Appendix J Noise and Vibration Modeling Data

Appendices

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LOCAL REGULATIONS AND STANDARDS

S4 Noise Hazards



This is a view from Mission Boulevard of several of the major noise generator.

Physical health, psychological well being, social cohesion, property values and economic productivity can all be affected by excessive amounts of noise. Ontario has many mobile and stationary sources of noise, impacts from them must be considered in development decisions.

Goals

S4

An environment where noise does not adversely affect the public's health, safety, and welfare.

Policies

S4-1

Noise Mitigation. We utilize the City's Noise Ordinance, building codes and subdivision and development codes to mitigate noise impacts.

S4-2

Coordination with Transportation Authorities. We collaborate with airport owners, FAA, Caltrans, SANBAG, SCAG, neighboring jurisdictions, and other transportation providers in the preparation and maintenance of, and updates to transportation-related plans to minimize noise impacts and provide appropriate mitigation measures.

S4-3

Airport Noise Mitigation. We aggressively pursue funding and utilize programs to reduce effects of aircraft noise in impacted areas of our community. (Link to Land Use Element (/policy-plan/lu-land-use-element/) and Quiet Home Program (/quiet-home-program-2/))

S4-4

Truck Traffic. We manage truck traffic to minimize noise impacts on sensitive land uses. (Link to Mobility Element (/policy-plan/mobility-element/))

S4-5

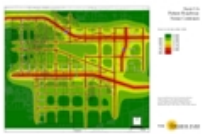
Roadway Design. We design streets and highways to minimize noise impacts.

S4-6

Airport Noise Compatibility. We utilize information from Airport Land Use Compatibility Plans to prevent the construction of new noise sensitive land uses within airport noise impact zones.

EXHIBITS

All Exhibits are part of the Policy Plan



S-3a Future Roadway Noise Contour Map
(http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/future-roadway-noise-map.pdf)



S-3b Future Rail Noise Contour Map
(http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/future-rail-noise.pdf)

S-3c Map 2-3 Compatibility Policy Map: Noise Impact Zones of ALUCP for ONT (http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/compatibility-policy-map.pdf)

LU-07 Noise Level Exposure and Land Use Compatibility Guidelines (http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/noise-level-exposure.pdf)

REFERENCE MATERIALS

All References are not part of the Policy Plan

Existing Noise Levels in Ontario from Surface Transportation (Figure 5.12-1 of EIR) (http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/existing-noise-levels.pdf)

Existing 65 dBA CNEL Train Noise Contours (Figure 5.12-2 of EIR) (http://www.ontarioplan.org/wp-content/uploads/sites/4/2015/05/existing-train-noise.pdf)

ALUCP for Ontario International Airport (http://www.ont-iac.com/airport-land-use-compatibility-plan/ont-alucp-chapter-2/)

The Ontario Plan

Ontario Plan Framework (http://www.ontarioplan.org/ontario-plan-framework/)

Surveys (http://www.ontarioplan.org/surveys/)

Environmental Impact Report (http://www.ontarioplan.org/environmental-impact-report/)

Glossary of Terms (http://www.ontarioplan.org/glossary-of-terms/)

Approvals & Amendments (http://www.ontarioplan.org/approvals-ammendments/)

Other Internal Links

City of Ontario Website (https://www.ontarioca.gov)

Planning Department (https://www.ontarioca.gov/planning)

Municipal Utilities Company (https://www.ontarioca.gov/omuc)

Financial Services (https://www.ontarioca.gov/financial-services-0)

Community Life & Culture (https://www.ontarioca.gov/community-life)

Police Department (https://www.ontarioca.gov/police)

Fire Department (https://www.ontarioca.gov/fire)

Building Department (https://www.ontarioca.gov/building)

City Clerk (https://www.ontarioca.gov/city-clerk-records-management)

Human Resources (https://www.ontarioca.gov/human-resources)

External Links

OPR (http://www.opr.ca.gov/)

SCAG (http://www.scag.ca.gov/Pages/default.aspx)

San Bernardino County (http://www.sbcounty.gov/default.asp)

LAWA (http://www.lawa.org/welcomeLAX.aspx)

SANBAG (http://www.sanbag.ca.gov/)

Caltrans (http://www.dot.ca.gov/)

Metrolink (http://www.metrolinktrains.com/)

Omnitrans (http://www.omnitrans.org/)

Chamber of Commerce (http://ontario.org/)

Urban Land Institute (http://uli.org/)

American Planning Association (https://www.planning.org/)

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NOISE LEVEL EXPOSURE AND LAND USE COMPATIBILITY GUIDELINES

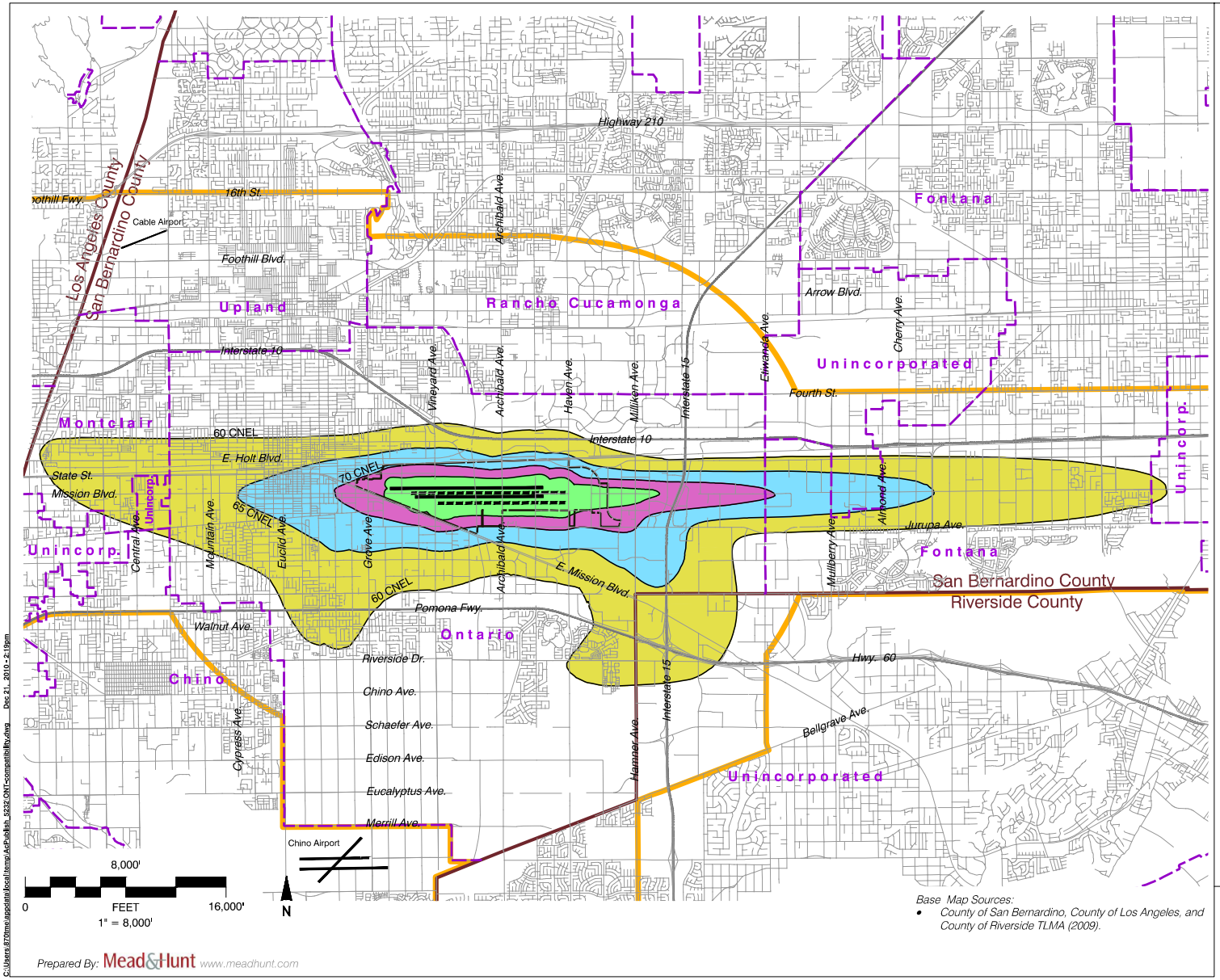
Table LU-7

LAND USE CATEGORIES		COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)						
Category	**Land Use**	**55**	**60**	**65**	**70**	**75**	**80**	
Residential/ Lodging	Single Family / Duplex							
	Multi-Family							
	Mobile Homes							
	Hotel/Motels							
Public/Institutional	Schools/Hospitals							
	Churches/ Libraries							
	Auditoriums/Concert Halls							
Commercial	Offices							
	Retail							
Industrial	Manufacturing							
	Warehousing							
Recreational/ Open Space	Parks/Playgrounds							
	Golf Courses/ Riding Stables							
	Outdoor Spectator Sports							
	Outdoor Music Shells/ Amphitheaters							
	Livestock/Wildlife Preserves							
	Crop Agriculture							

LEGEND

Clearly Acceptable:	No special noise insulation required, assuming buildings of normal conventional construction.
Normally Acceptable:	Acoustical reports will be required for major new residential construction. Conventional construction with closed windows and fresh air supply systems of air conditioning will normally suffice.
Normally Unacceptable:	New construction should be discouraged. Noise/aviation easements required for all new construction. If new construction does proceed, a detailed analysis of noise reduction requirements must be made and necessary noise insulation features included.
Clearly Unacceptable:	No new construction should be permitted.

Note: For noise compatibility criteria and contours for Ontario International Airport refer to the adopted ALUCP for ONT.



C:\Users\870mc\appdata\local\temp\AcPublish_5232\ONT-compatibility.dwg Dec 21, 2010 - 2:19pm

Base Map Sources:
- *County of San Bernardino, County of Los Angeles, and County of Riverside TLMA (2009).*

Prepared By: Mead&Hunt www.meadhunt.com

LEGEND

Boundary Lines

- Airport Property Line
- County Line
- City Limits
- Street
- Existing Runways } Runway 8L-26R
- Future Runways } Runway 8R-26L

Policy Boundaries

- Airport Influence Area (portions extend beyond map view)

Noise Impact Zones[1]

- 60 - 65 dB CNEL
- 65 - 70 dB CNEL
- 70 - 75 dB CNEL
- 75 + dB CNEL

NOTES

1. See **Section 6.2** and **Table 2-3** for noise policies and criteria.
2. Avigation easement and dedication required in areas exposed to noise of CNEL 65 dB or greater (see **Policy N5** and **SP1**).
3. Composite of No Project (343,000 annual operations) and Proposed Project (465,000 annual operations) contours.

ONTARIO AIRPORT PLANNING

LA/Ontario International Airport
Land Use Compatibility Plan

Map 2-3

Compatibility Policy Map: Noise Impact Zones

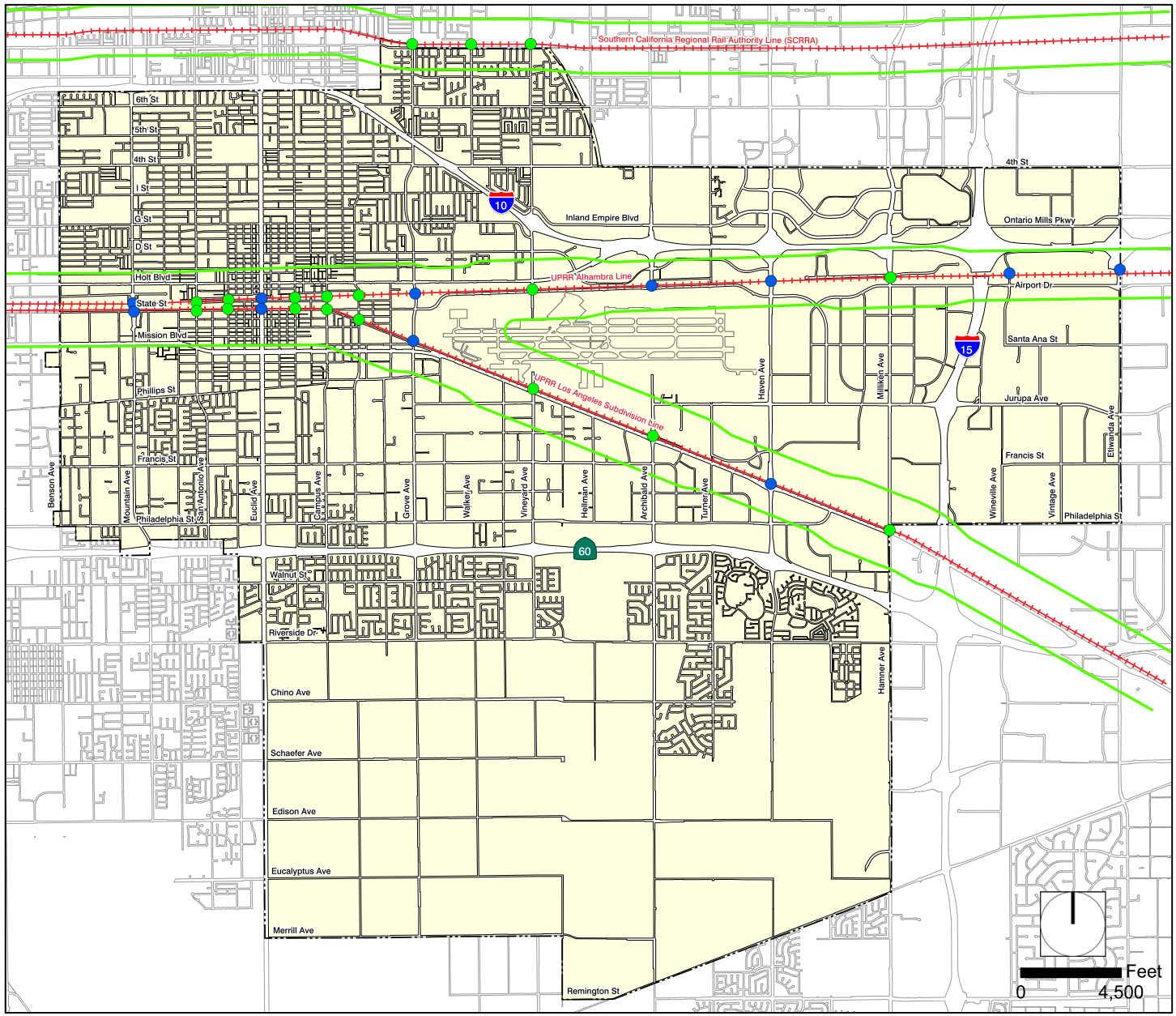


Figure S-3b

Future 2035 65dBA CNEL Train Noise Contour

- 65 dBA CNEL Train Noise Contour
- Railroad
- Grade-Separated Crossing
- At-Grade Crossing

Note: Railroad noise contours do not take into account reduction in train horn noise from future grade separations because implementation of grade separations would need to be coordinated with other agencies, including the Union Pacific Railroad, California Public Utilities Commission, and potentially the California Department of Transportation.

THE ONTARIO PLAN
A FRAMEWORK FOR THE FUTURE

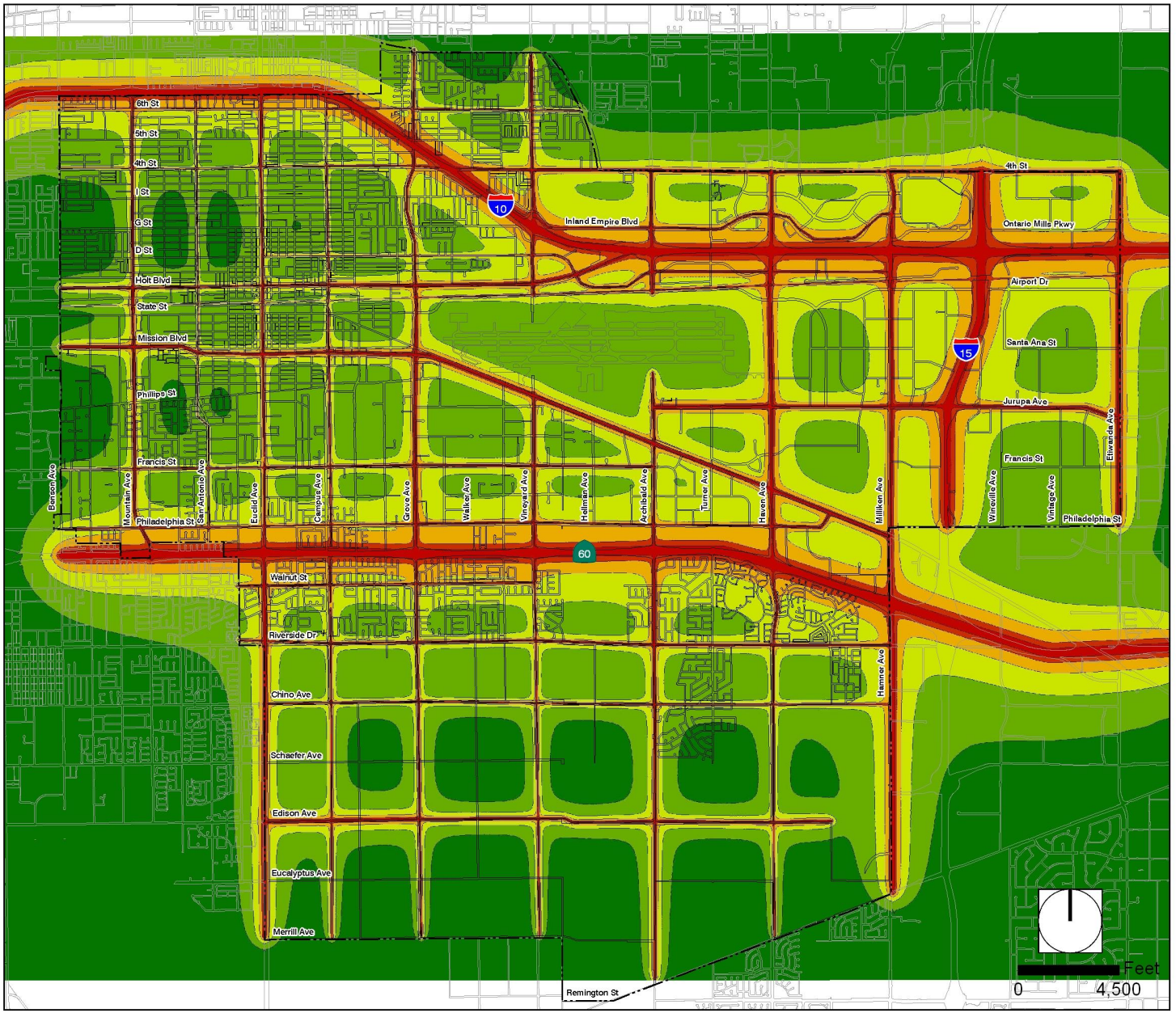


Figure S-3a

Future Roadway Noise Contours

Noise Level Ldn in dBA CNEL

	<= 60
60 <	<= 65
65 <	<= 70
70 <	<= 75
75 <	<= 80
80 <	

Source: SoundPlan Noise Model, Braunstein and Berndt, GmbH, Version 6.5. Noise contours do not take into account attenuation provided by building structures or masonry walls or noise from the Los Angeles Ontario International Airport, Chino Airport, or Union Pacific Railroad.

