm Avenue									
Case	69					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	15,516					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	64.20	62.43	56.37	65.60	Auto	64.17	62.41	56.35	65.58
Medium Trucks	57.05	50.69	49.14	57.84	Medium Trucks	57.04	50.68	49.14	57.83
Heavy Trucks	58.38	49.34	50.59	59.07	Heavy Trucks	58.37	49.33	50.58	59.07
	65.82	62.91	58.00	67.03		65.81	62.89	57.98	67.01
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	65.58	57.83	59.07	67.11					

Existing - Harvard/From Palm Avenue to 8th Street									
Case	70					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	12,587					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.39	59.62	53.57	62.79	Auto	61.37	59.60	53.54	62.77
Medium Trucks	55.14	48.78	47.23	55.93	Medium Trucks	55.13	48.77	47.23	55.92
Heavy Trucks	58.37	49.33	50.58	59.07	Heavy Trucks	58.36	49.33	50.58	59.06
	63.78	60.32	55.96	64.91		63.77	60.30	55.95	64.90
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.77	55.92	59.06	65.00					

Existing - Harvard/From 8th Street to 10th Street

Case	71				Auto	Med Truck	Hvy Truck	
Speed	30				Vehicle Height	0	2.3	8
Distance to Receiver	50				Net Receiver Height	5	2.7	-3
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard							
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09
					Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	11,356				Difference (D)	0.000	0.000	0.000
					Fresnel Adjusted	0.000	0.000	0.000
					Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>				
Auto	77.5%	12.9%	9.6%	97.4%				
Med	84.8%	4.9%	10.3%	1.8%				
Heavy	86.5%	2.7%	10.8%	0.7%				

50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.94	59.17	53.12	62.35	Auto	60.92	59.15	53.10	62.33
Medium Trucks	54.69	48.33	46.79	55.48	Medium Trucks	54.69	48.32	46.78	55.47
Heavy Trucks	57.92	48.89	50.14	58.62	Heavy Trucks	57.92	48.88	50.13	58.61
	63.34	59.88	55.51	64.47		63.32	59.86	55.50	64.45
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.33	55.47	58.61	64.55					

Existing - Harvard/From 10th Street to 12th Street

Case	72				Auto	Med Truck	Hvy Truck	
Speed	30				Vehicle Height	0	2.3	8
Distance to Receiver	50				Net Receiver Height	5	2.7	-3
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard							
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09
					Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	8,017				Difference (D)	0.000	0.000	0.000
					Fresnel Adjusted	0.000	0.000	0.000
					Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>				
Auto	77.5%	12.9%	9.6%	97.4%				
Med	84.8%	4.9%	10.3%	1.8%				
Heavy	86.5%	2.7%	10.8%	0.7%				

50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.43	57.66	51.61	60.83	Auto	59.41	57.64	51.59	60.81
Medium Trucks	53.18	46.82	45.27	53.97	Medium Trucks	53.17	46.81	45.27	53.96
Heavy Trucks	56.41	47.37	48.62	57.11	Heavy Trucks	56.40	47.37	48.62	57.10
	61.82	58.37	54.00	62.96		61.81	58.35	53.99	62.94
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.81	53.96	57.10	63.04					

Existing - Harvard/From 12th Street to 440 ft. west of Main Street									
Case	73					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,290					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.56	53.79	47.74	56.97	Auto	55.54	53.77	47.72	56.94
Medium Trucks	49.31	42.95	41.41	50.10	Medium Trucks	49.31	42.94	41.40	50.09
Heavy Trucks	52.54	43.51	44.76	53.24	Heavy Trucks	52.53	43.50	44.75	53.23
	57.96	54.50	50.13	59.09		57.94	54.48	50.12	59.07
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.94	50.09	53.23	59.17					

Existing - Harvard/From 440 ft. west of Main Street to Main Street									
Case	74					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,999					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.16	53.39	47.34	56.56	Auto	55.14	53.37	47.31	56.54
Medium Trucks	48.91	42.55	41.00	49.70	Medium Trucks	48.90	42.54	41.00	49.69
Heavy Trucks	52.14	43.10	44.35	52.84	Heavy Trucks	52.13	43.10	44.35	52.83
	57.55	54.09	49.73	58.68		57.54	54.08	49.72	58.67
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.54	49.69	52.83	58.77					

Existing - Faulkner Rd/From end to SR-126 WB Ramps									
Case	75				Auto	Med Truck	Hvy Truck		
Speed	25				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	1,519				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	49.90	48.14	42.08	51.31	Auto	49.88	48.12	42.06	51.29
Medium Trucks	44.66	38.29	36.75	45.44	Medium Trucks	44.65	38.29	36.74	45.44
Heavy Trucks	48.49	39.45	40.70	49.18	Heavy Trucks	48.48	39.44	40.69	49.17
	52.96	49.07	45.14	54.03		52.94	49.05	45.12	54.02
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	51.29	45.44	49.17	54.12					

Existing - Faulkner Rd/From SR-126 WB Ramps to Peck Road									
Case	76				Auto	Med Truck	Hvy Truck		
Speed	25				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	8,090				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.17	55.40	49.35	58.57	Auto	57.15	55.38	49.32	58.55
Medium Trucks	51.92	45.56	44.01	52.71	Medium Trucks	51.91	45.55	44.01	52.70
Heavy Trucks	55.75	46.71	47.96	56.45	Heavy Trucks	55.74	46.71	47.96	56.44
	60.22	56.33	52.40	61.30		60.21	56.31	52.39	61.28
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.55	52.70	56.44	61.38					

Existing - Santa Maria/From Acacia Road to Palm Avenue									
Case	77					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,078					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.16	55.40	49.34	58.57	Auto	57.14	55.38	49.32	58.55
Medium Trucks	49.22	42.86	41.31	50.00	Medium Trucks	49.21	42.85	41.30	50.00
Heavy Trucks	50.15	41.11	42.36	50.84	Heavy Trucks	50.14	41.10	42.35	50.83
	58.50	55.78	50.67	59.74		58.48	55.76	50.65	59.72
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.55	50.00	50.83	59.82					

Existing - Santa Maria Street/Palm to Dead End									
Case	78					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,651					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.17	54.40	48.34	57.57	Auto	56.14	54.38	48.32	57.55
Medium Trucks	48.22	41.86	40.31	49.00	Medium Trucks	48.21	41.85	40.31	49.00
Heavy Trucks	49.15	40.11	41.36	49.84	Heavy Trucks	49.14	40.10	41.35	49.84
	57.50	54.78	49.67	58.74		57.48	54.76	49.65	58.72
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.55	49.00	49.84	58.82					