THE ONTARIO PLAN
A FRAMEWORK FOR THE FUTURE

Print

Ontario Municipal Code

CHAPTER 29: NOISE

5-29.01 Declaration of findings and policy

5-29.02 Definitions

5-29.03 Designated noise zones

5-29.04 Exterior noise standards

5-29.05 Interior noise standards

5-29.06 Exemptions

5-29.07 Loud and disturbing noise

5-29.08 Real property maintenance noise regulations

5-29.09 Construction activity noise regulations

5-29.10 Other public agency exceptions

5-29.11 Schools, day care centers, churches, libraries, museums, health care institutions; Special provisions

5-29.12 Sound amplifying equipment

5-29.13 Amplified sound

5-29.14 Motor vehicles

5-29.15 Noise level measurement

5-29.16 Prima facie violation

5-29.17 Penalty

5-29.18 Enforcement and administration

5-29.19 City Manager waiver

5-29.20 Noise abatement program

Sec. 5-29.01. Declaration of findings and policy.

It is hereby found and declared that:

(a) The making and creation of excessive, unnecessary or unusually loud noises within the limits of the City is a condition that has existed for some time, however, the extent and volume of such noises is increasing;

(b) The making, creation or maintenance of such excessive, unnecessary, unnatural or unusually loud noises that are prolonged, unusual and unnatural in their time, place and use affect and are a detriment to

public health, comfort, convenience, safety, welfare and prosperity of the residents of the City; and

(c) The necessity in the public interest for the provisions and prohibitions hereinafter contained and enacted, is declared as a matter of legislative determination and public policy, and it is further declared that the provisions and prohibitions hereinafter contained and enacted are in pursuance of and for the purpose of securing and promoting the public health, comfort, convenience, safety, welfare and prosperity and the peace and quiet of the residents of the City.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.02. Definitions.

As used in this chapter, specific words and phrases are defined as follows:

(a) "Ambient noise level" shall mean the all-encompassing noise level associated with a given environment and is a composite of sounds from all sources, excluding the alleged offensive noise or excessive sound, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

(b) "Applicable (noise) zone" shall mean the noise zone category based on the actual use of the property, provided that the actual use is a legal use in the City.

(c) "A-weighted sound level" shall mean the sound pressure level in decibels (dBAs) as measured with a sound level meter using the A-weighted filter network (scale) at slow response and at a pressure of twenty (20) micropascals. The A-weighted filter de-emphasizes the very low and a very high frequency component of sound in a manner similar to the response of the human ear, and is a numerical method of rating human judgment of loudness.

(d) "Decibel (dBA)" shall mean a unit for measuring the amplitude of a sound, equal to twenty (20) times the logarithm to the base ten (10) of the ratio of pressure of the sound measured to the reference pressure of twenty (20) micropascals.

(e) "Equivalent sound or noise level (Leq)" shall mean the International Electrotechnical Commission (IEC) 60804 Standard for measurement, or the most recent revision thereof, for the sound level corresponding to a steady state noise level over a given sample period with the same amount of acoustic energy as the actual time varying noise level or the energy average noise level during the sample period. The measurement period for the purposes of this chapter is fifteen (15) minutes.

(f) "Impulsive noise" shall mean a noise of short duration usually less than one (1) second and of high intensity, with an abrupt onset and rapid decay. Such objectionable noises may also be repetitive.

(g) "Intrusive noise" shall mean that noise that intrudes over and above the ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, time of occurrence and tonal information content, as well as the prevailing ambient noise level.

(h) "Maintenance" shall mean the upkeep, repair or preservation of existing property or structures.

(i) "Noise" shall mean any unwanted sound or sound that is undesirable because it interferes with speech and hearing, or is intense enough to damage hearing or is otherwise annoying.

(j) "Noise level (sound level)" shall mean the weighted sound pressure level obtained by use of a sound level meter having a standard frequency filter for attenuating part of the sound spectrum. For purposes of this chapter, all noise levels (sound levels) shall be A-weighted sound pressure level.

(k) "Noise (sound) level meter" shall mean an instrument, including a microphone, an amplifier, an output meter and frequency weighting networks for the measurement and determination of noise and sound levels. For the purposes of this chapter, the sound level meter must meet the International Electrotechnical

Commission (IEC) 60651 and 60804 Standards, or the most recent revisions thereof, for Type 1 sound level meters or an instrument and the associated recording and analyzing equipment that will provide equivalent data.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.03. Designated noise zones.

The properties hereinafter described shall be assigned to the following noise zones:

Noise Zone I:	All single-family residential properties;
Noise Zone II:	All multi-family residential properties and mobile home parks;
Noise Zone III:	All commercial property;
Noise Zone IV:	The residential portion of mixed use properties;
Noise Zone V:	All manufacturing or industrial properties and all other uses.

The actual use of the property, and not necessarily its zoning designation, shall be the determining factor in establishing whether a property is in Noise Zone I, II, III, IV or V, provided that the actual use is a legal use within the applicable zone.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.04. Exterior noise standards.

(a) The following exterior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

Allowable Exterior Noise Level (1)		***Allowed Equivalent Noise Level, Leq. (2)***	
Noise Zone	***Type of Land Use***	***7 a.m. to 10 p.m.***	***10 p.m. to 7 a.m.***
I	Single-Family Residential	65 dBA	45 dBA
II	Multi-Family Residential, Mobile Home Parks	65 dBA	50 dBA
III	Commercial Property	65 dBA	60 dBA
IV	Residential Portion of Mixed Use	70 dBA	70 dBA
V	Manufacturing and Industrial, Other Uses	70 dBA	70 dBA

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.

(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

(1) The noise standard for the applicable zone for any fifteen-minute (15) period; and

(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.05. Interior noise standards.

(a) The following interior noise standards, unless otherwise specifically indicated, shall apply to all properties within a designated noise zone.

Allowable Interior Noise Level (1)		**Allowed Equivalent Noise Level, Leq.** (2)	
Noise Zone	***Type of Land Use***	***7 a.m. to 10 p.m.***	***10 p.m. to 7 a.m.***
I	Single-Family Residential	45 dBA	40 dBA
II	Multi-Family Residential, Mobile Home Parks	45 dBA	40 dBA
IV	Residential Portion of Mixed Use	45 dBA	40 dBA

(1) If the ambient noise level exceeds the resulting standard, the ambient noise level shall be the standard.

(2) Measurements for compliance are made on the affected property pursuant to § 5-29.15.

(b) It is unlawful for any person at any location within the incorporated area of the City to create noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which noise causes the noise level, when measured at any location on any other property, to exceed either of the following:

(1) The noise standard for the applicable zone for any fifteen-minute (15) period;

(2) A maximum instantaneous (single instance) noise level equal to the value of the noise standard plus twenty (20) dBA for any period of time (measured using A-weighted slow response).

(c) In the event the ambient noise level exceeds the noise standard, the maximum allowable noise level under such category shall be increased to reflect the maximum ambient noise level.

(d) The Noise Zone IV standard shall apply to that portion of residential property falling within one hundred (100) feet of a commercial property or use, if the noise originates from that commercial property or use.

(e) If the measurement location is on a boundary between two (2) different noise zones, the lower noise level standard applicable to the noise zone shall apply.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.06. Exemptions.

The following activities shall be exempted from the provisions of this chapter:

(a) Any activity conducted on public property, or on private property with the consent of the owner, by any public entity or its officers, employees, representatives, agents, subcontractors, permittees, licensees or lessees that the public entity has authorized are exempt from the provisions of this chapter. This includes, without limitation, sporting and recreational activities that are sponsored, co-sponsored, permitted or allowed by the City or any school district within the City's jurisdictional boundaries. This also includes, without limitation, occasional outdoor gatherings, public dances, shows or sporting and entertainment events, provided such events are conducted pursuant to an approval, authorization, contract, lease, permit or sublease by the appropriate public entity, specifically the planning commission or City Council;

(b) Occasional outdoor gatherings, public dances, show, sporting and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of said events;

(c) Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within forty-five (45) minutes in any hour of its being activated;

(d) Noise sources associated with construction, repair, remodeling, demolition or grading of any real property. Such activities shall instead be subject to the provisions of § 5-29.09;

(e) Noise sources associated with construction, repair, remodeling, demolition or grading of public rights-of-way or during authorized seismic surveys;

(f) All mechanical devices, apparatus or equipment associated with agriculture operations provided that:

(1) Operations do not take place between 8:00 p.m. and 7:00 a.m.;

(2) Such operations and equipment are utilized for the protection or salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions; or

(3) Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture;

(g) Noise sources associated with the maintenance of real property. Such activities shall instead be subject to the provisions of § 5-29.08;

(h) Any activity to the extent regulation thereof has been preempted by state or federal law;

(i) Any noise sources associated with people and/or music associated with a party at a residential property. Such noise shall be subject to the provisions of OMC § 5-29.07;

(j) Any noise source emanating from an ice cream truck within the City. Such noise shall be subject to the provisions of OMC § 4-18.04;

(k) Any noise sources associated with barking dogs or other intermittent noises made by animals on any properly within the City. Such noise shall be subject to the provisions of OMC Chapter 1, Title 6;

(l) Noise sources related to uses approved by a permit or development agreement adopted prior to the date of adoption of this chapter and that contains acoustic or noise standard conditions of approval. This exemption shall only be applicable during the effective period of the City-approved permit or development agreement.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.07. Loud and disturbing noise.

(a) It is unlawful for any person or property owner within the City to make, cause or allow to be made any loud, excessive, impulsive or intrusive noise, disturbance or commotion that disturbs the peace or quiet of any area or that causes discomfort or annoyance to any reasonable person of normal sensitivities in the area, after a Police or Code Enforcement Officer has first requested that the person or property owner cease and desist from making such noise. The types of loud, disturbing, excessive, impulsive or intrusive noise may include, but shall not be limited to, yelling, shouting, hooting, whistling, singing, playing a musical instrument, or emitting or transmitting any loud music or noise from any mechanical or electrical sound making or sound-amplifying device.

(b) The factors, standards, and conditions that may be considered in determining whether a violation of the provisions of this section has been committed, included, but not limited to, the following:

(1) The level of the noise;

(2) The level and intensity of the background (ambient) noise, if any;

(3) The proximity of the noise to residential or commercial sleeping areas;

(4) The nature and zoning of the area within which the noise emanates;

(5) The density of inhabitation of the area within which the noise emanates;

(6) The time of day and night the noise occurs;

(7) The duration of the noise;

(8) Whether the noise is constant, recurrent or intermittent;

(9) Whether the noise is produced by a commercial or noncommercial activity; and

(10) Whether the use is lawful under the provisions of Title 5 of this Code and whether the noise is one that could reasonably be expected from the activity or allowed use.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.08. Real property maintenance noise regulations.

(a) No person, while engaged in maintenance of real property, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, except between the hours of 8:00 a.m. and 6:00 p.m.

(b) Trimming or pruning that requires the use of chainsaws or mulching machines shall only be allowed between the hours of 8:00 a.m. and 6:00 p.m. on a weekday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday or Sunday.

(c) The use of electrical or gasoline powered blowers, such as commonly used by gardeners or other persons for cleaning lawns, yards, driveways, gutters and other property shall only be allowed between the hours of 8:00 a.m. and 6:00 p.m. on a weekday and between the hours of 9:00 a.m. and 5:00 p.m. on Saturday or Sunday.

(d) No landowner, gardener, property maintenance service, contractor, subcontractor or employer shall permit or allow any person or persons working under his or her direction or control to operate any tool, equipment or machine in violation of the provisions of this section.

(e) Exceptions. The provisions of this section shall not apply to the following:

(1) Emergency property maintenance required by the building official;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:

(i) The City Manager or department head determines that the maintenance, repair or improvement is immediately necessary to maintain public service,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes maintenance during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any maintenance that complies with the noise limits specified in § 5-29.04.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.09. Construction activity noise regulations.

(a) No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a Police or Code Enforcement Officer, on any weekday except between the hours of 7:00 a.m. and 6:00 p.m. or on Saturday or Sunday between the hours of 9:00 a.m. and 6:00 p.m.

(b) No landowner, construction company owner, contractor, subcontractor, or employer shall permit or allow any person or persons working under their direction and control to operate any tool, equipment or machine in violation of the provisions of this section.

(c) Exceptions.

(1) The provisions of this section shall not apply to emergency construction work performed by a private party when authorized by the City Manager or his or her designee;

(2) The maintenance, repair or improvement of any public work or facility by public employees, by any person or persons acting pursuant to a public works contract, or by any person or persons performing such work or pursuant to the direction of, or on behalf of, any public agency; provided, however, this exception shall not apply to the City, or its employees, contractors or agents, unless:

(i) The City Manager or a department head determines that the maintenance, repair or improvement is immediately necessary to maintain public services,

(ii) The maintenance, repair or improvement is of a nature that cannot feasibly be conducted during normal business hours, or

(iii) The City Council has approved project specifications, contract provisions, or an environmental document that specifically authorizes construction during hours of the day that would otherwise be prohibited pursuant to this section; and

(3) Any construction that complies with the noise limits specified in §§ 5-29.04 or 5-29.05.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.10. Other public agency exceptions.

The provisions of this chapter shall not be construed to prohibit any work at different hours by or under the direction of any other public agency or public or private utility companies in cases of necessity or emergency.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.11. Schools, day care centers, churches, libraries, museums, health care institutions; Special provisions.

It is unlawful for any person to create any noise that causes the outdoor noise level at any school, day care center, hospital or similar health care institution, church, library or museum while the same is in use, to exceed the noise standards specified in § 5-29.04 prescribed for the assigned Noise Zone I.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.12. Sound amplifying equipment.

Loudspeakers, sound amplifiers, public address systems or similar devices used to amplify sounds shall be subject to the provisions of § 5-29.13. Such sound amplifying equipment shall not be construed to include electronic devices, including but not limited to, radios, tape players, tape recorders, compact disc players, MP3 players, electric keyboards, music synthesizers, record players or televisions, which are designed and operated for personal use, or used entirely within a building and are not designed or used to convey the human voice, music or any other sound to an audience outside such building, or which are used in vehicles and heard only by occupants of the vehicle in which installed.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.13. Amplified sound.

(a) The City Council enacts the following legislation for the sole purpose of securing and promoting the public health, comfort, safety and welfare for its citizenry. While recognizing that the use of sound amplifying equipment may be entitled to certain protection by the constitutional rights of freedom of speech and assembly, the City Council finds that in order to protect the public safety and the correlative rights of the citizens of this community to privacy and freedom from public nuisance of loud and unnecessary noise, reasonable regulation of the time, place and manner of the use of amplifying equipment is necessary. In no event shall approval or authorization required herein be withheld by reason of the constitutionally protected content of any material proposed to be broadcast through amplifying equipment.

(b) It is unlawful for any person, other than personnel of law enforcement or governmental agencies, to install, use or operate a loudspeaker or sound amplifying device in a fixed or movable position or mounted upon any vehicle within the City for the purpose of giving instructions, directions, talks, addresses or lectures to any persons or assemblages of persons in or upon any street, alley, sidewalk, park, place or public property without a permit to do so from the Police Chief or his or her designee. Notwithstanding any other provision of this chapter, the provisions of this section shall also apply to the use of sound amplifying equipment upon public or private property when used in connection with outdoor or indoor public or private events, whether or not admission is charged or food or beverages are sold, when such activity is to be attended by more than one hundred (100) persons and the noise emanating from the event will be audible at the property plane, or in the case of a street dance or concert on the nearest residential property. Those activities listed in § 5-29.06(a) are exempt from the requirements of this section.

(c) The Police Chief or his or her designee is authorized to approve and issue permits under this section.

(d) An application for a permit required by this section shall be filed with the Police Chief at least sixteen (16) days and no more than one hundred twenty (120) days prior to the date on which the sound amplifying equipment is intended to be used. Applications for events covered by the First Amendment of the United States Constitution are exempt from the time requirements of this section if it is shown that circumstances require a shorter filing period and the event will not constitute an unsafe condition. The application shall contain the following information:

(1) The name, address and telephone number of both the owner and the user of the sound amplifying equipment;

(2) The license number, if a sound truck is to be used;

(3) A general description of the sound amplifying equipment which is to be used;

(4) Whether sound amplifying equipment will be used for commercial or noncommercial purpose;

(5) The dates and times upon and within which, and the streets or property over or upon which, the equipment is proposed to be operated;

(6) The name or names of one (1) or more persons who will be present during the conduct of any activities for which registration is sought and who will have authority to reduce the volume of any sound amplifying equipment during the course of the activities if required pursuant to this chapter and, otherwise, to insure compliance with the provisions of this chapter;

(7) A statement by the applicant that he or she is willing and able to comply with the provisions of this chapter and the conditions of the permit; and

(8) A sketch of the area or facilities within which the activities are to be conducted, with approximate dimensions and illustration of the location and orientation of all sound-amplifying equipment.

(e) The Police Chief shall deny the permit application or revoke any permit if the chief finds any of the following:

(1) The application contains materially false or intentionally misleading information;

(2) The use of sound amplifying equipment at an event or activity proposed will be located in or upon a premises, building or structure that is hazardous to the health or safety of the employees or patrons of the premises, business, activity, or event, or the general public, under the standards established by the Uniform Building or Fire Codes, or other applicable codes, as set forth in OMC Titles 4 and 8;

(3) The use of sound amplifying equipment at an event or activity proposed in or upon a premises, building or structure that lacks adequate on-site parking for participants attending the proposed event or activity under the applicable standards set forth in OMC Title 9;

(4) The conditions of any motor vehicle movement are such that, in his or her opinion, the use of the equipment would constitute an unreasonable interference with traffic safety;

(5) The conditions of pedestrian movement are such that the use of the equipment would constitute a detriment to traffic safety;

(6) The application submitted by the applicant reveals that the applicant would violate the provisions of this section or any other provision of federal, state and/or local law;

(7) The applicant is unwilling or unable to comply with the provisions of this chapter or any conditions imposed upon any permit issued;

(8) There had already been a permitted event at the intended location, or within a two hundred (200) yard radius of the intended location and the prior permitted event was located on residentially zoned property or on a street, alley, public parking lot or neighborhood park within three (3) months prior to the intended event. Community parks are exempt from this subsection (8); or

(9) The applicant or location has had previous violations within the past calendar year, and in the judgment of the Police Chief, issuance would be contrary to the intent of this section.

(f) In determining whether the use of the equipment would constitute an unreasonable interference with or detriment to traffic safety, the Police Chief shall consider, but shall not necessarily be limited to:

(1) The volumes, patterns and speed of vehicular and pedestrian traffic in the proposed area of use;

(2) The relationship of the proposed use of equipment and potential impacts upon traffic patterns;

(3) Availability of sufficient room for the operation of the equipment without significantly interfering with the traffic patterns;

(4) Proximity to schools, playgrounds and similar facilities where use of such equipment might attract children into traffic patterns; or

(5) Proximity to busy intersections or other potentially hazardous conditions where use of such equipment might constitute a hazard by reason of its tendency to distract drivers of vehicles or pedestrians.

(g) Issuance or denial.

(1) If the application is approved, the Police Chief shall return an approved copy of the application to the applicant and shall issue a permit. The permit shall constitute permission for the use of the sound amplifying equipment as requested.

(2) Any application filed shall be either approved or disapproved within five (5) days of the filing thereof.

(3) If the application is disapproved, the Police Chief shall return a disapproved copy forthwith to the applicant with a written statement on the reason for disapproval.

(i) Any person aggrieved by a decision of the Police Chief or his or her designee may file an appeal to the City Manager. A complete and proper appeal shall be filed with the City Clerk within ten (10) calendar days of the action that is the subject of the appeal. If the applicant fails to file an appeal within the ten (10) day filing period provided herein, denial shall take effect immediately upon expiration of such filing period. All appeals shall be in writing and shall contain the following information: (a) name(s) of the person filing the appeal, (b) a brief statement in ordinary and concise language of the relief sought, and (c) the signatures of all parties named as appellants and their mailing addresses. After receiving the appeal, the City Clerk shall immediately forward the matter to the City Manager for handling.

(ii) The City Manager shall, upon receipt of the appeal, set the matter for hearing before the City Manager or a hearing officer. Any hearing officer shall be a licensed attorney or recognized mediator designated by the City Manager. The hearing shall be set for not more than ten (10) calendar days after the

receipt of the appeal unless a longer time is requested or consented to by the appellant. Notice of such hearing shall be given in writing and mailed at least five (5) calendar days prior to the date of the hearing, by U.S. mail, with a proof of service attached, addressed to the address listed on the permit application, or the written appeal if different from the permit application. The notice shall state the grounds of the complaint or reason for the denial and shall state the time and place where such hearing will be held.

(iii) The City Manager or hearing officer shall, within ten (10) calendar days following the conclusion of the hearing, make a written finding and decision, which shall be delivered to the City and the appellant by first class mail. Notwithstanding any provision in this Code, the decision of the City Manager or hearing officer shall be the final administrative decision of the City. Any party dissatisfied with the decision of the City Manager or hearing officer may seek review of such decision under the provisions of Code Civil Procedure, §§ 1094.5 and 1094.8, as amended from time to time.

(h) In addition to any other provisions of this Code, the use of sound-amplifying equipment and sound trucks in the City shall be subject to the following regulations:

(1) The only sounds permitted are music and human speech;

(2) Sound shall not be emitted within one hundred (100) yards of hospitals, churches, schools and City Hall;

(3) The volume of sound shall be controlled so that it will not be audible for a distance in excess of one hundred (100) feet from the sound amplifying equipment or sound truck, and so that the volume is not unreasonably loud, raucous, jarring, disturbing or a nuisance to persons within the range of allowed audibility; or

(4) The sound amplifying equipment or sound truck shall not be used between the hours of 8:00 p.m. and 8:00 a.m.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.14. Motor vehicles.

The use of any motor vehicle in such a condition as to create excessive, impulsive or intrusive noises is prohibited. The discharge into the open air of the exhaust of any internal combustion engine, stationary or mounted on wheels, motorboat or motor vehicle, including motor cycle, whether or not discharged through a muffler or other similar device, which discharge creates excessive, unusual, impulsive or intrusive noise is prohibited. Motor vehicles shall comply with the noise regulations of the California Vehicle Code.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.15. Noise level measurement.

(a) The location selected for measuring exterior noise levels in a residential area shall be at any part of a private yard, patio, deck or balcony normally used for human activity and identified by the owner or, if occupied by someone other than the owner, the occupant of the affected property as suspected of exceeding the noise level standard. This location may be the closest point in the private yard or patio, or on the deck or balcony, to the noise source, but should not be located in nonhuman activity areas such as trash container storage areas, planter beds, above or contacting a property line fence, or other areas not normally used as part of the yard, patio, deck or balcony. The location selected for measuring exterior noise levels in a nonresidential area shall be at the closest point to the noise source. The measurement microphone height shall be five (5) feet above finish elevation or, in the case of a deck or balcony, the measurement microphone height shall be five (5) feet above the finished floor level.

(b) The location selected for measuring interior noise levels shall be made within the affected residential unit. The measurements shall be made at a point at least four (4) feet from the wall, ceiling or floor, or within the frame of a window opening, nearest the noise source. The measurements shall be made with windows in an open position.

(c) Any decibel measurement made pursuant to the provisions of this chapter shall be measured in decibels (dBAs) as measured with a sound level meter using the A-weighted sound pressure level.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.16. Prima facie violation.

Any noise exceeding the noise level standard as specified in §§ 5-29.04 and 5-29.05, shall be deemed to be prima facie evidence of a violation of the provisions of this chapter.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.17. Penalty.

(a) Any person who negligently or knowingly violates any provision of this chapter shall be guilty of an infraction and upon conviction shall be punishable by a fine specified in OMC § 1-2.01. Each day a violation occurs shall constitute a separate offense and shall be punishable as such.

(b) Any person who negligently or knowingly violates any provision of this chapter may also be subject to fine(s) specified in the administrative citation schedule of fines set forth in OMC § 1-5.04. The manner of issuing administrative citations shall comply with all the procedures specified in OMC Chapter 5, Title 1.

(c) As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provisions of this chapter, which operation or maintenance causes or creates sound levels exceeding the allowable standards as specified in this chapter, shall be deemed and is declared to be a public nuisance and may be subject to abatement by a restraining order or injunction issued by a court of competent jurisdiction.

(d) Any violation of this chapter is declared to be a public nuisance and may be abated in accordance with law. The expense of enforcing this chapter is declared to be public nuisance and may be by resolution of the City Council declared to be a lien and special assessment against the property on which such nuisance is maintained, and any such charge shall also be a personal obligation of the property owner.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.18. Enforcement and administration.

(a) It shall be the responsibility of Police or Code Enforcement Officers to enforce the provisions of this chapter and to perform all other functions required by this chapter. Such duties shall include, but not be limited to investigating potential violations, issuing warning notices and citations, and providing evidence to the City prosecutor for legal action.

(b) For violations of § 5-29.07, Police or Code Enforcement Officers shall obtain a declaration under penalty of perjury from two (2) declarants living in separate households within a sixty (60) day period stating in detail all of the following:

(1) That the declarant is a resident of a residential neighborhood located within two hundred (200) yards of the noise source; and

(2) Within the past month declarant has heard noise for substantially long periods to the extreme annoyance of the declarant.

(3) Declarations from two (2) declarants are required to prove a violation of § 5-29.07, but are not required to prove that a person has violated any other provision of this chapter.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.19. City Manager waiver.

The City Manager is authorized to grant a temporary waiver to the provisions of this chapter for a period of time necessary to correct the violations of this chapter, if such temporary waiver would be in the public interest and there is no feasible and prudent alternative to the activity, or the method of conducting the activity, for which the temporary waiver is sought. This time period may include a commitment to a program that includes placing necessary orders and entering into necessary contracts within thirty (30) days for repair or installation.

(§ 2, Ord. 2888, eff. March 6, 2008)

Sec. 5-29.20. Noise abatement program.

(a) In circumstances where adopted community-wide noise standards and policies prove impractical in controlling noise generated from a specific source, the City Council may establish a noise abatement program that recognizes the characteristics of the noise source and affected property and that incorporates specialized mitigation measures.

(b) Noise abatement programs shall set forth in detail the approved terms, conditions and requirements for achieving maximum compliance with noise standards and policies. Said terms, conditions and requirements may include, but shall not be limited to, limitations, restrictions, or prohibitions on operating hours, location of operations, and the types of equipment.

(§ 2, Ord. 2888, eff. March 6, 2008)

Chapter 9.40 - NOISE*

Sections:

9.40.010 - Definitions.

The following words, phrases and terms as used in this chapter shall have the meanings as indicated here:

"Agricultural property" means a parcel of real property which is undeveloped for any use other than agricultural purposes.

"Ambient noise level" means the all-encompassing noise level associated with a given environment, being a composite of sounds from all sources, excluding the alleged offensive noise, at the location and approximate time at which a comparison with the alleged offensive noise is to be made.

"A-weighted sound level" means the total sound level meter with a reference pressure of twenty micro-pascals using the A-weighted network (scale) at slow response. The unit of measurement shall be defined as dBA.

"Commercial property" means a parcel of real property which is developed and used as either in or part or in whole for commercial purposes.

"Cumulative period" means an additive period of time composed of individual time segments which may be continuous or interrupted.

"Decibel (dB)" means a unit which denotes the ratio between two quantities which are proportional to power: the number of decibels corresponding to the ratio of two amounts of power is ten times the logarithm to the base ten of this ratio.

"Director of community development" means the director of community development of the city of Chino or his/her duly authorized deputy.

"Dwelling unit" means a single unit providing complete independent living facilities for one or more persons including permanent provisions for living, sleeping, eating, cooking and sanitation.

"Emergency machinery, vehicle, work or alarm" means any machinery, vehicle, work or alarm used, employed, performed or operated in an effort to protect, provide or restore safety conditions in the community or for the citizenry, or work by private or public utilities when restoring utility service.

"Fixed noise source" means a stationary device which creates sounds while fixed or motionless including but not limited to residential, agricultural, industrial and commercial machinery and equipment, pumps, fans, compressors, air conditioners and refrigeration equipment.

"Grading" means any excavating of filling of earth material or any combination thereof conducted at a site to prepare said site for construction or other improvements thereon.

"Hertz (Hz)" means the unit which describes the frequency of a function periodic in time which is the reciprocal of the period.

"Health care institution" means any hospital, convalescent home or other similar facility excluding residential.

"Impulsive noise" means a noise of short duration usually less than one second and of high intensity, with an abrupt onset and rapid decay.

"Industrial property" means a parcel of real property which is developed and used either in part or in whole for manufacturing purposes.

"Intruding noise level" means the total sound level, in decibels, created, caused, maintained or originating from an alleged offensive source at a specified location while the alleged offensive source is in operation.

"Licensed" means the issuance of a formal license or permit by the appropriate jurisdictional authority, or where no permits or licenses are issued, the sanctioning of the activity by the jurisdiction as noted in public record.

"Major roadway" means any street, avenue, boulevard or highway used for motor vehicle traffic which is owned or controlled by a public government entity.

"Mobile noise source" means any noise source other than a fixed noise source.

"Person" means a person, firm, association, co-partnership, joint venture, corporation or any entity, public or private in nature.

"Residential property" means a parcel of real property which is developed and used either in part or in whole for residential purposes, other than transient uses such as hotels and motels, and residential care facilities.

"Simple tone noise" means a noise characterized by a predominant frequency or frequencies so that other frequencies cannot be readily distinguished. If measured, simple tone noise shall exist if the one-third octave band sound pressure levels in the band with the tone exceeds the arithmetic average of the sound pressure levels of the two continuous one-third octave bands as follows: 5 dB for frequencies of 500 Hertz (Hz) and above or; by 15 dB for frequencies less than equal to 125 Hz.

"Sound level meter" means an instrument meeting American National Standard Institute's Standard S1.4-1971 or most recent revision thereof for Type 2 sound level meters or an instrument and the associated recording and analyzing equipment which will provide equivalent data.

"Sound pressure level" of a sound, in decibels, means twenty times the logarithm to the base 10 of the ratio of the pressure of the sound to a reference pressure shall be explicitly stated.

"Vibration" means any movement of the earth, ground or other similar surface created by a temporal and spacial oscillation device or equipment located upon, affixed in conjunction with that surface.

(Ord. 95-10 § 1 (part), 1995.)

9.40.020 - Decibel measurement criteria.

Any decibel measurement made pursuant to the provisions of this chapter shall be based on a reference sound pressure of twenty micro-pascals as measured with a sound level meter using the A-weighted network (scale) at slow response.

(Ord. 95-10 § 1 (part), 1995.)

9.40.030 - Designated noise zones.

The properties hereinafter described are assigned to the following noise zones:

Noise Zone I: All single-, double- and multiple-family residential properties.

Noise Zone II: All commercial properties.

Noise Zone III: All manufacturing or industrial properties.

(Ord. 95-10 § 1 (part), 1995.)

9.40.040 - Exterior noise standards.

The following noise standards, unless otherwise specifically indicated, shall apply to all residential property with a designated noise zone:

These criteria are given in terms of allowable noise levels for a given period of time at the residential property boundary. Higher noise levels are permitted during the day (seven a.m. to ten p.m.) than the night (ten p.m. to seven a.m.). The table below shows the acceptable levels at residential land uses during the daytime and nighttime.

City of Chino Exterior Noise Ordinance

Criteria for Residential Properties (Zone 1)

Maximum Time of Exposure	Noise		
Metric	Noise Level Not to Exceed		
		7 am—10 pm	10 pm—7 am
30 min/hr	L50	55 dBA	50 dBA
15 min/hr	L25	60 dBA	55 dBA
5 min/hr	L8.3	65 dBA	60 dBA
1 min/hr	L1.7	70 dBA	65 dBA
Any period of time	Lmax	75 dBA	70 dBA

Each of the noise limits specified here shall be reduced by five dBA for impulse or simple tone noises, or for noises consisting of speech or music; provided, however, that if the ambient noise level exceeds the resulting standard, the ambient shall be the standard.

It is unlawful for any person at any location within the incorporated area of the city to create any noise, or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person, which causes the noise level when measured on any other property, to exceed:

A. The noise standard for a cumulative period of more than thirty minutes in any hour; or
B. The noise standard plus five dBA for a cumulative period of more than fifteen minutes in any hour; or
C. The noise standard plus ten dBA for a cumulative period of more than five minutes in any hour; or
D. The noise standard plus fifteen dBA for a cumulative period of more than one minute in any hour; or
E. The noise standard plus twenty dBA for any period of time.

In the event the ambient noise level exceeds any of the first four noise limit categories above, the cumulative period applicable to said category shall be increased to reflect said ambient noise level. In the event the ambient noise level exceeds the fifth noise category, the maximum allowable noise level under said category shall be increased to reflect the maximum ambient noise level.

If the measurement location is on boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.

If the intruding noise source is continuous and cannot be reasonably discontinued or stopped for a time period whereby the ambient noise level can be determined, the measured noise level obtained while the source is in operation shall be compared directly to the allowable noise level standards as specified respective to the measurement location's designated land use and for the time of the day the noise level is measured.