Preferred - Briggs/ From Santa Paula Street to Telegraph Road										
Case	79					Auto	Med Truck	Hvy Truck		
Speed	35					Vehicle Height	0	2.3	8	
Distance to Receiver	50					Net Receiver Height	5	2.7	-3	
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard									
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09	
						Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	2,000					Difference (D)	0.000	0.000	0.000	
						Fresnel Adjusted	0.000	0.000	0.000	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>		Reduction (NLR)	0.00	0.00	0.00	
Auto	77.5%	12.9%	9.6%	97.4%						
Med	84.8%	4.9%	10.3%	1.8%						
Heavy	86.5%	2.7%	10.8%	0.7%						
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>		Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.30	53.53	47.48	56.70		Auto	55.28	53.51	47.46	56.68
Medium Trucks	48.15	41.79	40.24	48.94		Medium Trucks	48.14	41.78	40.24	48.93
Heavy Trucks	49.48	40.45	41.69	50.18		Heavy Trucks	49.47	40.44	41.69	50.17
	56.93	54.01	49.10	58.13			56.91	53.99	49.08	58.12
Resulting Noise Levels										
	Auto	Medium Truck	Heavy Truck	24-hour CNEL						
Total Attenuated Noise	56.68	48.93	50.17	58.22						

Preferred - Briggs/From Telegraph Road to SR-126 WB Ramps									
Case	80				Auto	Med Truck	Hvy Truck		
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	4,300				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.62	56.86	50.80	60.03	Auto	58.60	56.83	50.78	60.01
Medium Trucks	51.48	45.11	43.57	52.26	Medium Trucks	51.47	45.11	43.56	52.26
Heavy Trucks	52.81	43.77	45.02	53.50	Heavy Trucks	52.80	43.76	45.01	53.49
	60.25	57.33	52.42	61.46		60.23	57.31	52.41	61.44
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.01	52.26	53.49	61.54					

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Preferred - Peck Rd/From Santa Paula Street to Santa Barbara Street									
Case	85				Auto	Med Truck	Hvy Truck		
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	4,600				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.92	57.15	51.09	60.32	Auto	58.89	57.13	51.07	60.30
Medium Trucks	51.77	45.41	43.86	52.55	Medium Trucks	51.76	45.40	43.86	52.55
Heavy Trucks	53.10	44.06	45.31	53.79	Heavy Trucks	53.09	44.05	45.30	53.79
	60.54	57.63	52.72	61.75		60.53	57.61	52.70	61.73
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.30	52.55	53.79	61.83					

Preferred - Peck Rd/From Santa Barbara Street to Main Street									
Case	86				Auto	Med Truck	Hvy Truck		
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	5,200				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.45	57.68	51.63	60.85	Auto	59.43	57.66	51.61	60.83
Medium Trucks	52.30	45.94	44.39	53.09	Medium Trucks	52.29	45.93	44.39	53.08
Heavy Trucks	53.63	44.59	45.84	54.33	Heavy Trucks	53.62	44.59	45.84	54.32
	61.08	58.16	53.25	62.28		61.06	58.14	53.23	62.27
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.83	53.08	54.32	62.37					

Preferred - Peck Rd/From Main Street to Telegraph Road									
Case	87					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	12,100					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	64.82	63.05	56.99	66.22	Auto	64.79	63.03	56.97	66.20
Medium Trucks	56.87	50.51	48.96	57.66	Medium Trucks	56.86	50.50	48.96	57.65
Heavy Trucks	57.80	48.76	50.01	58.49	Heavy Trucks	57.79	48.75	50.00	58.49
	66.15	63.44	58.32	67.39		66.13	63.41	58.30	67.37
	Resulting Noise Levels								
		Medium	Heavy	24-hour					
	Auto	Truck	Truck	CNEL					
Total Attenuated Noise	66.20	57.65	58.49	67.47					

Preferred - Peck Rd/From Telegraph Road to Faulkner Road									
Case	88					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	18,000					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	66.54	64.77	58.72	67.95	Auto	66.52	64.75	58.70	67.93
Medium Trucks	58.59	52.23	50.69	59.38	Medium Trucks	58.59	52.23	50.68	59.37
Heavy Trucks	59.52	50.49	51.74	60.22	Heavy Trucks	59.52	50.48	51.73	60.21
	67.87	65.16	60.05	69.11		67.86	65.14	60.03	69.09
	Resulting Noise Levels								
		Medium	Heavy	24-hour					
	Auto	Truck	Truck	CNEL					
Total Attenuated Noise	67.93	59.37	60.21	69.19					

Preferred - Peck Rd/From Faulkner Road to SR-126 EB Ramps									
Case	89				Auto	Med Truck	Hvy Truck		
Speed	40				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	13,000				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	65.13	63.36	57.31	66.53	Auto	65.11	63.34	57.28	66.51
Medium Trucks	57.18	50.82	49.27	57.97	Medium Trucks	57.17	50.81	49.27	57.96
Heavy Trucks	58.11	49.07	50.32	58.81	Heavy Trucks	58.10	49.07	50.32	58.80
	66.46	63.75	58.63	67.70		66.44	63.73	58.62	67.68
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	66.51	57.96	58.80	67.78					

Preferred - Peck Rd/From SR-126 EB Ramps to southern terminus									
Case	90				Auto	Med Truck	Hvy Truck		
Speed	40				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	5,400				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.31	59.55	53.49	62.72	Auto	61.29	59.52	53.47	62.70
Medium Trucks	53.36	47.00	45.46	54.15	Medium Trucks	53.36	47.00	45.45	54.14
Heavy Trucks	54.29	45.26	46.51	54.99	Heavy Trucks	54.29	45.25	46.50	54.98
	62.64	59.93	54.82	63.88		62.63	59.91	54.80	63.87
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.70	54.14	54.98	63.97					

Preferred - Cameron/From Foothill Road to Main Street									
Case	91				Auto	Med Truck	Hvy Truck		
Speed	35				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	2,700				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.60	54.83	48.78	58.01	Auto	56.58	54.81	48.76	57.99
Medium Trucks	49.45	43.09	41.55	50.24	Medium Trucks	49.45	43.09	41.54	50.23
Heavy Trucks	50.78	41.75	43.00	51.48	Heavy Trucks	50.78	41.74	42.99	51.47
	58.23	55.31	50.40	59.44		58.21	55.29	50.39	59.42
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.99	50.23	51.47	59.52					

Preferred - Steckel/From Foothill Road to Main Street									
Case	92				Auto	Med Truck	Hvy Truck		
Speed	25				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	2,900				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	52.71	50.95	44.89	54.12	Auto	52.69	50.92	44.87	54.10
Medium Trucks	47.46	41.10	39.56	48.25	Medium Trucks	47.46	41.10	39.55	48.24
Heavy Trucks	51.29	42.26	43.51	51.99	Heavy Trucks	51.29	42.25	43.50	51.98
	55.77	51.88	47.94	56.84		55.75	51.86	47.93	56.83
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	54.10	48.24	51.98	56.93					

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Preferred - Palm Avenue/From Santa Paula Street to Santa Barbara Street										
Case	96					Auto	Med Truck	Hvy Truck		
Speed	30				Vehicle Height	0	2.3	8		
Distance to Receiver	50				Net Receiver Height	5	2.7	-3		
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00		
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00		
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00		
Hard or Soft Site	Hard									
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09		
					Indirect Distance (CI)	50.25	50.07	50.09		
Total Vehicle Volume	5,800				Difference (D)	0.000	0.000	0.000		
					Fresnel Adjusted	0.000	0.000	0.000		
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>	Reduction (NLR)	0.00	0.00	0.00		
	77.5%	12.9%	9.6%	97.4%						
	84.8%	4.9%	10.3%	1.8%						
	86.5%	2.7%	10.8%	0.7%						
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	
	58.02	56.26	50.20	59.43		Auto	58.00	56.23	50.18	59.41
	51.77	45.41	43.87	52.56		Medium Trucks	51.77	45.41	43.86	52.56
	55.00	45.97	47.22	55.70		Heavy Trucks	55.00	45.96	47.21	55.69
	60.42	56.96	52.60	61.55			60.40	56.94	52.58	61.53
	Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL						
Total Attenuated Noise	59.41	52.56	55.69	61.63						

Preferred - Palm Avenue/From Santa Barbara Street to Main Street									
Case	97				Auto	Med Truck	Hvy Truck		
Speed	30				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	8,300				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.58	57.81	51.76	60.99	Auto	59.56	57.79	51.74	60.96
Medium Trucks	53.33	46.97	45.42	54.12	Medium Trucks	53.32	46.96	45.42	54.11
Heavy Trucks	56.56	47.53	48.77	57.26	Heavy Trucks	56.55	47.52	48.77	57.25
	61.98	58.52	54.15	63.11		61.96	58.50	54.14	63.09
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.96	54.11	57.25	63.19					

Preferred - Palm Avenue/From Main Street to Harvard Boulevard									
Case	98				Auto	Med Truck	Hvy Truck		
Speed	30				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	15,100				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.18	60.41	54.36	63.58	Auto	62.16	60.39	54.33	63.56
Medium Trucks	55.93	49.57	48.02	56.72	Medium Trucks	55.92	49.56	48.02	56.71
Heavy Trucks	59.16	50.12	51.37	59.86	Heavy Trucks	59.15	50.12	51.37	59.85
	64.57	61.11	56.75	65.70		64.56	61.10	56.74	65.69
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	63.56	56.71	59.85	65.79					

Preferred - Palm Avenue/From Harvard Boulevard to SR-126 WB Ramps									
Case	99					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	18,700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	65.01	63.24	57.19	66.41	Auto	64.98	63.22	57.16	66.39
Medium Trucks	57.86	51.50	49.95	58.65	Medium Trucks	57.85	51.49	49.95	58.64
Heavy Trucks	59.19	50.15	51.40	59.88	Heavy Trucks	59.18	50.15	51.39	59.88
	66.63	63.72	58.81	67.84		66.62	63.70	58.79	67.82
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	66.39	58.64	59.88	67.92					

Preferred - Palm Avenue/From SR-126 WB Ramps to SR-126 EB Ramps									
Case	100					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	10,700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.58	60.82	54.76	63.99	Auto	62.56	60.79	54.74	63.97
Medium Trucks	55.43	49.07	47.53	56.22	Medium Trucks	55.43	49.07	47.52	56.21
Heavy Trucks	56.76	47.73	48.98	57.46	Heavy Trucks	56.76	47.72	48.97	57.45
	64.21	61.29	56.38	65.42		64.19	61.27	56.37	65.40
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	63.97	56.21	57.45	65.50					

Preferred - Palm Avenue/From SR-126 EB Ramps to Santa Maria Street									
Case	101					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	50.74	48.97	42.92	52.15	Auto	50.72	48.95	42.90	52.12
Medium Trucks	43.59	37.23	35.69	44.38	Medium Trucks	43.58	37.22	35.68	44.37
Heavy Trucks	44.92	35.89	37.14	45.62	Heavy Trucks	44.91	35.88	37.13	45.61
	52.37	49.45	44.54	53.57		52.35	49.43	44.52	53.56
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	52.12	44.37	45.61	53.66					

Preferred - Palm Avenue/From SR-126 EB Ramps to southern terminus									
Case	102					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	50.74	48.97	42.92	52.15	Auto	50.72	48.95	42.90	52.12
Medium Trucks	43.59	37.23	35.69	44.38	Medium Trucks	43.58	37.22	35.68	44.37
Heavy Trucks	44.92	35.89	37.14	45.62	Heavy Trucks	44.91	35.88	37.13	45.61
	52.37	49.45	44.54	53.57		52.35	49.43	44.52	53.56
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	52.12	44.37	45.61	53.66					

Preferred - 6th/From Virginia Terrace to Santa Barbara Street									
Case	103					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,400					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.09	54.32	48.27	57.50	Auto	56.07	54.30	48.25	57.47
Medium Trucks	48.94	42.58	41.04	49.73	Medium Trucks	48.94	42.57	41.03	49.72
Heavy Trucks	50.27	41.24	42.49	50.97	Heavy Trucks	50.26	41.23	42.48	50.96
	57.72	54.80	49.89	58.93		57.70	54.78	49.88	58.91
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.47	49.72	50.96	59.01					

Preferred - 8th/From Virginia Terrace to Main Street									
Case	104					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	6,100					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.24	56.47	50.42	59.65	Auto	58.22	56.45	50.40	59.63
Medium Trucks	51.99	45.63	44.09	52.78	Medium Trucks	51.99	45.63	44.08	52.77
Heavy Trucks	55.22	46.19	47.44	55.92	Heavy Trucks	55.22	46.18	47.43	55.91
	60.64	57.18	52.82	61.77		60.62	57.16	52.80	61.75
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.63	52.77	55.91	61.85					