A. The reasonableness of temporarily discontinuing the noise generation by an intruding noise source shall be determined by the director or his/her duly authorized deputy for the purpose of establishing the existing ambient noise level at the measurement location.

(Ord. 95-10 § 1 (part), 1995.)

9.40.050 - Interior noise standards.

The following noise standard, unless otherwise specifically indicated, shall apply to all residential property within all noise zones:

Each of the noise limits specified above shall be reduced by five dBA for impulse or simple tone noises or for noises consisting of speech or music provided, however, if the ambient noise level exceeds the resulting standard, the ambient shall be the standard.

It is unlawful for any person at any location within the incorporated area of the city to create any noise or to allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such a person which causes the noise level when measured within any other residential dwelling unit in any noise zone to exceed:

A. The noise standard for cumulative period of more than five minutes in any hour; or
B. The noise standard plus 5 dBA for a cumulative period of more than one minute in any hour; or
C. The noise standard plus ten dBA for any period of time.

In the event the ambient noise level exceeds any of the first two noise limit categories above, the noise standard applicable to said category shall be increased to reflect the maximum ambient noise level.

If the measurement location is on a boundary between two different noise zones, the lower noise level standard applicable to the noise zone shall apply.

If the intruding noise source is continuous and cannot reasonably be discontinued or stopped for a time period whereby the ambient noise level can be determined; the same procedures specified in Section 9.40.040(E), shall be deemed proper to enforce the provisions of this section.

(Ord. 95-10 § 1 (part), 1995.)

9.40.060 - Special provisions.

The following activities shall be exempted from the provisions of this chapter:

A. Activities conducted on public parks, public playgrounds and public or private school grounds including school athletic and school entertainment events that are conducted under the sanction of the school or which a license or permit has been duly issued pursuant to any provision of the city code;
B. Occasional outdoor gatherings, public dances, show, sporting and entertainment events, provided said events are conducted pursuant to a permit or license issued by the appropriate jurisdiction relative to the staging of

said events. Such permits and licenses may restrict noise;

C. Any mechanical device, apparatus or equipment used, related to or connected with emergency machinery, vehicle, work or warning alarm or bell, provided the sounding of any bell or alarm on any building or motor vehicle shall terminate its operation within thirty minutes in any hour of its being activated;

D. Noise sources associated with or vibration created by construction, repair, remodeling or grading of any real property or during authorized seismic surveys, provided said activities do not take place outside the hours for construction as defined in Section 15.44.030 of this code, and provided the noise standard of sixty-five dBA plus the limits specified in Section 9.40.040(B) as measured on residential property and any vibration created does not endanger the public health, welfare and safety;

E. All mechanical devices, apparatus or equipment associated with agriculture operations provided:

1. Operations do not take place between eight p.m. and seven a.m. on weekdays, including Saturday, or at any time Sunday or a Federal holiday, or
2. Such operations and equipment are utilized for the protection of salvage of agricultural crops during periods of potential or actual frost damage or other adverse weather conditions, or
3. Such operations and equipment are associated with agricultural pest control through pesticide application, provided the application is made in accordance with permits issued by or regulations enforced by the California Department of Agriculture,
4. Noise sources associated with the maintenance of real property, provided said activities take place between the hours of seven a.m. to eight p.m. on any day except Sunday, or between the hours of nine a.m. and eight p.m. on Sunday,
5. Any activity to the extent regulation thereof has been preempted by state or federal law.

NOTE: Preemption may include motor vehicle, aircraft in flight, and railroad noise regulations.

(Ord. 2004-23 § 59, 2004; Ord. 95-10 § 1 (part), 1995.)

9.40.070 - Schools, churches, libraries, health care institutions—Special provisions.

It shall be deemed unlawful for any person to create any noise which causes the noise level at any school, hospital or similar health care institution, church or library while the same is in use, to exceed the noise standards specified in Section 9.40.040 prescribed for the assigned noise zone level, unreasonably interferes with the use of such institutions, or which unreasonably disturbs or annoys patients in a hospital, convalescent home or other similar health care institutions, provided conspicuous signs are displayed in three separate locations within one-tenth-mile of the institution or facility indicating a quiet zone.

(Ord. 95-10 § 1 (part), 1995.)

9.40.080 - Air conditioning and refrigeration—Special provisions.

Until January 1, 1996, the noise standards enumerated in Section 9.40.040 and 9.40.050 shall be increased five dBA where the alleged intruding noise source is an air conditioning or refrigeration system or associated equipment which was installed prior to the effective date of the ordinance codified in this chapter.

(Ord. 95-10 § 1 (part), 1995.)

9.40.090 - Noise sources generated on publicly owned property.

Notwithstanding any other provision of this code and in addition thereto, it is unlawful for any person to permit or cause any noise, sound, music or program to be emitted from any radio, tape player, tape recorder, record player, television outdoors, or any other mode on or in any publicly owned property, park or place when such noise, sound, music or program is audible to a person

of normal hearing sensitivity one hundred feet from said radio, tape player, tape recorder, record player or television.

A. As used herein, "a person of normal hearing sensitivity" means a person who has a hearing threshold level of between zero decibels and twenty-five decibels HL averaged over the frequencies 500, 1,000 and 2,000 Hertz.

B. Notwithstanding any other provision of this code, any person violating this section shall be guilty of an infraction and upon conviction thereof, is punishable by a fine not exceeding fifty dollars, for a first violation; a fine not exceeding one hundred dollars for a second violation of this section within one year; a fine not exceeding two hundred fifty dollars for each additional violation of this section within one year. A person who violates the provisions of this section shall be deemed to be guilty of a separate offense for each day, or portion thereof, during which the violation continues or is repeated.

C. Notwithstanding any other provision of this code, no citation or notice to appear shall be issued or criminal complaint shall be filed for a violation of this section unless the offending party is first given a verbal or written notification of violation by any peace officer, public officer, park ranger or other person charged with enforcing this section and the offending party given an opportunity to correct said violation.

D. This section shall not apply to broadcasting from any aircraft, vehicle or stationary sound amplifying equipment or to the use of radios, tape players, tape recorders, record players or televisions in the course of an assembly or festival for which a license has been issued or a parade for which a permit has been issued pursuant to or any other activity, assembly or function for which a permit or license has been duly issued pursuant to any provision of the city code.

(Ord. 95-10 § 1 (part), 1995.)

9.40.100 - Noise level measurement.

The location selected for measuring exterior noise levels shall be made within the affected residential unit. The measurements shall be made at a point at least four feet from the wall, ceiling or floor nearest the noise source with windows in an open position depending on the normal seasonal ventilation requirements.

(Ord. 95-10 § 1 (part), 1995.)

9.40.110 - Vibration.

Notwithstanding other sections of this chapter, it is unlawful for any person to create, maintain or cause any ground vibration which is perceptible without instruments at any point on any affected property adjoining the property on which the vibration source is located. For the purpose of this chapter, the perception threshold shall be presumed to be more than 0.05 inches per second RMS vertical velocity.

(Ord. 95-10 § 1 (part), 1995.)

9.40.120 - Proposed developments.

Each department whose duty it is to review and approve new projects or changes to existing projects that result or may result in the creation of noise shall consult with the director prior to any such approval. If at any time the director of community development has reason to believe that a standard, regulation, action, proposed standard, regulation or action of any department respecting noise does not conform to the provisions as specified in this chapter, the director may request such department to consult with them on the advisability of revising such standard or regulation to obtain uniformity.

(Ord. 95-10 § 1 (part), 1995.)

9.40.130 - Variance procedure.

The variance procedure process shall remain as specified in the city's zoning code (Title 20).

(Ord. 95-10 § 1 (part), 1995.)

9.40.140 - Planning commission.

The planning commission shall evaluate all applications for variance from the requirements of this chapter and may grant said variances with respect to time for compliance, subject to such terms, conditions and requirements as it may deem reasonable to achieve maximum compliance with the provisions of this chapter. Said terms, conditions and requirements may include, but shall not be limited to, limitation on noise levels and operating hours. Each such variance shall set forth in detail the approved method of achieving maximum compliance and a time schedule for its accomplishment. In its determinations, the commission shall consider the following:

A. The magnitude of nuisance caused by the offensive noise;
B. The uses of property within the area of impingement by the noise;
C. The time factors related to study, design, financing and construction of remedial work;
D. The economic factors related to age and useful life of the equipment;
E. The general public interest, welfare and safety.

Any variance granted by the commission shall be by resolution and shall be transmitted to the director of community development for enforcement. Any violation of the terms of said variance shall be unlawful.

The planning commission may require additional acoustical studies based on the individual circumstances of each case. Such studies must be performed by a person qualified in acoustical engineering with the state of California.

Meetings of the planning commission shall be held at the call of the secretary and at such times and locations as the commission shall determine. All such meetings shall be open to the public.

(Ord. 95-10 § 1 (part), 1995.)

9.40.150 - Appeals.

The appeal procedure process shall remain as specified in the city's zoning code (Title 20).

(Ord. 95-10 § 1 (part), 1995.)

9.40.160 - Prima facie violation.

Any noise exceeding the noise level standard as specified in Section 9.40.040 and 9.40.050 or vibration exceeding the standard as specified in Section 9.40.110 of this chapter, shall be deemed to be prima facie evidence of a violation of the provisions of this chapter.

(Ord. 95-10 § 1 (part), 1995.)

9.40.170 - Violations/misdemeanors.

Any persons violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in an amount not to exceed an amount as specified by city council resolution, or be imprisoned in the Jail for a period not to exceed six months or by both such fine and imprisonment. Each day such violation is committed or permitted to

continue shall constitute a separate offense and shall be punishable as such.

(Ord. 95-10 § 1 (part), 1995.)

9.40.180 - Violations/additional remedies— Injunctions.

As an additional remedy, the operation or maintenance of any device, instrument, vehicle or machinery in violation of any provisions of this chapter which operation or maintenance causes or creates sound levels or vibration exceeding the allowable standards as specified in this chapter shall be deemed and is hereby declared to be a public nuisance and may be subject to abatement summarily by a restraining order or injunction issued by a court of competent jurisdiction.

Any violation of this chapter is declared to be a public nuisance and may be abated in accordance with law. The expense of this chapter is declared to be public nuisance and may be by resolution of the city council declared to be a lien against the property on which such nuisance is maintained, and such lien shall be made a personal obligation of the property owner.

(Ord. 95-10 § 1 (part), 1995.)

9.40.190 - Manner of enforcement.

The director is directed to enforce the provisions of this chapter and is authorized and may cite at his/her discretion, any person without a warrant who has reasonable cause to believe that such person has committed a misdemeanor in his/her presence.

No person shall interfere with, oppose or resist any authorized person charged with the enforcement of this chapter while such person is engaged in the performance of his/her duty.

Violations of this chapter shall be prosecuted in the same manner as other misdemeanor violations pursuant to Chapter 1.12; provided, however, that in the event of an initial violation of the provisions of this chapter, a written notice shall be given the alleged violator which specifies the time by which the condition shall be corrected or an application for variance shall be received by the event the cause of the violation has been removed, the condition abated or fully corrected within the time period specified in the written notice.

In the event the alleged violated cannot be located in order to serve the notice of intention to prosecute, the notice as required herein shall be deemed to be given upon mailing such notice to registered or certified mail to the alleged violator at his last known address or at the place where the violation occurred in which event the specified time period for abating the violation or applying for a variance shall commence at the date of the day following the mailing of such notice. Subsequent violations of the same offense shall result in the immediate filing of a misdemeanor complaint.

(Ord. 95-10 § 1 (part), 1995.)

9.40.200 - Delay in implementation—Fixed noise sources.

None of the provisions of this chapter shall apply to a fixed sound source during the period commencing the effective date of this chapter and terminating one-hundred eighty days thereafter.

(Ord. 95-10 § 1 (part), 1995.)

15.44.030 - Construction hours.

A. Construction shall occur only between the hours of seven a.m. and eight p.m. Monday through Saturday, with no construction allowed on Sundays and federal holidays. For the purposes of this section, construction shall mean any manmade change to improved or unimproved real estate, including but not limited to buildings or other structures,

streets and other paving, utilities, filling, grading, excavation, mining, dredging, drilling operations, or pile driving.

B. The director of community development may approve exceptions to the hours of construction noted in Subsection A of this section, provided that the change in hours does not adversely impact the adjacent neighborhood.

(Ord. 2010-10, § 17, 2010; Ord. 2013-009, § 17, 2013; Ord. 2016-015, § 19, 2016.)

Chapter 15.44 - ON-SITE CONSTRUCTION DEVELOPMENT

15.44.010 - Plan checking and inspection—Required.

To ensure compliance with state or local laws, each person constructing or causing to be constructed any building, dwelling, private, public, or semipublic development for commercial or industrial or related purposes, which proposes to utilize on-site drainage, shall prepare engineering drawings in accordance with the requirements, standards and specifications of the city, which shall be approved and inspected by the city engineer.

(Ord. 2010-10, § 17, 2010; Ord. 2013-009, § 17, 2013; Ord. 2016-015, § 19, 2016.)

15.44.020 - Plan checking and inspection—Fee.

A fee shall be charged for all plans, reviewed and approved by the city engineer, and for inspection of the construction for such on-site drainage facilities construction development. The fee shall be in the amount prescribed in the Comprehensive Fee Schedule of the city, codified in Appendix I of this code, to offset the city's costs for all personnel, time, equipment, facilities and administration performed pursuant to this section.

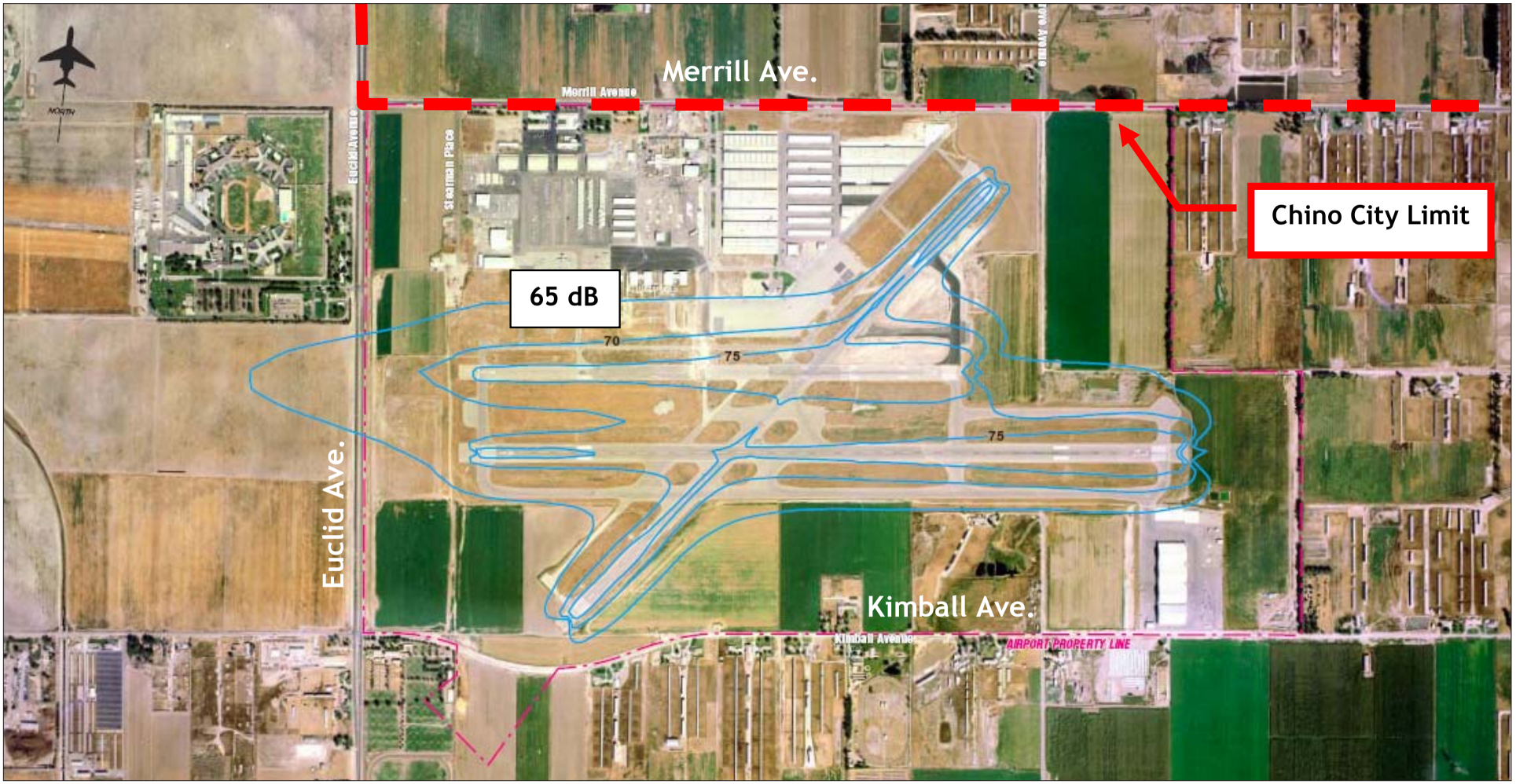
(Ord. 2010-10, § 17, 2010; Ord. 2013-009, § 17, 2013; Ord. 2016-015, § 19, 2016.)

15.44.030 - Construction hours.

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B. The director of community development may approve exceptions to the hours of construction noted in Subsection A of this section, provided that the change in hours does not adversely impact the adjacent neighborhood.