Preferred - 8th/From Main Street to Harvard Boulevard									
Case	105					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	6,100					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.24	56.47	50.42	59.65	Auto	58.22	56.45	50.40	59.63
Medium Trucks	51.99	45.63	44.09	52.78	Medium Trucks	51.99	45.63	44.08	52.77
Heavy Trucks	55.22	46.19	47.44	55.92	Heavy Trucks	55.22	46.18	47.43	55.91
	60.64	57.18	52.82	61.77		60.62	57.16	52.80	61.75
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.63	52.77	55.91	61.85					

Preferred - 8th/From Harvard Boulevard to Santa Maria Street									
Case	106					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,200					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	53.81	52.05	45.99	55.22	Auto	53.79	52.02	45.97	55.20
Medium Trucks	47.56	41.20	39.66	48.35	Medium Trucks	47.56	41.20	39.65	48.35
Heavy Trucks	50.79	41.76	43.01	51.49	Heavy Trucks	50.79	41.75	43.00	51.48
	56.21	52.75	48.39	57.34		56.19	52.73	48.37	57.32
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	55.20	48.35	51.48	57.42					

Preferred - 10th/From northern terminus to Santa Paula Street									
Case	107					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	53.77	52.00	45.95	55.18	Auto	53.75	51.98	45.93	55.15
Medium Trucks	48.52	42.16	40.62	49.31	Medium Trucks	48.52	42.15	40.61	49.30
Heavy Trucks	52.35	43.32	44.57	53.05	Heavy Trucks	52.34	43.31	44.56	53.04
	56.82	52.93	49.00	57.90		56.81	52.92	48.99	57.88
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	55.15	49.30	53.04	57.98					

Preferred - 10th/From Santa Paula Street and Santa Barbara Street									
Case	108					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	20,800					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.27	59.50	53.45	62.68	Auto	61.25	59.48	53.43	62.65
Medium Trucks	56.02	49.66	48.11	56.81	Medium Trucks	56.01	49.65	48.11	56.80
Heavy Trucks	59.85	50.82	52.06	60.55	Heavy Trucks	59.84	50.81	52.06	60.54
	64.32	60.43	56.50	65.40		64.31	60.41	56.49	65.38
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.65	56.80	60.54	65.48					

Preferred - 10th/rom Santa Barbara Street and Main Street									
Case	109					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	19,000					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.88	59.11	53.05	62.28	Auto	60.85	59.09	53.03	62.26
Medium Trucks	55.63	49.27	47.72	56.41	Medium Trucks	55.62	49.26	47.72	56.41
Heavy Trucks	59.46	50.42	51.67	60.15	Heavy Trucks	59.45	50.41	51.66	60.15
	63.93	60.04	56.11	65.00		63.92	60.02	56.09	64.99
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.26	56.41	60.15	65.09					

Preferred - 10th/From Main Street and East Ventura Street									
Case	110					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	20,700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.25	59.48	53.43	62.65	Auto	61.23	59.46	53.40	62.63
Medium Trucks	56.00	49.64	48.09	56.79	Medium Trucks	55.99	49.63	48.09	56.78
Heavy Trucks	59.83	50.79	52.04	60.53	Heavy Trucks	59.82	50.79	52.04	60.52
	64.30	60.41	56.48	65.38		64.29	60.39	56.47	65.36
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.63	56.78	60.52	65.46					

Preferred - 10th/From East Ventura Street to Harvard Boulevard									
Case	111					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	20,600					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.23	59.46	53.41	62.63	Auto	61.20	59.44	53.38	62.61
Medium Trucks	55.98	49.62	48.07	56.77	Medium Trucks	55.97	49.61	48.07	56.76
Heavy Trucks	59.81	50.77	52.02	60.50	Heavy Trucks	59.80	50.77	52.01	60.50
	64.28	60.39	56.46	65.36		64.27	60.37	56.45	65.34
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.61	56.76	60.50	65.44					

Preferred - 10th/From Harvard Boulevard to SR-126 WB Ramps									
Case	112					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	18,800					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.83	59.06	53.01	62.24	Auto	60.81	59.04	52.99	62.21
Medium Trucks	55.58	49.22	47.68	56.37	Medium Trucks	55.58	49.21	47.67	56.36
Heavy Trucks	59.41	50.38	51.63	60.11	Heavy Trucks	59.40	50.37	51.62	60.10
	63.88	59.99	56.06	64.96		63.87	59.97	56.05	64.94
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.21	56.36	60.10	65.04					

Preferred - 10th/From SR-126 WB Ramps to SR-126 EB Ramps									
Case	113					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	9,800					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.00	56.23	50.18	59.41	Auto	57.98	56.21	50.16	59.39
Medium Trucks	52.75	46.39	44.85	53.54	Medium Trucks	52.75	46.38	44.84	53.53
Heavy Trucks	56.58	47.55	48.80	57.28	Heavy Trucks	56.58	47.54	48.79	57.27
	61.05	57.16	53.23	62.13		61.04	57.15	53.22	62.11
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.39	53.53	57.27	62.21					

Preferred - 10th/From SR-126 EB Ramps to Santa Maria Street									
Case	114					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	9,800					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.00	56.23	50.18	59.41	Auto	57.98	56.21	50.16	59.39
Medium Trucks	52.75	46.39	44.85	53.54	Medium Trucks	52.75	46.38	44.84	53.53
Heavy Trucks	56.58	47.55	48.80	57.28	Heavy Trucks	56.58	47.54	48.79	57.27
	61.05	57.16	53.23	62.13		61.04	57.15	53.22	62.11
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.39	53.53	57.27	62.21					

Preferred - Ojai/From Northern City Limits to Virginia Terrace									
Case	115					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	15,500					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.29	60.52	54.47	63.70	Auto	62.27	60.50	54.45	63.68
Medium Trucks	56.04	49.68	48.14	56.83	Medium Trucks	56.04	49.68	48.13	56.82
Heavy Trucks	59.27	50.24	51.49	59.97	Heavy Trucks	59.27	50.23	51.48	59.96
	64.69	61.23	56.87	65.82		64.67	61.21	56.85	65.80
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	63.68	56.82	59.96	65.90					

Preferred - Ojai/From Virginia Terrace and Santa Paula Street									
Case	116					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	17,000					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.69	60.93	54.87	64.10	Auto	62.67	60.90	54.85	64.08
Medium Trucks	56.44	50.08	48.54	57.23	Medium Trucks	56.44	50.08	48.53	57.23
Heavy Trucks	59.68	50.64	51.89	60.37	Heavy Trucks	59.67	50.63	51.88	60.36
	65.09	61.63	57.27	66.22		65.07	61.61	57.25	66.20
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	64.08	57.23	60.36	66.30					