(Ord. 2010-10, § 17, 2010; Ord. 2013-009, § 17, 2013; Ord. 2016-015, § 19, 2016.)



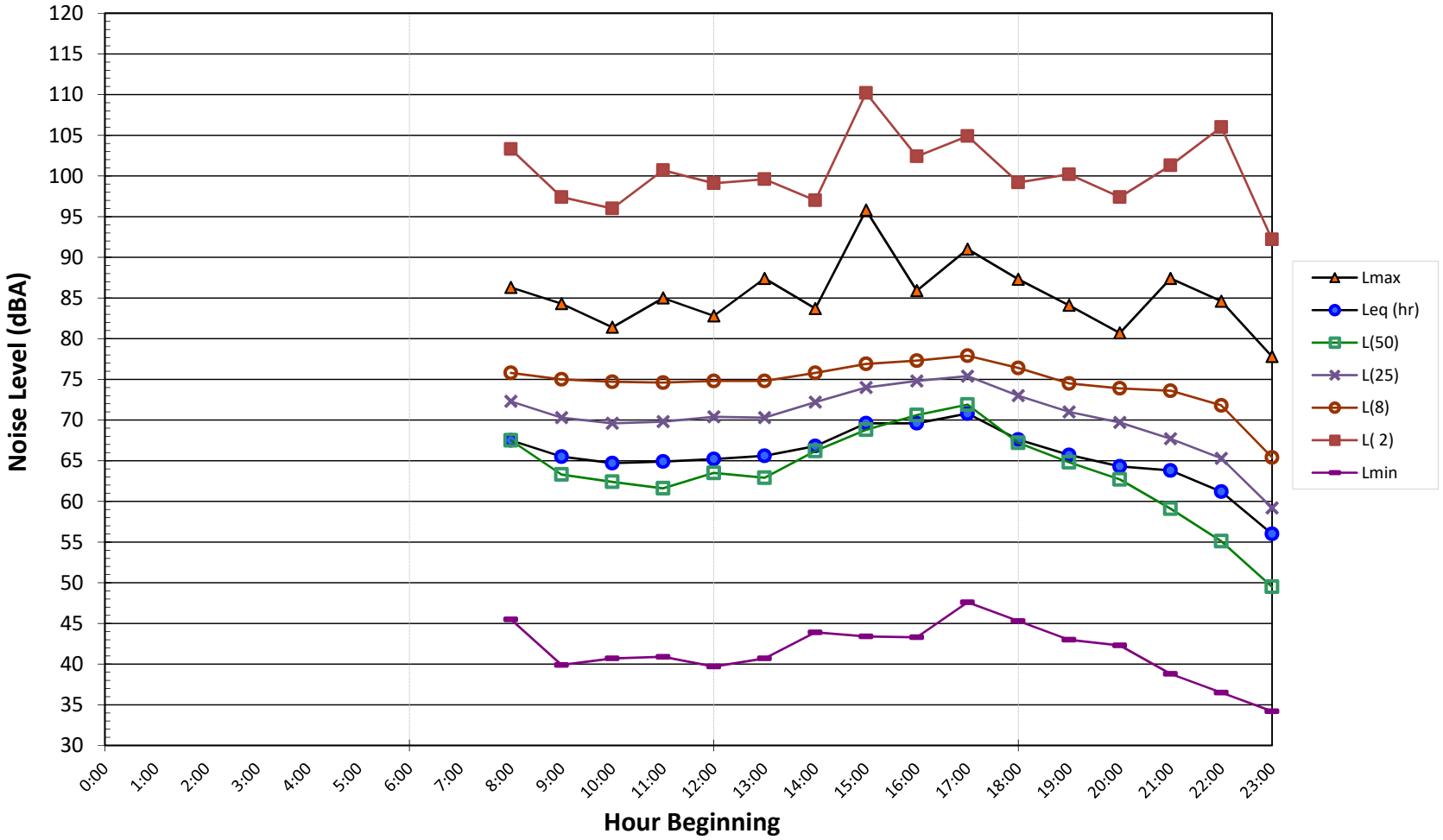
Source: Airport Master Plan for Chino Airport. December 2003

FIGURE N-3

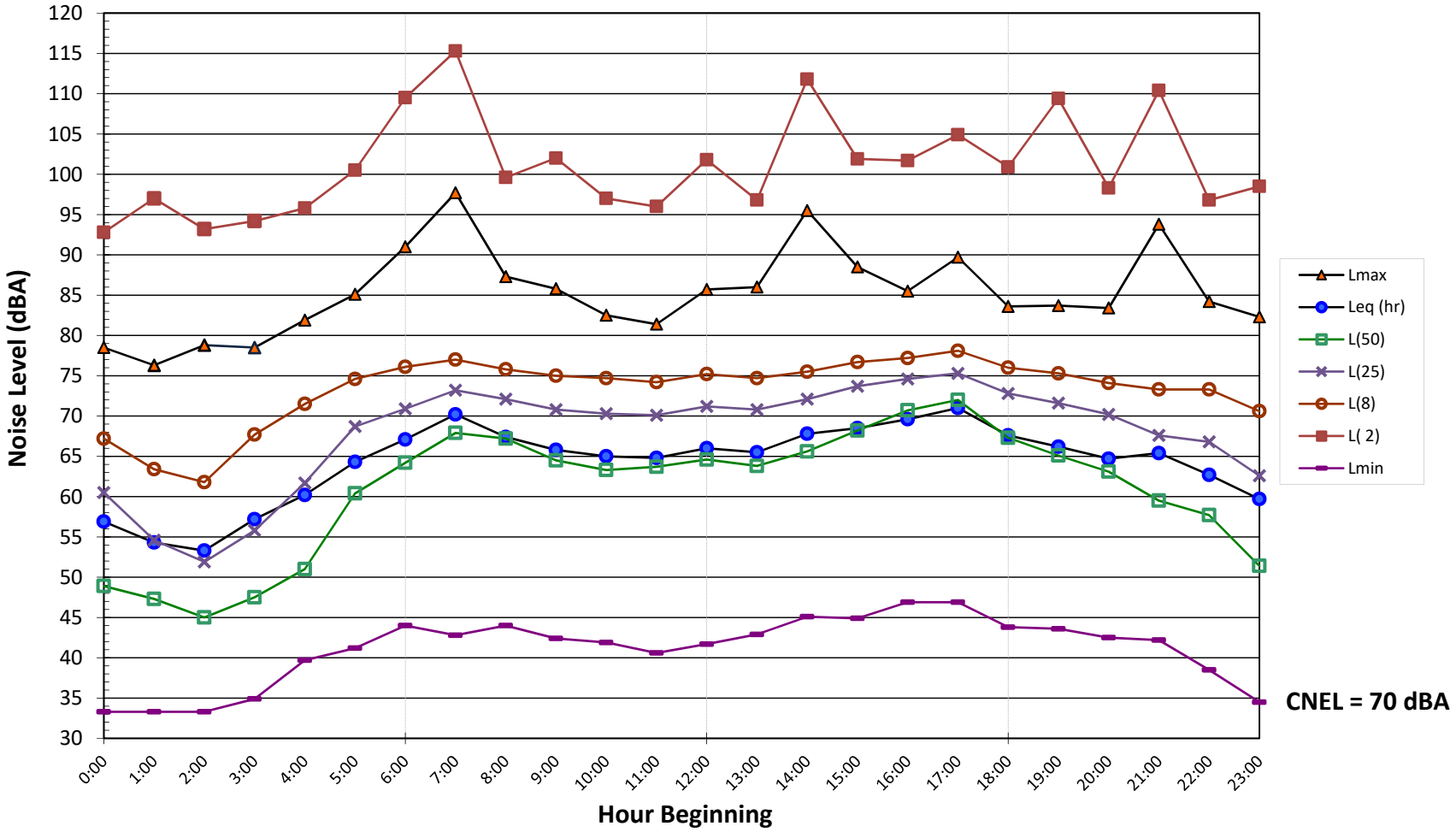
EXISTING (2001) NOISE CONTOURS FOR CHINO AIRPORT

AMBIENT NOISE MONITORING RESULTS

Noise Levels at Noise Measurement Site LT-1
Ontario Ranch Business Park - Ontario, CA
Tuesday, May 28, 2019

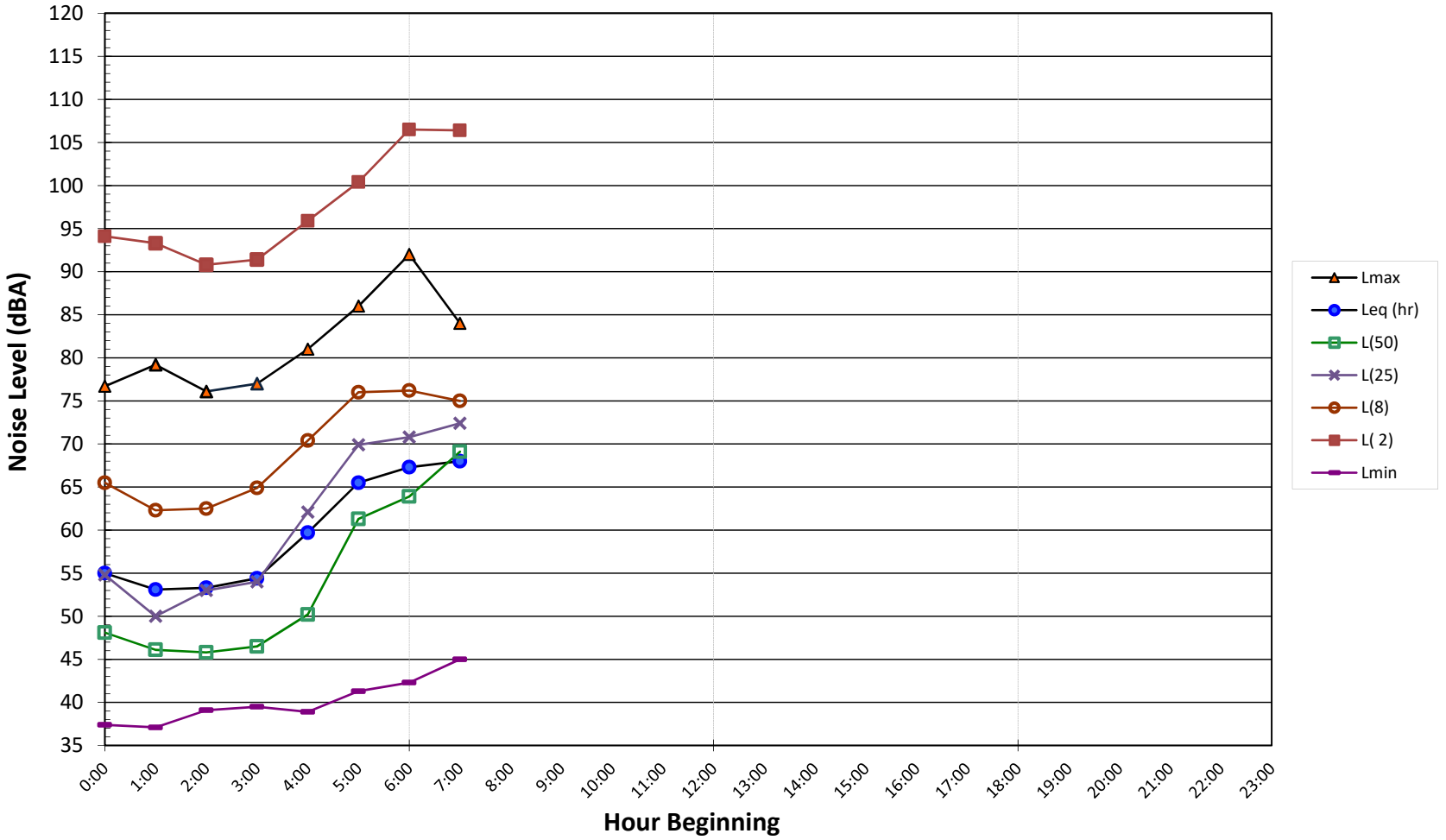


Noise Levels at Noise Measurement Site LT-1
Ontario Ranch Business Park - Ontario, CA
Wednesday, May 29, 2019

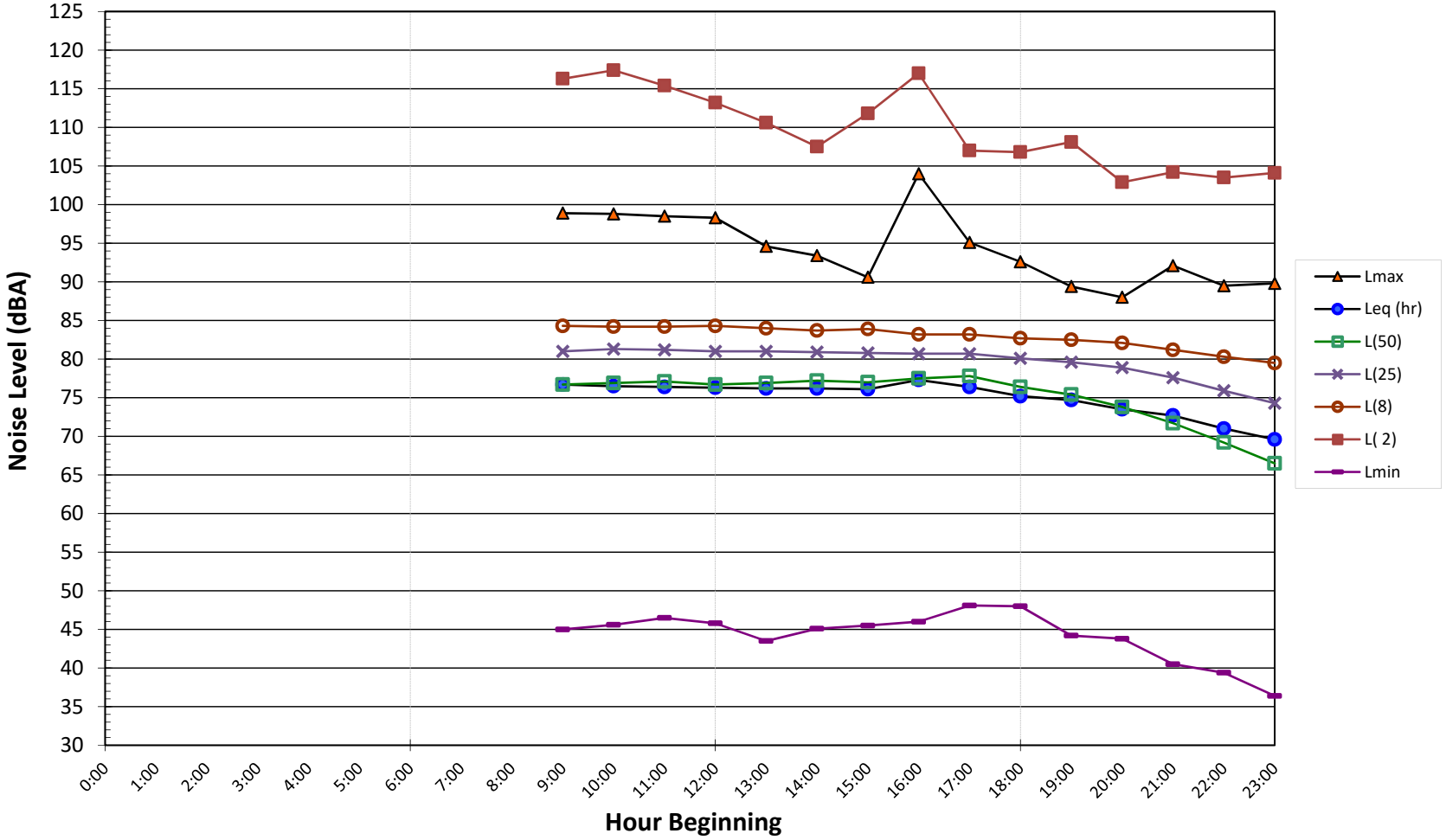


CNEL = 70 dBA

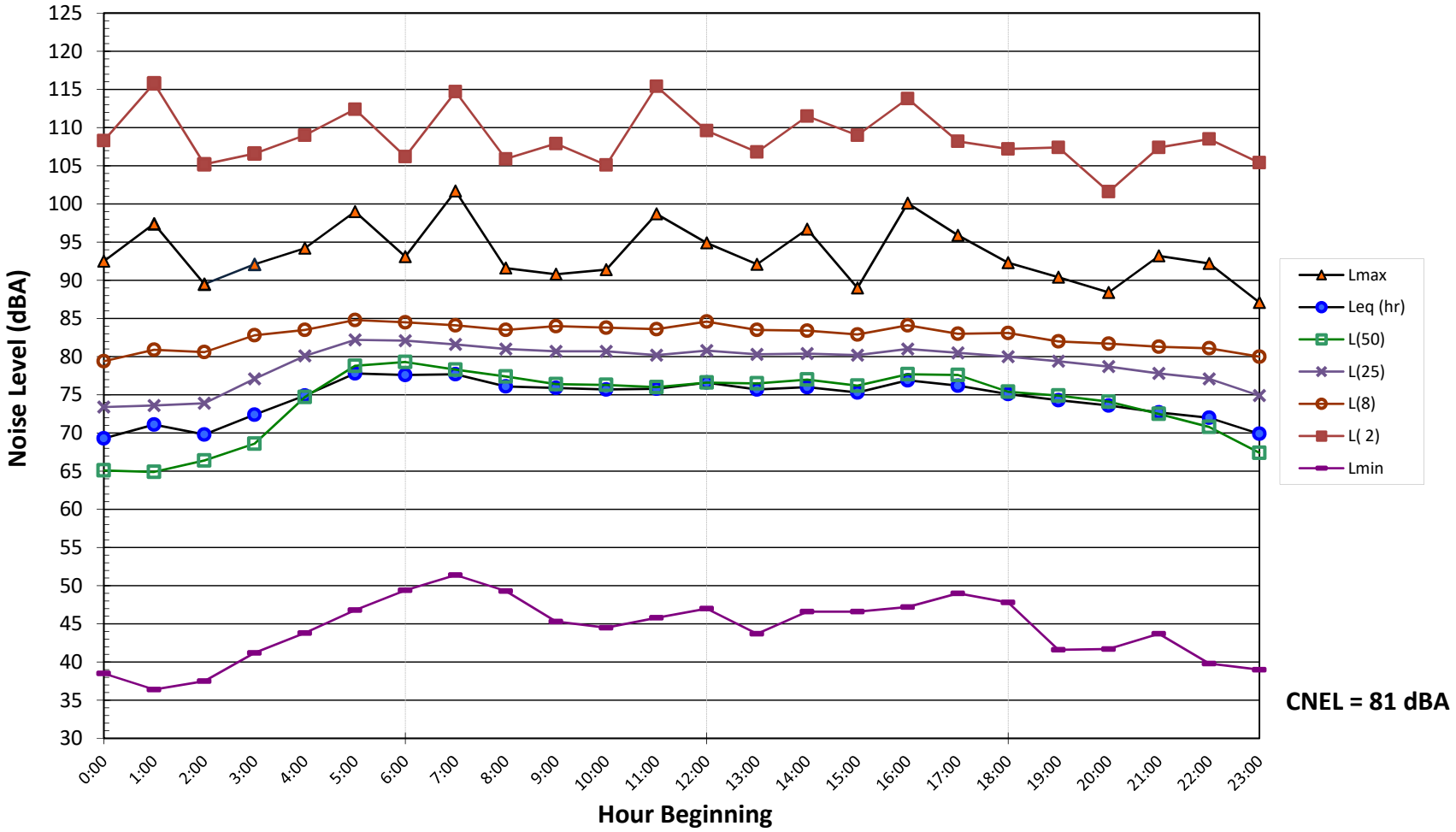
Noise Levels at Noise Measurement Site LT-1
Ontario Ranch Business Park - Ontario, CA
Thursday, May 30, 2019



Noise Levels at Noise Measurement Site LT-2
Ontario Ranch Business Park - Ontario, CA
Tuesday, May 28, 2019

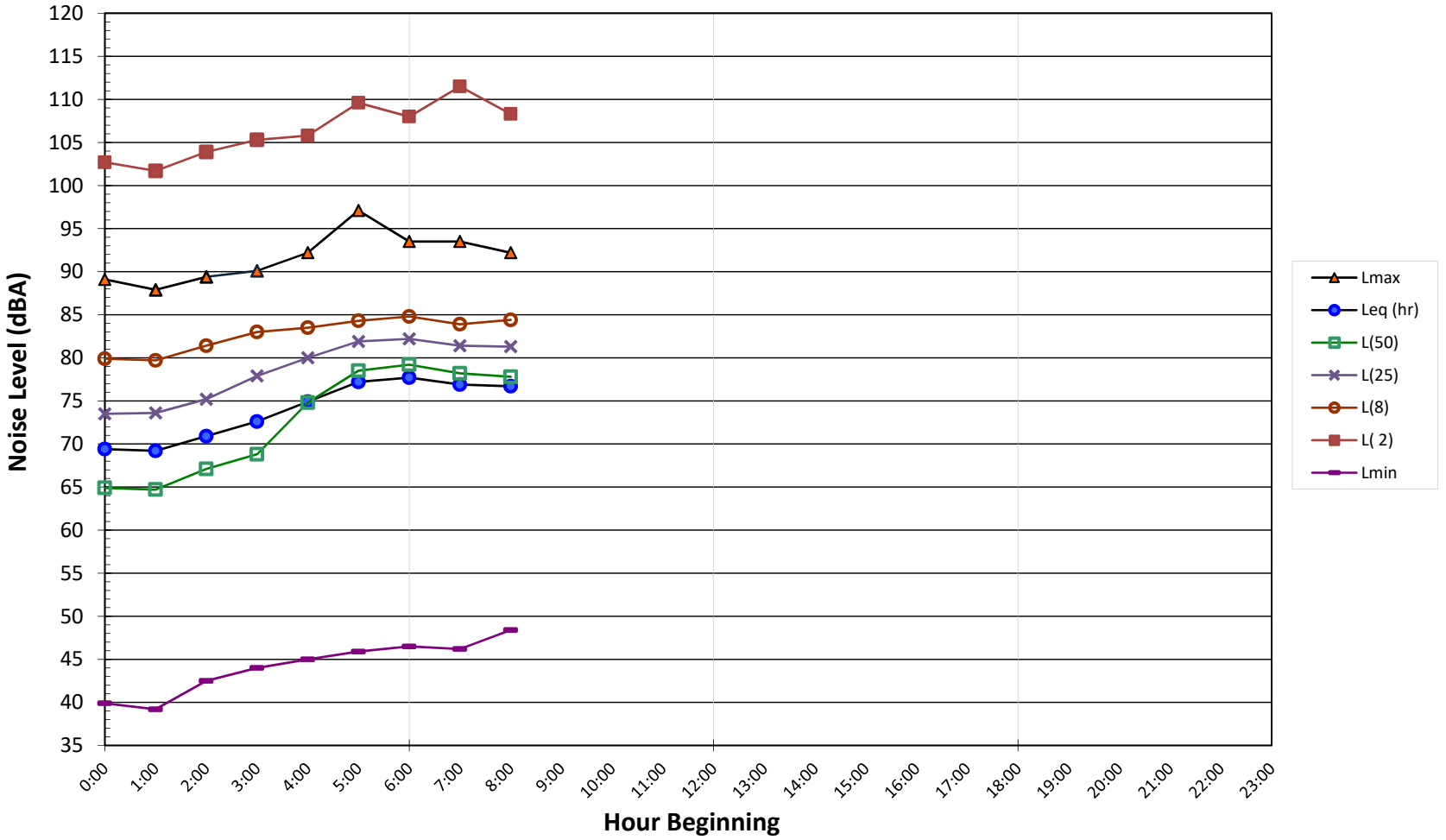


Noise Levels at Noise Measurement Site LT-2
Ontario Ranch Business Park - Ontario, CA
Wednesday, May 29, 2019



CNEL = 81 dBA

Noise Levels at Noise Measurement Site LT-2
Ontario Ranch Business Park - Ontario, CA
Thursday, May 30, 2019



CONSTRUCTION NOISE MODELING

Arch

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Architectural Coating	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Compressor (air)	No	40		77.7	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Compressor (air)	62.1	58.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	62.1	58.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

ashpalt paving
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Asphalt Paving	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85.0		300.0	0.0
Paver	No	50		77.2	300.0	0.0
Roller	No	20		80.0	300.0	0.0
Pickup Truck	No	40		75.0	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Grader	69.4	65.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Paver	61.7	58.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Roller	64.4	57.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	59.4	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	69.4	67.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

				ashpalt paving		
N/A	N/A	N/A	N/A	N/A	N/A	N/A

bldg asphalt demo
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Building Demolition	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Front End Loader	No	40		79.1	300.0	0.0
Excavator	No	40		80.7	300.0	0.0
Pickup Truck	No	40		75.0	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Front End Loader	63.5	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	65.1	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	59.4	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.1	64.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

bldg
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Building Construction	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	300.0	0.0
Crane	No	16		80.6	300.0	0.0
Man Lift	No	20		74.7	300.0	0.0
Pickup Truck	No	40		75.0	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Crane	65.0	57.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Crane	65.0	57.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Man Lift	59.1	52.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	59.4	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.0	61.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

				bldg		
N/A	N/A	N/A	N/A	N/A	N/A	N/A

fine

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Fine Grading	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Grader	No	40	85.0		300.0	0.0
Scraper	No	40		83.6	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Grader	69.4	65.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Scraper	68.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	69.4	67.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

finish

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Finish/Landscape	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Backhoe	No	40		77.6	300.0	0.0
Front End Loader	No	40		79.1	300.0	0.0
Front End Loader	No	40		79.1	300.0	0.0
Pickup Truck	No	40		75.0	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Calculated (dBA) Day Evening Night Day Evening Night

Equipment	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq
Backhoe	62.0	58.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	63.5	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	63.5	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	59.4	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	63.5	64.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

				finish		
N/A	N/A	N/A	N/A	N/A	N/A	N/A

rough

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Rough Grading	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Scraper	No	40		83.6	300.0	0.0
Dozer	No	40		81.7	300.0	0.0
Dozer	No	40		81.7	300.0	0.0
Gradall	No	40		83.4	300.0	0.0
Pickup Truck	No	40		75.0	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Scraper	68.0	64.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	66.1	62.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Dozer	66.1	62.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Gradall	67.8	63.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

										rough				
Pickup Truck				59.4	55.5		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			Total	68.0	69.3		N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

soil haul

Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Utility Trenching	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Equipment	Calculated (dBA) Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Excavator	65.1	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.1	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

utility
Roadway Construction Noise Model (RCNM),Version 1.1

Report date: 09/19/2019
Case Description: ONT-05 On-Site

**** Receptor #1 ****

Description	Land Use	Baselines (dBA) Daytime	Evening	Night
Utility Trenching	Residential	65.0	60.0	55.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Excavator	No	40		80.7	300.0	0.0
Front End Loader	No	40		79.1	300.0	0.0
Pickup Truck	No	40		75.0	300.0	0.0
Front End Loader	No	40		79.1	300.0	0.0

Results

Noise Limits (dBA)

Noise Limit Exceedance (dBA)

Calculated (dBA) Day Evening Night

Equipment	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq	Day Lmax	Day Leq	Evening Lmax	Evening Leq	Night Lmax	Night Leq
Excavator	65.1	61.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	63.5	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pickup Truck	59.4	55.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Front End Loader	63.5	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	65.1	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

				utility		
N/A	N/A	N/A	N/A	N/A	N/A	N/A

Attenuation Calculation

	Ontario Res		Chino Res		Chino Res	
Phase	**dBA**	**distance (ft)**	**dBA**	**distance (ft)**	**dBA**	**distance (ft)**
Demo	64		62		54	
Rough	69		67		59	
Fine	68		65		57	
Utility	65	300	63	400	55	1000
Bldg	62		59		51	
Paving	67		65		57	
Finish	65		62		54	

TRAFFIC NOISE INCREASE CALCULATIONS

Volume Development

PM Peak Hour

1: SR-60 WB Ramps & Euclid Av

	PHF:	0.962		4:30					Count Date:	1/30/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	191	950	0	0	**925**	442	0	0	0	**457**	2	368	3,335
2-Axle:	18	**60**	0	0	42	26	0	0	0	30	0	17	193
3-Axle:	3	4	0	0	5	0	0	0	0	16	0	5	33
4+-Axle:	15	25	0	0	8	9	0	0	0	**46**	2	5	110
Trucks:	36	89	0	0	55	35	0	0	0	92	2	27	336
2019 PCE:	**233**	**1,034**	**0**	**0**	**967**	**473**	**0**	**0**	**0**	**580**	**6**	**392**	**3,685**
2019 ADT:		35,326			35,972			8,938			12,271		
Project:	55	3	0	0	1	0	0	0	0	15	0	0	74
Project ADT:		855			36			460			359		
Project HY 2040:	52	3	0	0	1	0	0	0	0	14	0	0	70
Project HY 2040 ADT:		820			36			442			342		
Cumulative:	143	20	0	0	12	0	0	0	0	37	0	0	212
Cumulative ADT:		2,832			374			1,751			707		
E+P:	288	1,037	0	0	968	473	0	0	0	595	6	392	3,759
E+P ADT:		36,181			36,008			9,398			12,630		
OYC 2022 NP:	304	1,105	0	0	1,031	502	0	0	0	630	6	415	3,995
OYC 2022 NP ADT:		38,621			38,324			10,186			13,305		
OYC 2022 WP:	359	1,108	0	0	1,032	502	0	0	0	645	6	415	4,069
OYC 2022 WP ADT:		39,476			38,360			10,646			13,664		
HY 2040 NP:	561	1,332	0	0	1,245	598	0	0	0	765	8	495	5,003
HY 2040 NP ADT:		48,412			45,913			14,026			16,089		
HY 2040 WP:	613	1,335	0	0	1,246	598	0	0	0	779	8	495	5,073
HY 2040 WP ADT		49,232			45,949			14,468			16,431		

2: SR-60 EB Ramps & Euclid Av

	PHF:	0.977		4:30					Count Date:	1/30/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	0	**788**	395	345	1,037	0	353	1	252	0	0	0	3,171
2-Axle:	0	37	20	11	**61**	0	41	0	15	0	0	0	185
3-Axle:	0	5	8	2	19	0	2	0	6	0	0	0	42
4+-Axle:	0	28	69	4	50	0	12	1	20	0	0	0	184
Trucks:	0	70	97	17	130	0	55	1	41	0	0	0	411
2019 PCE:	**0**	**868**	**551**	**361**	**1,187**	**0**	**400**	**3**	**306**	**0**	**0**	**0**	**3,674**
2019 ADT:		36,537			35,326			8,888			11,480		
Project:	0	57	44	0	16	0	0	0	19	0	0	0	136
Project ADT:		1,673			854			460			359		
Project HY 2040:	0	55	41	0	15	0	0	0	18	0	0	0	129
Project HY 2040 ADT:		1,603			819			442			342		
Cumulative:	0	163	62	0	49	0	0	0	102	0	0	0	376
Cumulative ADT:		5,289			2,831			1,751			707		
E+P:	0	925	595	361	1,203	0	400	3	325	0	0	0	3,810
E+P ADT:		38,210			36,180			9,348			11,839		
OYC 2022 NP:	0	986	610	383	1,279	0	424	3	365	0	0	0	4,049
OYC 2022 NP ADT:		40,889			38,620			10,132			12,466		

OYC 2022 WP:	0	1,043	654	383	1,295	0	424	3	384	0	0	0	4,185
OYC 2022 WP ADT:		42,562			39,474			10,592			12,825		
HY 2040 NP:	0	1,389	752	458	1,553	0	505	4	522	0	0	0	5,182
HY 2040 NP ADT:		53,260			48,413			13,963			15,090		
HY 2040 WP:	0	1,444	793	458	1,568	0	505	4	540	0	0	0	5,311
HY 2040 WP ADT		54,863			49,232			14,405			15,432		

3: Euclid Av & Walnut Av

	PHF:	0.941		4:45						Count Date:	1/30/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	176	918	69	247	873	138	101	349	128	64	349	133	3,545
2-Axle:	4	53	2	6	51	5	4	13	6	3	5	3	155
3-Axle:	0	17	0	1	24	0	0	0	0	1	0	0	43
4+-Axle:	0	98	0	1	69	0	0	0	1	0	2	0	171
Trucks:	4	168	2	8	144	5	4	13	7	4	7	3	369
2019 PCE:	**178**	**1,158**	**70**	**253**	**1,061**	**141**	**103**	**356**	**133**	**67**	**356**	**135**	**4,008**
2019 ADT:		33,462			35,765			15,887			15,504		
Project:	3	101	0	0	35	0	0	0	1	0	0	0	140
Project ADT:		1,710			1,674			36			0		
Project HY 2040:	3	96	0	0	33	0	0	0	1	0	0	0	133
Project HY 2040 ADT:		1,638			1,602			36			0		
Cumulative:	2	225	2	0	151	0	0	0	1	1	0	0	382
Cumulative ADT:		5,366			5,288			40			38		
E+P:	181	1,259	70	253	1,096	141	103	356	134	67	356	135	4,148
E+P ADT:		35,172			37,439			15,923			15,504		
OYC 2022 NP:	190	1,318	75	268	1,186	149	109	377	142	71	377	143	4,406
OYC 2022 NP ADT:		37,656			40,069			16,875			16,468		
OYC 2022 WP:	193	1,419	75	268	1,221	149	109	377	143	71	377	143	4,546
OYC 2022 WP ADT:		39,366			41,743			16,911			16,468		
HY 2040 NP:	237	1,812	90	320	1,522	265	179	449	177	85	449	170	5,755
HY 2040 NP ADT:		49,611			52,285			20,276			19,623		
HY 2040 WP:	240	1,908	90	320	1,555	265	179	449	178	85	449	170	5,888
HY 2040 WP ADT		51,249			53,887			20,312			19,623		

4: Euclid Av. (SR-83) & Riverside Dr.