Preferred - 12th/From Richmond Road to Main Street									
Case	117					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	8,900					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.88	58.12	52.06	61.29	Auto	59.86	58.09	52.04	61.27
Medium Trucks	53.63	47.27	45.73	54.42	Medium Trucks	53.63	47.27	45.72	54.41
Heavy Trucks	56.86	47.83	49.08	57.56	Heavy Trucks	56.86	47.82	49.07	57.55
	62.28	58.82	54.46	63.41		62.26	58.80	54.44	63.39
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.27	54.41	57.55	63.49					

Preferred - 12th/From Main Street to Harvard Boulevard									
Case	118					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	5,600					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.87	56.10	50.05	59.28	Auto	57.85	56.08	50.03	59.25
Medium Trucks	51.62	45.26	43.72	52.41	Medium Trucks	51.62	45.25	43.71	52.40
Heavy Trucks	54.85	45.82	47.07	55.55	Heavy Trucks	54.84	45.81	47.06	55.54
	60.27	56.81	52.44	61.40		60.25	56.79	52.43	61.38
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.25	52.40	55.54	61.48					

Preferred - Mountain/From Harvard Boulevard to southern terminus									
Case	119					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	6,100					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.24	56.47	50.42	59.65	Auto	58.22	56.45	50.40	59.63
Medium Trucks	51.99	45.63	44.09	52.78	Medium Trucks	51.99	45.63	44.08	52.77
Heavy Trucks	55.22	46.19	47.44	55.92	Heavy Trucks	55.22	46.18	47.43	55.91
	60.64	57.18	52.82	61.77		60.62	57.16	52.80	61.75
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.63	52.77	55.91	61.85					

Preferred - Hallock/From Telegraph Road to SR-126									
Case	120					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	23,500					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	66.00	64.23	58.18	67.41	Auto	65.98	64.21	58.16	67.38
Medium Trucks	58.85	52.49	50.94	59.64	Medium Trucks	58.84	52.48	50.94	59.63
Heavy Trucks	60.18	51.15	52.39	60.88	Heavy Trucks	60.17	51.14	52.39	60.87
	67.63	64.71	59.80	68.83		67.61	64.69	59.78	68.82
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	67.38	59.63	60.87	68.92					

Preferred - Hallock/From SR-126 to Old Hallock Drive									
Case	121					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	10,900					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.66	60.90	54.84	64.07	Auto	62.64	60.87	54.82	64.05
Medium Trucks	55.51	49.15	47.61	56.30	Medium Trucks	55.51	49.15	47.60	56.30
Heavy Trucks	56.84	47.81	49.06	57.54	Heavy Trucks	56.84	47.80	49.05	57.53
	64.29	61.37	56.46	65.50		64.27	61.35	56.45	65.48
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	64.05	56.30	57.53	65.58					

Preferred - Foothill/From Briggs Road to Peck Road									
Case	122					Auto	Med Truck	Hvy Truck	
Speed	55					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,300					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.13	57.36	51.31	60.53	Auto	59.11	57.34	51.28	60.51
Medium Trucks	49.38	43.02	41.47	50.17	Medium Trucks	49.37	43.01	41.47	50.16
Heavy Trucks	49.41	40.37	41.62	50.11	Heavy Trucks	49.40	40.37	41.62	50.10
	59.96	57.60	52.14	61.26		59.95	57.58	52.12	61.24
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.51	50.16	50.10	61.34					

Preferred - Foothill/From Peck Road to Ridgecrest Drive									
Case	123				Auto	Med Truck	Hvy Truck		
Speed	25				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	500				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>	Reduction (NLR)	0.00	0.00	0.00	
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	45.08	43.31	37.26	46.48	Auto	45.06	43.29	37.23	46.46
Medium Trucks	39.83	33.47	31.92	40.62	Medium Trucks	39.82	33.46	31.92	40.61
Heavy Trucks	43.66	34.62	35.87	44.36	Heavy Trucks	43.65	34.62	35.87	44.35
	48.13	44.24	40.31	49.21		48.12	44.22	40.30	49.19
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	46.46	40.61	44.35	49.29					

Preferred - Virginia Terrace/From western terminus to Ojai Road									
Case	124					Auto	Med Truck	Hvy Truck	
Speed	25				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	2,400				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	51.89	50.12	44.07	53.30	Auto	51.87	50.10	44.05	53.27
Medium Trucks	46.64	40.28	38.74	47.43	Medium Trucks	46.64	40.27	38.73	47.42
Heavy Trucks	50.47	41.44	42.69	51.17	Heavy Trucks	50.46	41.43	42.68	51.16
	54.94	51.05	47.12	56.02		54.93	51.04	47.11	56.00
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	53.27	47.42	51.16	56.10					

Preferred - Santa Paula St/From Cummings Road to Peck Road									
Case	125					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,100					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.51	53.74	47.69	56.92	Auto	55.49	53.72	47.67	56.90
Medium Trucks	48.36	42.00	40.46	49.15	Medium Trucks	48.36	41.99	40.45	49.14
Heavy Trucks	49.69	40.66	41.91	50.39	Heavy Trucks	49.69	40.65	41.90	50.38
	57.14	54.22	49.31	58.35		57.12	54.20	49.30	58.33
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.90	49.14	50.38	58.43					

Preferred - Santa Paula St/From Peck Road to Palm Avenue									
Case	126					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	6,200					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.21	58.45	52.39	61.62	Auto	60.19	58.42	52.37	61.60
Medium Trucks	53.06	46.70	45.16	53.85	Medium Trucks	53.06	46.70	45.15	53.84
Heavy Trucks	54.39	45.36	46.61	55.09	Heavy Trucks	54.39	45.35	46.60	55.08
	61.84	58.92	54.01	63.05		61.82	58.90	54.00	63.03
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.60	53.84	55.08	63.13					

Preferred - Santa Paula St/From Palm Avenue to 10th Street									
Case	127					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	8,200					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.23	55.46	49.40	58.63	Auto	57.20	55.44	49.38	58.61
Medium Trucks	51.98	45.62	44.07	52.77	Medium Trucks	51.97	45.61	44.07	52.76
Heavy Trucks	55.81	46.77	48.02	56.50	Heavy Trucks	55.80	46.77	48.01	56.50
	60.28	56.39	52.46	61.35		60.27	56.37	52.44	61.34
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.61	52.76	56.50	61.44					