	PHF:	0.958		5:00						Count Date:	1/22/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	61	812	224	121	714	177	133	429	66	173	386	57	3,353
2-Axle:	3	57	3	3	44	7	10	12	6	5	8	1	159
3-Axle:	0	12	0	3	14	0	1	1	0	0	3	0	34
4+-Axle:	0	61	2	4	65	2	3	2	1	1	0	2	143
Trucks:	3	130	5	10	123	9	14	15	7	6	11	3	336
2019 PCE:	**63**	**975**	**230**	**134**	**880**	**185**	**145**	**440**	**71**	**178**	**393**	**62**	**3,753**
2019 ADT:		30,066			29,865			16,269			18,014		
Project:	8	104	0	0	36	0	0	0	3	0	0	0	151
Project ADT:		1,814			1,708			106			0		
Project HY 2040:	8	99	0	0	34	0	0	0	3	0	0	0	144
Project HY 2040 ADT:		1,744			1,638			106			0		
Cumulative:	22	229	6	0	153	0	0	0	12	5	0	0	427
Cumulative ADT:		5,906			5,368			410			128		
E+P:	71	1,079	230	134	916	185	145	440	74	178	393	62	3,904
E+P ADT:		31,880			31,573			16,375			18,014		

OYC 2022 NP:	75	1,126	246	142	995	196	154	467	80	190	417	65	4,153
OYC 2022 NP ADT:		34,268			33,840			17,429			19,168		
OYC 2022 WP:	83	1,230	246	142	1,031	196	154	467	83	190	417	65	4,304
OYC 2022 WP ADT:		36,082			35,548			17,535			19,168		
HY 2040 NP:	192	1,594	295	169	1,300	345	234	721	196	229	499	78	5,852
HY 2040 NP ADT:		49,038			45,064			21,313			22,875		
HY 2040 WP:	200	1,693	295	169	1,334	345	234	721	199	229	499	78	5,996
HY 2040 WP ADT		50,782			46,702			21,419			22,875		

5: Euclid Av. (SR-83) & Chino Av.

PHF: 0.930 4:45 Count Date: 1/24/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	32	1,015	209	22	815	64	86	264	44	74	104	9	2,738
2-Axle:	1	54	18	0	55	2	1	10	3	2	4	0	150
3-Axle:	0	17	1	0	12	0	0	2	1	0	0	0	33
4+-Axle:	3	52	0	1	72	2	3	1	0	0	1	0	135
Trucks:	4	123	19	1	139	4	4	13	4	2	5	0	318
2019 PCE:	**39**	**1,163**	**219**	**24**	**999**	**69**	**93**	**273**	**47**	**75**	**108**	**9**	**3,116**
2019 ADT:		31,892			29,576			7,877			8,888		
Project:	3	111	0	0	38	0	0	0	1	0	0	0	153
Project ADT:		1,850			1,814			36			0		
Project HY 2040:	3	106	0	0	36	0	0	0	1	0	0	0	146
Project HY 2040 ADT:		1,780			1,744			36			0		
Cumulative:	9	257	2	0	171	0	0	0	7	1	0	0	447
Cumulative ADT:		6,128			5,906			182			40		
E+P:	42	1,274	219	24	1,037	69	93	273	48	75	108	9	3,269
E+P ADT:		33,742			31,390			7,913			8,888		
OYC 2022 NP:	44	1,337	233	25	1,128	73	98	290	52	80	115	10	3,486
OYC 2022 NP ADT:		36,296			33,749			8,432			9,448		
OYC 2022 WP:	47	1,448	233	25	1,166	73	98	290	53	80	115	10	3,639
OYC 2022 WP ADT:		38,146			35,563			8,468			9,448		
HY 2040 NP:	65	1,886	278	35	1,475	87	134	487	68	137	223	18	4,893
HY 2040 NP ADT:		48,824			48,545			10,246			11,266		
HY 2040 WP:	68	1,992	278	35	1,511	87	134	487	69	137	223	18	5,039
HY 2040 WP ADT		50,604			50,289			10,282			11,266		

6: Euclid Av. (SR-83) & Schaefer Av.

PHF: 0.986 4:45 Count Date: 1/22/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	81	920	65	23	873	107	269	270	172	73	59	22	2,934
2-Axle:	1	51	11	0	48	2	13	7	5	1	4	1	144
3-Axle:	0	10	1	1	13	1	2	0	1	0	1	0	30
4+-Axle:	0	67	4	2	53	1	1	1	1	1	1	1	133
Trucks:	1	128	16	3	114	4	16	8	7	2	6	2	307
2019 PCE:	**82**	**1,090**	**80**	**28**	**1,016**	**111**	**280**	**276**	**178**	**76**	**64**	**25**	**3,302**
2019 ADT:		31,629			31,993			12,415			6,867		
Project:	3	114	0	0	39	0	0	0	1	0	0	0	157
Project ADT:		1,886			1,850			36			0		
Project HY 2040:	3	109	0	0	37	0	0	0	1	0	0	0	150
Project HY 2040 ADT:		1,816			1,780			36			0		
Cumulative:	10	268	0	0	179	0	0	1	7	0	2	0	467
Cumulative ADT:		6,330			6,128			238			44		

E+P:	85	1,204	80	28	1,055	111	280	276	179	76	64	25	3,459
E+P ADT:		33,515			33,843			12,451			6,867		
OYC 2022 NP:	90	1,263	84	30	1,150	118	297	293	191	80	69	26	3,691
OYC 2022 NP ADT:		36,097			36,402			13,271			7,305		
OYC 2022 WP:	93	1,377	84	30	1,189	118	297	293	192	80	69	26	3,848
OYC 2022 WP ADT:		37,983			38,252			13,307			7,305		
HY 2040 NP:	236	1,812	100	199	1,507	455	487	463	263	95	158	73	5,849
HY 2040 NP ADT:		48,836			48,951			19,029			10,180		
HY 2040 WP:	239	1,921	100	199	1,544	455	487	463	264	95	158	73	5,999
HY 2040 WP ADT		50,652			50,731			19,065			10,180		

7: Euclid Av. (SR-83) & Edison Av.

	PHF:	0.950		4:45						Count Date:	1/23/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	122	928	51	75	1,014	138	192	403	256	30	235	33	3,477
2-Axle:	17	74	2	9	56	5	13	17	3	4	9	1	210
3-Axle:	2	9	2	0	6	10	8	7	5	1	0	0	50
4+-Axle:	3	34	7	1	22	12	29	22	8	3	6	0	147
Trucks:	22	117	11	10	84	27	50	46	16	8	15	1	407
2019 PCE:	**139**	**1,042**	**68**	**82**	**1,092**	**175**	**265**	**463**	**279**	**39**	**252**	**34**	**3,926**
2019 ADT:		33,367			33,744			19,709			11,750		
Project:	30	116	0	0	40	0	0	0	10	0	0	0	196
Project ADT:		2,310			1,886			424			0		
Project HY 2040:	30	111	0	0	38	0	0	0	10	0	0	0	189
Project HY 2040 ADT:		2,238			1,814			424			0		
Cumulative:	21	249	6	11	175	0	0	29	17	4	72	29	613
Cumulative ADT:		6,306			6,332			1,846			2,108		
E+P:	169	1,158	68	82	1,132	175	265	463	289	39	252	34	4,122
E+P ADT:		35,677			35,630			20,133			11,750		
OYC 2022 NP:	155	1,205	75	91	1,229	185	281	502	302	43	296	47	4,412
OYC 2022 NP ADT:		37,932			38,342			21,654			13,313		
OYC 2022 WP:	185	1,321	75	91	1,269	185	281	502	312	43	296	47	4,608
OYC 2022 WP ADT:		40,242			40,228			22,078			13,313		
HY 2040 NP:	193	1,660	281	201	1,573	220	334	1,195	367	428	723	340	7,515
HY 2040 NP ADT:		49,725			51,511			41,324			53,458		
HY 2040 WP:	223	1,771	281	201	1,611	220	334	1,195	377	428	723	340	7,704
HY 2040 WP ADT		51,963			53,325			41,748			53,458		

8: Euclid Av. (SR-83) & Eucalyptus Av.

	PHF:	0.890		4:45						Count Date:	1/22/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	**108**	**1,012**	**17**	36	1,133	61	33	154	199	7	20	7	2,787
2-Axle:	1	100	0	0	**51**	1	0	3	6	1	1	0	164
3-Axle:	0	12	0	4	**9**	0	0	1	0	0	0	0	26
4+-Axle:	0	41	1	2	**44**	0	2	0	0	0	0	1	91
Trucks:	1	153	1	6	104	1	2	4	6	1	1	1	281
2019 PCE:	**109**	**1,156**	**19**	**44**	**1,256**	**62**	**37**	**157**	**202**	**8**	**21**	**9**	**3,077**
2019 ADT:		34,503			32,175			7,356			3,220		
Project:	0	72	7	43	7	0	0	1	0	0	3	74	207
Project ADT:		981			2,308			36			1,763		
Project HY 2040:	0	72	7	41	7	0	0	1	0	0	3	69	200
Project HY 2040 ADT:		981			2,238			36			1,693		

Cumulative:	19	269	0	3	193	0	0	1	11	0	2	7	505
Cumulative ADT:		6,546			6,306			394			162		
E+P:	109	1,228	26	87	1,263	62	37	158	202	8	24	83	3,284
E+P ADT:		35,484			34,483			7,392			4,983		
OYC 2022 NP:	123	1,334	20	48	1,410	65	39	166	219	8	23	12	3,467
OYC 2022 NP ADT:		39,234			36,667			7,964			3,482		
OYC 2022 WP:	123	1,406	27	91	1,417	65	39	167	219	8	26	86	3,674
OYC 2022 WP ADT:		40,215			38,975			8,000			5,245		
HY 2040 NP:	148	1,700	376	219	1,787	78	47	201	266	413	154	168	5,556
HY 2040 NP ADT:		49,757			46,686			9,661			6,758		
HY 2040 WP:	148	1,772	383	260	1,794	78	47	202	266	413	157	237	5,756
HY 2040 WP ADT		50,738			48,924			9,697			8,451		

9: Euclid Av. (SR-83) & Driveway 1

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:		1,137			1,339								2,476
2-Axle:		101			58								159
3-Axle:		12			9								21
4+-Axle:		42			44								86
Trucks:	0	155	0	0	111	0	0	0	0	0	0	0	266
2019 PCE:	**0**	**1,284**	**0**	**0**	**1,465**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,749**
2019 ADT:		34,503			34,503			0			0		
Project:	0	60	5	0	7	0	0	0	0	0	0	20	92
Project ADT:		948			982			0			246		
Project HY 2040:	0	60	4	0	7	0	0	0	0	0	0	20	91
Project HY 2040 ADT:		928			981			0			229		
Cumulative:	0	288	0	0	204	0	0	0	0	0	0	0	492
Cumulative ADT:		6,546			6,546			0			0		
E+P:	0	1,344	5	0	1,472	0	0	0	0	0	0	20	2,841
E+P ADT:		35,451			35,485			0			246		
OYC 2022 NP:	0	1,477	0	0	1,636	0	0	0	0	0	0	0	3,114
OYC 2022 NP ADT:		39,234			39,234			0			0		
OYC 2022 WP:	0	1,537	5	0	1,643	0	0	0	0	0	0	20	3,206
OYC 2022 WP ADT:		40,182			40,216			0			246		
HY 2040 NP:		2,224			2,466								4,690
HY 2040 NP ADT:		49,757			49,757								
HY 2040 WP:	0	2,284	4	0	2,473	0	0	0	0	0	0	20	4,781
HY 2040 WP ADT		50,685			50,738			0			229		

10: Euclid Av. (SR-83) & Driveway 2

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:		1,137			1,339								2,476
2-Axle:		101			58								159
3-Axle:		12			9								21
4+-Axle:		42			44								86
Trucks:	0	155	0	0	111	0	0	0	0	0	0	0	266
2019 PCE:	**0**	**1,284**	**0**	**0**	**1,465**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2,749**
2019 ADT:		34,503			34,503			0			0		
Project:	0	45	6	0	7	0	0	0	0	0	0	20	78
Project ADT:		929			948			0			267		

Project HY 2040:	0	44	3	0	7	0	0	0	0	0	0	20	74
Project HY 2040 ADT:		857			928			0			211		
Cumulative:	0	288	0	0	204	0	0	0	0	0	0	0	492
Cumulative ADT:		6,546			6,546			0			0		
E+P:	0	1,329	6	0	1,472	0	0	0	0	0	0	20	2,827
E+P ADT:		35,432			35,451			0			267		
OYC 2022 NP:	0	1,477	0	0	1,636	0	0	0	0	0	0	0	3,114
OYC 2022 NP ADT:		39,234			39,234			0			0		
OYC 2022 WP:	0	1,522	6	0	1,643	0	0	0	0	0	0	20	3,192
OYC 2022 WP ADT:		40,163			40,182			0			267		
HY 2040 NP:		2,224			2,466								4,690
HY 2040 NP ADT:		49,757			49,757								
HY 2040 WP:	0	2,268	3	0	2,473	0	0	0	0	0	0	20	4,764
HY 2040 WP ADT		50,614			50,685			0			211		

11: Euclid Av. (SR-83) & Merrill Av.

	PHF:	0.905		4:30						Count Date:	1/22/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	2	1,010	197	**236**	**1,102**	1	11	29	10	167	2	116	2,883
2-Axle:	0	97	14	7	51	0	0	0	0	6	0	4	179
3-Axle:	0	**10**	0	1	8	0	0	0	2	1	0	2	24
4+-Axle:	1	34	10	10	34	0	0	0	0	6	0	8	103
Trucks:	1	141	24	18	93	0	0	0	2	13	0	14	306
2019 PCE:	**4**	**1,137**	**224**	**261**	**1,204**	**1**	**11**	**29**	**12**	**183**	**2**	**136**	**3,203**
2019 ADT:		34,686			34,503			741			10,476		
Project:	0	18	0	7	0	0	0	0	0	54	0	32	111
Project ADT:		860			929			0			929		
Project HY 2040:	0	15	0	7	0	0	0	0	0	44	0	32	98
Project HY 2040 ADT:		718			858			0			858		
Cumulative:	0	203	28	34	170	0	0	0	0	59	0	86	580
Cumulative ADT:		5,882			6,546			0			3,304		
E+P:	4	1,155	224	268	1,204	1	11	29	12	237	2	168	3,314
E+P ADT:		35,546			35,432			741			11,405		
OYC 2022 NP:	4	1,287	249	290	1,345	1	12	31	13	218	2	179	3,631
OYC 2022 NP ADT:		39,161			39,234			786			12,439		
OYC 2022 WP:	4	1,305	249	297	1,345	1	12	31	13	272	2	211	3,742
OYC 2022 WP ADT:		40,021			40,163			786			13,368		
HY 2040 NP:	5	1,823	801	385	2,080	1	14	37	15	589	3	389	6,142
HY 2040 NP ADT:		49,843			49,756			882			13,416		
HY 2040 WP:	5	**1,838**	801	392	**2,080**	1	14	37	15	633	3	421	6,240
HY 2040 WP ADT		50,561			50,614			882			14,274		

12: Euclid Av. (SR-83) & Kimball Av.

	PHF:	0.966		4:45						Count Date:	1/22/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	57	720	29	406	672	175	279	706	38	48	284	156	3,570
2-Axle:	1	87	1	6	34	33	21	19	3	1	7	8	221
3-Axle:	0	4	0	3	4	4	2	1	1	1	3	1	24
4+-Axle:	1	17	3	0	16	16	26	13	2	4	7	2	107
Trucks:	2	108	4	9	54	53	49	33	6	6	17	11	352
2019 PCE:	**60**	**802**	**36**	**412**	**725**	**228**	**344**	**743**	**45**	**58**	**305**	**165**	**3,919**
2019 ADT:		21,636			33,575			21,617			21,554		

Project:	0	16	0	5	46	3	1	0	0	0	0	2	73
Project ADT:		754			860			36			70		
Project HY 2040:	0	14	0	0	41	3	1	0	0	0	0	0	59
Project HY 2040 ADT:		684			720			36			0		
Cumulative:	24	180	17	18	208	4	5	42	40	37	57	45	677
Cumulative ADT:		6,426			5,882			1,892			2,728		
E+P:	60	818	36	417	771	231	345	743	45	58	305	167	3,992
E+P ADT:		22,390			34,435			21,653			21,624		
OYC 2022 NP:	73	923	44	444	853	243	367	805	63	76	346	193	4,429
OYC 2022 NP ADT:		25,531			37,982			23,697			23,965		
OYC 2022 WP:	73	939	44	449	899	246	368	805	63	76	346	195	4,502
OYC 2022 WP ADT:		26,285			38,842			23,733			24,035		
HY 2040 NP:	147	1,318	159	541	1,378	416	590	975	206	105	435	293	6,563
HY 2040 NP ADT:		38,617			50,185			29,827			25,176		
HY 2040 WP:	147	1,332	159	541	1,419	419	591	975	206	105	435	293	6,622
HY 2040 WP ADT		39,301			50,905			29,863			25,176		

13: Euclid Av. (SR-83) & Bickmore Av.

PHF: 0.924 4:45 Count Date: 1/22/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	16	566	71	73	593	102	98	95	40	35	19	48	1,756
2-Axle:	8	34	3	3	15	36	10	1	1	0	3	2	116
3-Axle:	0	4	0	0	2	0	0	0	2	0	0	0	8
4+-Axle:	1	15	0	0	14	7	6	0	6	0	0	0	49
Trucks:	9	53	3	3	31	43	16	1	9	0	3	2	173
2019 PCE:	**22**	**617**	**73**	**75**	**631**	**134**	**115**	**96**	**55**	**35**	**21**	**49**	**1,920**
2019 ADT:		17,970			20,337			5,542			4,356		
Project:	0	16	0	0	46	0	0	0	0	0	0	0	62
Project ADT:		754			754			0			0		
Project HY 2040:	0	14	0	0	41	0	0	0	0	0	0	0	55
Project HY 2040 ADT:		684			684			0			0		
Cumulative:	31	95	39	63	182	34	84	25	79	29	13	38	712
Cumulative ADT:		5,796			6,270			3,694			2,152		
E+P:	22	633	73	75	677	134	115	96	55	35	21	49	1,982
E+P ADT:		18,724			21,091			5,542			4,356		
OYC 2022 NP:	36	693	93	104	742	156	156	111	89	49	27	67	2,322
OYC 2022 NP ADT:		21,389			24,090			7,359			5,484		
OYC 2022 WP:	36	709	93	104	788	156	156	111	89	49	27	67	2,384
OYC 2022 WP ADT:		22,143			24,844			7,359			5,484		
HY 2040 NP:	55	1,371	126	187	1,427	199	219	143	138	70	37	166	4,139
HY 2040 NP ADT:		35,344			38,617			10,254			7,398		
HY 2040 WP:	55	1,385	126	187	1,468	199	219	143	138	70	37	166	4,194
HY 2040 WP ADT		36,028			39,301			10,254			7,398		

14: Euclid Av. (SR-83) & Pine Av.