Preferred - Santa Paula St/From 10th Street to eastern terminus									
Case	128					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	7,500					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.84	55.07	49.02	58.25	Auto	56.82	55.05	49.00	58.22
Medium Trucks	51.59	45.23	43.68	52.38	Medium Trucks	51.58	45.22	43.68	52.37
Heavy Trucks	55.42	46.39	47.63	56.12	Heavy Trucks	55.41	46.38	47.63	56.11
	59.89	56.00	52.07	60.97		59.88	55.98	52.06	60.95
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.22	52.37	56.11	61.05					

Preferred - Santa Barbara/From Peck Road to dead end									
Case	129					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	46.54	44.77	38.72	47.95	Auto	46.52	44.75	38.70	47.92
Medium Trucks	41.29	34.93	33.39	42.08	Medium Trucks	41.28	34.92	33.38	42.07
Heavy Trucks	45.12	36.09	37.34	45.82	Heavy Trucks	45.11	36.08	37.33	45.81
	49.59	45.70	41.77	50.67		49.58	45.68	41.76	50.65
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	47.92	42.07	45.81	50.75					

Preferred - Santa Barbara/From end to Palm Avenue									
Case	130					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,900					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	52.71	50.95	44.89	54.12	Auto	52.69	50.92	44.87	54.10
Medium Trucks	47.46	41.10	39.56	48.25	Medium Trucks	47.46	41.10	39.55	48.24
Heavy Trucks	51.29	42.26	43.51	51.99	Heavy Trucks	51.29	42.25	43.50	51.98
	55.77	51.88	47.94	56.84		55.75	51.86	47.93	56.83
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	54.10	48.24	51.98	56.93					

Preferred - Santa Barbara/From Palm Avenue to 10th Street									
Case	131					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	5,000					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.08	53.31	47.26	56.48	Auto	55.06	53.29	47.23	56.46
Medium Trucks	49.83	43.47	41.92	50.62	Medium Trucks	49.82	43.46	41.92	50.61
Heavy Trucks	53.66	44.62	45.87	54.36	Heavy Trucks	53.65	44.62	45.87	54.35
	58.13	54.24	50.31	59.21		58.12	54.22	50.30	59.19
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.46	50.61	54.35	59.29					

Preferred - Santa Barbara/From 10th Street to 12th Street									
Case	132					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,400					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	53.40	51.64	45.58	54.81	Auto	53.38	51.61	45.56	54.79
Medium Trucks	48.16	41.79	40.25	48.94	Medium Trucks	48.15	41.79	40.24	48.94
Heavy Trucks	51.99	42.95	44.20	52.68	Heavy Trucks	51.98	42.94	44.19	52.67
	56.46	52.57	48.64	57.53		56.44	52.55	48.62	57.52
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	54.79	48.94	52.67	57.62					

Preferred - Telegraph/From Cummings Road to Briggs Road									
Case	133					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	5,700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	61.55	59.78	53.73	62.95	Auto	61.52	59.76	53.70	62.93
Medium Trucks	53.60	47.24	45.69	54.39	Medium Trucks	53.59	47.23	45.69	54.38
Heavy Trucks	54.53	45.49	46.74	55.22	Heavy Trucks	54.52	45.49	46.74	55.22
	62.88	60.17	55.05	64.12		62.86	60.15	55.04	64.10
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.93	54.38	55.22	64.20					

Preferred - Telegraph/From Briggs Road to 950 ft. west of Beckwith Street									
Case	134					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	6,500					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.12	60.35	54.30	63.52	Auto	62.10	60.33	54.27	63.50
Medium Trucks	54.17	47.81	46.26	54.96	Medium Trucks	54.16	47.80	46.26	54.95
Heavy Trucks	55.10	46.06	47.31	55.80	Heavy Trucks	55.09	46.06	47.31	55.79
	63.45	60.74	55.62	64.69		63.43	60.72	55.61	64.67
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	63.50	54.95	55.79	64.77					

Preferred - Telegraph/From 950 ft. west of Beckwith Street to Peck Road									
Case	135					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	8,600					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	63.33	61.57	55.51	64.74	Auto	63.31	61.54	55.49	64.72
Medium Trucks	55.39	49.02	47.48	56.17	Medium Trucks	55.38	49.02	47.47	56.17
Heavy Trucks	56.32	47.28	48.53	57.01	Heavy Trucks	56.31	47.27	48.52	57.00
	64.67	61.95	56.84	65.90		64.65	61.93	56.82	65.89
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	64.72	56.17	57.00	65.99					

Preferred - Telegraph/From Main Street to 850 ft. east of Main Street									
Case	136					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	11,300					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	60.92	59.15	53.10	62.33	Auto	60.90	59.13	53.08	62.30
Medium Trucks	54.67	48.31	46.76	55.46	Medium Trucks	54.66	48.30	46.76	55.45
Heavy Trucks	57.90	48.87	50.11	58.60	Heavy Trucks	57.89	48.86	50.11	58.59
	63.32	59.86	55.49	64.45		63.30	59.84	55.48	64.43
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	62.30	55.45	58.59	64.53					

Preferred - Telegraph/From 850 ft. east of Main Street to Hallock Drive									
Case	137					Auto	Med Truck	Hvy Truck	
Speed	45					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	13,300					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	66.73	64.96	58.91	68.13	Auto	66.70	64.94	58.88	68.11
Medium Trucks	58.08	51.72	50.17	58.87	Medium Trucks	58.07	51.71	50.17	58.86
Heavy Trucks	58.71	49.67	50.92	59.40	Heavy Trucks	58.70	49.67	50.91	59.40
	67.85	65.28	60.02	69.11		67.83	65.26	60.00	69.09
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	68.11	58.86	59.40	69.19					

Preferred - Telegraph/From Hallock Drive to eastern terminus									
Case	138					Auto	Med Truck	Hvy Truck	
Speed	45					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	1,500					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.25	55.48	49.43	58.66	Auto	57.23	55.46	49.41	58.63
Medium Trucks	48.60	42.24	40.70	49.39	Medium Trucks	48.59	42.23	40.69	49.38
Heavy Trucks	49.23	40.20	41.45	49.93	Heavy Trucks	49.22	40.19	41.44	49.92
	58.37	55.80	50.54	59.63		58.35	55.78	50.53	59.61
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.63	49.38	49.92	59.71					

Preferred - Main St/From Peck Road to 1,500 ft. west of Steckel Drive									
Case	139					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	7,100					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.60	54.83	48.78	58.01	Auto	56.58	54.81	48.76	57.99
Medium Trucks	51.35	44.99	43.45	52.14	Medium Trucks	51.35	44.99	43.44	52.13
Heavy Trucks	55.18	46.15	47.40	55.88	Heavy Trucks	55.18	46.14	47.39	55.87
	59.65	55.76	51.83	60.73		59.64	55.75	51.82	60.71
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.99	52.13	55.87	60.81					

Preferred - Main St/om 1,500 ft. west of Steckel Drive to Steckel Drive									
Case	140					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	9,500					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.86	56.10	50.04	59.27	Auto	57.84	56.08	50.02	59.25
Medium Trucks	52.62	46.26	44.71	53.40	Medium Trucks	52.61	46.25	44.71	53.40
Heavy Trucks	56.45	47.41	48.66	57.14	Heavy Trucks	56.44	47.40	48.65	57.14
	60.92	57.03	53.10	61.99		60.90	57.01	53.08	61.98
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.25	53.40	57.14	62.08					

Preferred - Main St/From Steckel Drive to Palm Avenue									
Case	141					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	9,600					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.91	56.14	50.09	59.32	Auto	57.89	56.12	50.07	59.30
Medium Trucks	52.66	46.30	44.76	53.45	Medium Trucks	52.66	46.30	44.75	53.44
Heavy Trucks	56.49	47.46	48.71	57.19	Heavy Trucks	56.49	47.45	48.70	57.18
	60.96	57.07	53.14	62.04		60.95	57.06	53.13	62.02
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.30	53.44	57.18	62.12					

Preferred - Main St/From Palm Avenue to 8th Street									
Case	142					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	12,700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.13	57.36	51.30	60.53	Auto	59.10	57.34	51.28	60.51
Medium Trucks	53.88	47.52	45.97	54.67	Medium Trucks	53.87	47.51	45.97	54.66
Heavy Trucks	57.71	48.67	49.92	58.40	Heavy Trucks	57.70	48.66	49.91	58.40
	62.18	58.29	54.36	63.25		62.17	58.27	54.34	63.24
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.51	54.66	58.40	63.34					

Preferred - Main St/From 8th Street to 10th Street									
Case	143					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	11,800					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.81	57.04	50.99	60.21	Auto	58.78	57.02	50.96	60.19
Medium Trucks	53.56	47.20	45.65	54.35	Medium Trucks	53.55	47.19	45.65	54.34
Heavy Trucks	57.39	48.35	49.60	58.08	Heavy Trucks	57.38	48.35	49.60	58.08
	61.86	57.97	54.04	62.94		61.85	57.95	54.03	62.92
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.19	54.34	58.08	63.02					

Preferred - Main St/From 10th Street to 12th Street									
Case	144					Auto	Med Truck	Hvy Truck	
Speed	25					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	6,800					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	56.41	54.65	48.59	57.82	Auto	56.39	54.62	48.57	57.80
Medium Trucks	51.17	44.80	43.26	51.95	Medium Trucks	51.16	44.80	43.25	51.95
Heavy Trucks	55.00	45.96	47.21	55.69	Heavy Trucks	54.99	45.95	47.20	55.68
	59.47	55.58	51.65	60.54		59.45	55.56	51.63	60.53
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.80	51.95	55.68	60.63					

Preferred - Main St/From 12th Street to Harvard Boulevard									
Case	145					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	4,500					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.82	57.05	51.00	60.23	Auto	58.80	57.03	50.98	60.20
Medium Trucks	51.67	45.31	43.77	52.46	Medium Trucks	51.67	45.30	43.76	52.45
Heavy Trucks	53.00	43.97	45.22	53.70	Heavy Trucks	52.99	43.96	45.21	53.69
	60.45	57.53	52.62	61.66		60.43	57.51	52.61	61.64
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	60.20	52.45	53.69	61.74					

Preferred - Harvard/From Peck Road to Steckel Drive									
Case	146					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	15,700					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	64.25	62.48	56.43	65.65	Auto	64.23	62.46	56.40	65.63
Medium Trucks	57.10	50.74	49.19	57.89	Medium Trucks	57.09	50.73	49.19	57.88
Heavy Trucks	58.43	49.39	50.64	59.12	Heavy Trucks	58.42	49.39	50.64	59.12
	65.87	62.96	58.05	67.08		65.86	62.94	58.03	67.06
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	65.63	57.88	59.12	67.16					

Preferred - Harvard/From Steckel Drive to Palm Avenue									
Case	147					Auto	Med Truck	Hvy Truck	
Speed	35					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	19,400					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	65.17	63.40	57.34	66.57	Auto	65.14	63.38	57.32	66.55
Medium Trucks	58.02	51.66	50.11	58.81	Medium Trucks	58.01	51.65	50.11	58.80
Heavy Trucks	59.35	50.31	51.56	60.04	Heavy Trucks	59.34	50.30	51.55	60.04
	66.79	63.88	58.97	68.00		66.78	63.86	58.95	67.98
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	66.55	58.80	60.04	68.08					

Preferred - Harvard/From Palm Avenue to 8th Street									
Case	148					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	16,200					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.48	60.72	54.66	63.89	Auto	62.46	60.69	54.64	63.87
Medium Trucks	56.24	49.87	48.33	57.02	Medium Trucks	56.23	49.87	48.32	57.02
Heavy Trucks	59.47	50.43	51.68	60.16	Heavy Trucks	59.46	50.42	51.67	60.15
	64.88	61.42	57.06	66.01		64.86	61.40	57.04	65.99
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	63.87	57.02	60.15	66.09					

Preferred - Harvard/From 8th Street to 10th Street

Case	149				Auto	Med Truck	Hvy Truck		
Speed	30				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	14,900				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	62.12	60.35	54.30	63.53	Auto	62.10	60.33	54.28	63.50
Medium Trucks	55.87	49.51	47.97	56.66	Medium Trucks	55.87	49.50	47.96	56.65
Heavy Trucks	59.10	50.07	51.32	59.80	Heavy Trucks	59.09	50.06	51.31	59.79
	64.52	61.06	56.69	65.65		64.50	61.04	56.68	65.63
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	63.50	56.65	59.79	65.73					

Preferred - Harvard/From 10th Street to 12th Street

Case	150				Auto	Med Truck	Hvy Truck		
Speed	30				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	8,900				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
					Reduction (NLR)	0.00	0.00	0.00	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	59.88	58.12	52.06	61.29	Auto	59.86	58.09	52.04	61.27
Medium Trucks	53.63	47.27	45.73	54.42	Medium Trucks	53.63	47.27	45.72	54.41
Heavy Trucks	56.86	47.83	49.08	57.56	Heavy Trucks	56.86	47.82	49.07	57.55
	62.28	58.82	54.46	63.41		62.26	58.80	54.44	63.39
	Resulting Noise Levels								
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	61.27	54.41	57.55	63.49					

Preferred - Harvard/From 12th Street to 440 ft. west of Main Street									
Case	151					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,600					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.95	54.18	48.13	57.36	Auto	55.93	54.16	48.11	57.34
Medium Trucks	49.70	43.34	41.80	50.49	Medium Trucks	49.70	43.34	41.79	50.48
Heavy Trucks	52.93	43.90	45.15	53.63	Heavy Trucks	52.93	43.89	45.14	53.62
	58.35	54.89	50.52	59.48		58.33	54.87	50.51	59.46
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	57.34	50.48	53.62	59.56					

Preferred - Harvard/From 440 ft. west of Main Street to Main Street									
Case	152					Auto	Med Truck	Hvy Truck	
Speed	30					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	3,300					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	55.57	53.81	47.75	56.98	Auto	55.55	53.78	47.73	56.96
Medium Trucks	49.33	42.96	41.42	50.11	Medium Trucks	49.32	42.96	41.41	50.11
Heavy Trucks	52.56	43.52	44.77	53.25	Heavy Trucks	52.55	43.51	44.76	53.24
	57.97	54.51	50.15	59.10		57.95	54.49	50.13	59.08
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	56.96	50.11	53.24	59.18					

Preferred - Faulkner Rd/From end to SR-126 WB Ramps										
Case	153					Auto	Med Truck	Hvy Truck		
Speed	25					Vehicle Height	0	2.3	8	
Distance to Receiver	50					Net Receiver Height	5	2.7	-3	
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard									
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09	
						Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	2,000					Difference (D)	0.000	0.000	0.000	
						Fresnel Adjusted	0.000	0.000	0.000	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>		Reduction (NLR)	0.00	0.00	0.00	
Auto	77.5%	12.9%	9.6%	97.4%						
Med	84.8%	4.9%	10.3%	1.8%						
Heavy	86.5%	2.7%	10.8%	0.7%						
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>		Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	51.10	49.33	43.28	52.50		Auto	51.08	49.31	43.26	52.48
Medium Trucks	45.85	39.49	37.94	46.64		Medium Trucks	45.84	39.48	37.94	46.63
Heavy Trucks	49.68	40.65	41.89	50.38		Heavy Trucks	49.67	40.64	41.89	50.37
	54.15	50.26	46.33	55.23			54.14	50.24	46.32	55.21
Resulting Noise Levels										
	Auto	Medium Truck	Heavy Truck	24-hour CNEL						
Total Attenuated Noise	52.48	46.63	50.37	55.31						

Preferred - Faulkner Rd/From SR-126 WB Ramps to Peck Road									
Case	154					Auto	Med Truck	Hvy Truck	
Speed	25				Vehicle Height	0	2.3	8	
Distance to Receiver	50				Net Receiver Height	5	2.7	-3	
Distance to Wall	50				Net Wall Height	0.00	-2.30	-8.00	
Elevation Change	0				Direct LOS Height	5.00	2.70	-3.00	
Height of Receiver	5				Effective Wall Height	5.00	2.70	-3.00	
Hard or Soft Site	Hard								
Height of Wall	0				Direct Distance (CD)	50.25	50.07	50.09	
					Indirect Distance (CI)	50.25	50.07	50.09	
Total Vehicle Volume	11,100				Difference (D)	0.000	0.000	0.000	
					Fresnel Adjusted	0.000	0.000	0.000	
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>	Reduction (NLR)	0.00	0.00	0.00	
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.54	56.77	50.72	59.95	Auto	58.52	56.75	50.70	59.93
Medium Trucks	53.29	46.93	45.39	54.08	Medium Trucks	53.29	46.93	45.38	54.07
Heavy Trucks	57.12	48.09	49.34	57.82	Heavy Trucks	57.12	48.08	49.33	57.81
	61.60	57.71	53.77	62.67		61.58	57.69	53.76	62.65
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.93	54.07	57.81	62.75					

Preferred - Santa Maria/From Acacia Road to Palm Avenue									
Case	155					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,600					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	58.14	56.37	50.32	59.54	Auto	58.12	56.35	50.29	59.52
Medium Trucks	50.19	43.83	42.28	50.98	Medium Trucks	50.18	43.82	42.28	50.97
Heavy Trucks	51.12	42.08	43.33	51.82	Heavy Trucks	51.11	42.08	43.33	51.81
	59.47	56.76	51.64	60.71		59.45	56.74	51.63	60.69
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	59.52	50.97	51.81	60.79					

Preferred - Santa Maria Street/Palm to Dead End									
Case	156					Auto	Med Truck	Hvy Truck	
Speed	40					Vehicle Height	0	2.3	8
Distance to Receiver	50					Net Receiver Height	5	2.7	-3
Distance to Wall	50					Net Wall Height	0.00	-2.30	-8.00
Elevation Change	0					Direct LOS Height	5.00	2.70	-3.00
Height of Receiver	5					Effective Wall Height	5.00	2.70	-3.00
Hard or Soft Site	Hard								
Height of Wall	0					Direct Distance (CD)	50.25	50.07	50.09
						Indirect Distance (CI)	50.25	50.07	50.09
Total Vehicle Volume	2,100					Difference (D)	0.000	0.000	0.000
						Fresnel Adjusted	0.000	0.000	0.000
						Reduction (NLR)	0.00	0.00	0.00
Percentages	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>Daily</u>					
Auto	77.5%	12.9%	9.6%	97.4%					
Med	84.8%	4.9%	10.3%	1.8%					
Heavy	86.5%	2.7%	10.8%	0.7%					
50 ft Reference SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>	Attenuated SPL	<u>Day</u>	<u>Evening</u>	<u>Night</u>	<u>CNEL</u>
Auto	57.21	55.44	49.39	58.62	Auto	57.19	55.42	49.37	58.60
Medium Trucks	49.26	42.90	41.36	50.05	Medium Trucks	49.26	42.89	41.35	50.04
Heavy Trucks	50.19	41.16	42.41	50.89	Heavy Trucks	50.19	41.15	42.40	50.88
	58.54	55.83	50.72	59.78		58.52	55.81	50.70	59.76
Resulting Noise Levels									
	Auto	Medium Truck	Heavy Truck	24-hour CNEL					
Total Attenuated Noise	58.60	50.04	50.88	59.86					