PHF: 0.981 4:45 Count Date: 1/22/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	28	609	1,016	49	633	2	5	416	68	**487**	63	20	3,396
2-Axle:	3	34	**28**	2	18	0	0	15	3	**19**	2	0	124
3-Axle:	2	5	**5**	0	5	0	0	0	0	**6**	0	0	23
4+-Axle:	11	15	**13**	0	21	1	0	0	10	**7**	0	1	79
Trucks:	16	54	46	2	44	1	0	15	13	32	2	1	226

2019 PCE:	**54**	**661**	**1,061**	**50**	**689**	**4**	**5**	**424**	**90**	**517**	**64**	**22**	**3,639**
2019 ADT:		38,546			17,964			8,028			26,827		
Project:	0	14	0	5	41	0	0	0	0	0	0	2	62
Project ADT:		684			754			0			70		
Project HY 2040:	0	14	0	0	41	0	0	0	0	0	0	0	55
Project HY 2040 ADT:		684			684			0			0		
Cumulative:	4	96	103	125	165	0	0	24	11	68	10	68	674
Cumulative ADT:		5,584			5,798			578			4,176		
E+P:	54	675	1,061	55	730	4	5	424	90	517	64	24	3,701
E+P ADT:		39,230			18,718			8,028			26,897		
OYC 2022 NP:	58	740	1,167	103	797	4	5	459	99	575	72	51	4,131
OYC 2022 NP ADT:		43,139			21,383			8,751			30,139		
OYC 2022 WP:	58	754	1,167	108	838	4	5	459	99	575	72	53	4,193
OYC 2022 WP ADT:		43,823			22,137			8,751			30,209		
HY 2040 NP:	278	1,059	891	391	1,162	122	115	911	224	482	611	247	6,493
HY 2040 NP ADT:		55,943			35,344			25,646			37,637		
HY 2040 WP:	278	1,073	891	391	1,203	122	115	911	224	482	611	247	6,548
HY 2040 WP ADT		56,627			36,028			25,646			37,637		

15: SR-71 NB Ramps & Euclid Av. (SR-83)

PHF: 0.860 5:00 Count Date: 1/22/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	**126**	0	845	0	0	0	0	771	146	335	**872**	0	3,095
2-Axle:	**2**	0	29	0	0	0	0	**38**	0	8	**29**	0	106
3-Axle:	0	0	5	0	0	0	0	**8**	0	0	7	0	20
4+-Axle:	0	0	21	0	0	0	0	**4**	**2**	8	**22**	0	57
Trucks:	2	0	55	0	0	0	0	50	2	16	58	0	183
2019 PCE:	**127**	**0**	**907**	**0**	**0**	**0**	**0**	**806**	**150**	**355**	**938**	**0**	**3,282**
2019 ADT:		19,314			0			25,364			37,723		
Project:	0	0	13	0	0	0	0	1	0	0	41	0	55
Project ADT:		324			0			360			684		
Project HY 2040:	0	0	13	0	0	0	0	1	0	0	41	0	55
Project HY 2040 ADT:		324			0			360			684		
Cumulative:	0	0	142	0	0	0	0	62	0	26	218	0	448
Cumulative ADT:		2,557			0			3,026			5,583		
E+P:	127	0	920	0	0	0	0	807	150	355	979	0	3,337
E+P ADT:		19,638			0			25,724			38,407		
OYC 2022 NP:	135	0	1,019	0	0	0	0	880	159	387	1,082	0	3,662
OYC 2022 NP ADT:		21,519			0			28,127			42,266		
OYC 2022 WP:	135	0	1,032	0	0	0	0	881	159	387	1,123	0	3,717
OYC 2022 WP ADT:		21,843			0			28,487			42,950		
HY 2040 NP:	181	0	1,259	0	0	0	0	1,024	6	54	1,591	0	4,115
HY 2040 NP ADT:		17,620			0			29,623			40,253		
HY 2040 WP:	181	0	1,272	0	0	0	0	1,025	6	54	1,632	0	4,170
HY 2040 WP ADT		17,944			0			29,983			40,937		

16: SR-71 SB Ramps/Shady View Dr. & Butterfield Ranch Rd.

PHF: 0.958 4:45 Count Date: 1/29/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	17	0	**146**	602	65	66	0	**819**	58	119	236	0	2,128
2-Axle:	0	0	2	26	1	2	0	28	0	3	13	0	75
3-Axle:	0	0	0	6	0	0	0	2	0	0	**4**	0	12

4+-Axle:	0	0	0	4	0	0	0	3	0	0	3	0	10
Trucks:	0	0	2	36	1	2	0	33	0	3	20	0	97
2019 PCE:	**17**	**0**	**147**	**629**	**66**	**67**	**0**	**841**	**58**	**121**	**253**	**0**	**2,198**
2019 ADT:		5,122			9,560			15,510			24,982		
Project:	0	0	0	0	0	0	0	1	0	0	3	0	43
Project ADT:		0			324			36			2		
Project HY 2040:	0	0	0	0	0	0	0	1	0	0	3	0	43
Project HY 2040 ADT:		0			324			36			360		
Cumulative:	0	0	0	43	0	0	0	18	0	0	22	0	83
Cumulative ADT:		0			2,557			470			3,027		
E+P:	17	0	147	629	66	67	0	842	58	121	256	0	2,241
E+P ADT:		5,122			9,884			15,546			25,342		
OYC 2022 NP:	18	0	156	685	70	71	0	900	62	128	277	0	2,365
OYC 2022 NP ADT:		5,435			11,167			16,647			27,721		
OYC 2022 WP:	18	0	156	685	70	71	0	901	62	128	280	0	2,408
OYC 2022 WP ADT:		5,435			11,491			16,683			28,081		
HY 2040 NP:	20	0	169	1,040	75	37	0	986	67	170	305	0	2,829
HY 2040 NP ADT:		6,178			3,679			19,232			30,345		
HY 2040 WP:	20	0	169	1,040	75	37	0	987	67	170	308	0	2,872
HY 2040 WP ADT		6,178			4,003			19,268			30,705		

17: Driveway 3 & Eucalyptus Av

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:								207			34		241
2-Axle:								3			2		5
3-Axle:								5			0		5
4+-Axle:								3			1		4
Trucks:	0	0	0	0	0	0	0	11	0	0	3	0	14
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**220**	**0**	**0**	**37**	**0**	**257**
2019 ADT:		0			0			3,220			3,220		
Project:	0	0	31	0	0	0	0	40	11	0	76	0	158
Project ADT:		483			0			1,763			1,762		
Project HY 2040:	0	0	31	0	0	0	0	37	12	0	71	0	151
Project HY 2040 ADT:		520			0			1,693			1,655		
Cumulative:	0	0	0	0	0	0	0	4	0	0	9	0	13
Cumulative ADT:		0			0			162			162		
E+P:	0	0	31	0	0	0	0	260	11	0	113	0	415
E+P ADT:		483			0			4,983			4,982		
OYC 2022 NP:	0	0	0	0	0	0	0	235	0	0	43	0	277
OYC 2022 NP ADT:		0			0			3,482			3,482		
OYC 2022 WP:	0	0	31	0	0	0	0	275	11	0	119	0	435
OYC 2022 WP ADT:		483			0			5,245			5,244		
HY 2040 NP:								796			735		1,531
HY 2040 NP ADT:								6,758			6,758		
HY 2040 WP:	0	0	31	0	0	0	0	833	12	0	806	0	1,682
HY 2040 WP ADT		520			0			8,451			8,413		

18: Driveway 4 & Merrill Av

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:								444			285		729

2-Axle:								21			10		31
3-Axle:								1			3		4
4+-Axle:								20			14		34
Trucks:	0	0	0	0	0	0	0	42	0	0	27	0	69
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**496**	**0**	**0**	**321**	**0**	**817**
2019 ADT:		0			0			10,250			10,250		
Project:	0	0	0	0	0	31	0	7	0	0	55	17	110
Project ADT:		0			635			928			1,083		
Project HY 2040:	0	0	0	0	0	31	0	7	0	0	45	17	100
Project HY 2040 ADT:		0			635			857			1,012		
Cumulative:	0	0	0	0	0	0	0	62	0	0	145	0	207
Cumulative ADT:		0			0			3,304			3,304		
E+P:	0	0	0	0	0	31	0	503	0	0	376	17	927
E+P ADT:		0			635			11,178			11,333		
OYC 2022 NP:	0	0	0	0	0	0	0	551	0	0	399	0	949
OYC 2022 NP ADT:		0			0			12,199			12,199		
OYC 2022 WP:	0	0	0	0	0	31	0	558	0	0	454	17	1,059
OYC 2022 WP ADT:		0			635			13,127			13,282		
HY 2040 NP:								1,223			981		2,204
HY 2040 NP ADT:								13,416			13,416		
HY 2040 WP:	0	0	0	0	0	31	0	1,230	0	0	1,026	17	2,304
HY 2040 WP ADT		0			635			14,273			14,428		

19: Driveway 5 & Eucalyptus Av

PHF: 0.920 Count Date: _____

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:								207			34		241
2-Axle:								3			2		5
3-Axle:								5			0		5
4+-Axle:								3			1		4
Trucks:	0	0	0	0	0	0	0	11	0	0	3	0	14
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**220**	**0**	**0**	**37**	**0**	**257**
2019 ADT:		0			0			3,220			3,220		
Project:	0	0	31	0	0	0	0	61	11	0	76	0	179
Project ADT:		483			0			1,763			1,760		
Project HY 2040:	0	0	31	0	0	0	0	55	12	0	71	0	169
Project HY 2040 ADT:		518			0			1,656			1,620		
Cumulative:	0	0	0	0	0	0	0	4	0	0	9	0	13
Cumulative ADT:		0			0			162			162		
E+P:	0	0	31	0	0	0	0	281	11	0	113	0	436
E+P ADT:		483			0			4,983			4,980		
OYC 2022 NP:	0	0	0	0	0	0	0	235	0	0	43	0	277
OYC 2022 NP ADT:		0			0			3,482			3,482		
OYC 2022 WP:	0	0	31	0	0	0	0	296	11	0	119	0	456
OYC 2022 WP ADT:		483			0			5,245			5,242		
HY 2040 NP:								796			735		1,531
HY 2040 NP ADT:								6,758			6,758		
HY 2040 WP:	0	0	31	0	0	0	0	851	12	0	806	0	1,700
HY 2040 WP ADT		518			0			8,414			8,378		

20: Sultana Av & Eucalyptus Av

PHF: 0.920 Count Date: _____

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:								207			34		241
2-Axle:								3			2		5
3-Axle:								5			0		5
4+-Axle:								3			1		4
Trucks:	0	0	0	0	0	0	0	11	0	0	3	0	14
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**220**	**0**	**0**	**37**	**0**	**257**
2019 ADT:		0			0			3,220			3,220		
Project:	76	0	35	0	0	0	0	40	51	26	0	0	228
Project ADT:		2,258			0			1,760			1,060		
Project HY 2040:	71	0	35	0	0	0	0	40	46	26	0	0	218
Project HY 2040 ADT:		2,116			0			1,620			1,060		
Cumulative:	0	0	0	0	0	0	0	4	0	0	9	0	13
Cumulative ADT:		0			0			162			162		
E+P:	76	0	35	0	0	0	0	260	51	26	37	0	485
E+P ADT:		2,258			0			4,980			4,280		
OYC 2022 NP:	0	0	0	0	0	0	0	235	0	0	43	0	277
OYC 2022 NP ADT:		0			0			3,482			3,482		
OYC 2022 WP:	76	0	35	0	0	0	0	275	51	26	43	0	505
OYC 2022 WP ADT:		2,258			0			5,242			4,542		
HY 2040 NP:								796			735		1,531
HY 2040 NP ADT:								6,758			6,758		
HY 2040 WP:	71	0	35	0	0	0	0	836	46	26	735	0	1,749
HY 2040 WP ADT		2,116			0			8,378			7,818		

21: Sultana Av & Driveway 6

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:													0
2-Axle:													0
3-Axle:													0
4+-Axle:													0
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2019 ADT:		0			0			0			0		
Project:	0	81	0	0	63	14	31	0	11	0	0	0	200
Project ADT:		1,777			2,257			680			0		
Project HY 2040:	0	76	0	0	57	14	31	0	11	0	0	0	189
Project HY 2040 ADT:		1,632			2,114			682			0		
Cumulative:	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative ADT:		0			0			0			0		
E+P:	0	81	0	0	63	14	31	0	11	0	0	0	200
E+P ADT:		1,777			2,257			680			0		
OYC 2022 NP:	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2022 NP ADT:		0			0			0			0		
OYC 2022 WP:	0	81	0	0	63	14	31	0	11	0	0	0	200
OYC 2022 WP ADT:		1,777			2,257			680			0		
HY 2040 NP:													0
HY 2040 NP ADT:													
HY 2040 WP:	0	76	0	0	57	14	31	0	11	0	0	0	189
HY 2040 WP ADT		1,632			2,114			682			0		

22: Sultana Av & Driveway 7

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:													0
2-Axle:													0
3-Axle:													0
4+-Axle:													0
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2019 ADT:		0			0			0			0		
Project:	0	49	0	0	62	11	33	0	0	0	0	0	155
Project ADT:		1,318			1,778			460			0		
Project HY 2040:	0	43	0	0	57	11	33	0	0	0	0	0	144
Project HY 2040 ADT:		1,174			1,634			460			0		
Cumulative:	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative ADT:		0			0			0			0		
E+P:	0	49	0	0	62	11	33	0	0	0	0	0	155
E+P ADT:		1,318			1,778			460			0		
OYC 2022 NP:	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2022 NP ADT:		0			0			0			0		
OYC 2022 WP:	0	49	0	0	62	11	33	0	0	0	0	0	155
OYC 2022 WP ADT:		1,318			1,778			460			0		
HY 2040 NP:													0
HY 2040 NP ADT:													
HY 2040 WP:	0	43	0	0	57	11	33	0	0	0	0	0	144
HY 2040 WP ADT		1,174			1,634			460			0		

23: Sultana Av & Driveway 8

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:													0
2-Axle:													0
3-Axle:													0
4+-Axle:													0
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2019 ADT:		0			0			0			0		
Project:	5	25	0	0	53	10	23	0	21	0	0	0	137
Project ADT:		1,211			1,317			724			0		
Project HY 2040:	5	15	0	0	47	10	28	0	16	0	0	0	121
Project HY 2040 ADT:		1,000			1,174			722			0		
Cumulative:	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative ADT:		0			0			0			0		
E+P:	5	25	0	0	53	10	23	0	21	0	0	0	137
E+P ADT:		1,211			1,317			724			0		
OYC 2022 NP:	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2022 NP ADT:		0			0			0			0		
OYC 2022 WP:	5	25	0	0	53	10	23	0	21	0	0	0	137
OYC 2022 WP ADT:		1,211			1,317			724			0		
HY 2040 NP:													0
HY 2040 NP ADT:													
HY 2040 WP:	5	15	0	0	47	10	28	0	16	0	0	0	121

HY 2040 WP ADT		1,000			1,174			722			0		

24: Sultana Av & Driveway 9

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:													0
2-Axle:													0
3-Axle:													0
4+-Axle:													0
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2019 ADT:		0			0			0			0		
Project:	10	20	0	0	68	5	10	0	34	0	0	0	147
Project ADT:		1,572			1,210			718			0		
Project HY 2040:	9	5	0	0	57	6	15	0	29	0	0	0	121
Project HY 2040 ADT:		1,254			999			717			0		
Cumulative:	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative ADT:		0			0			0			0		
E+P:	10	20	0	0	68	5	10	0	34	0	0	0	147
E+P ADT:		1,572			1,210			718			0		
OYC 2022 NP:	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2022 NP ADT:		0			0			0			0		
OYC 2022 WP:	10	20	0	0	68	5	10	0	34	0	0	0	147
OYC 2022 WP ADT:		1,572			1,210			718			0		
HY 2040 NP:													0
HY 2040 NP ADT:													
HY 2040 WP:	9	5	0	0	57	6	15	0	29	0	0	0	121
HY 2040 WP ADT		1,254			999			717			0		

25: Sultana Av & Driveway 10

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:													0
2-Axle:													0
3-Axle:													0
4+-Axle:													0
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2019 ADT:		0			0			0			0		
Project:	3	15	0	0	94	9	15	0	18	0	0	0	154
Project ADT:		1,466			1,573			461			0		
Project HY 2040:	9	14	0	0	84	3	0	0	33	0	0	0	143
Project HY 2040 ADT:		1,609			1,255			460			0		
Cumulative:	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative ADT:		0			0			0			0		
E+P:	3	15	0	0	94	9	15	0	18	0	0	0	154
E+P ADT:		1,466			1,573			461			0		
OYC 2022 NP:	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2022 NP ADT:		0			0			0			0		
OYC 2022 WP:	3	15	0	0	94	9	15	0	18	0	0	0	154
OYC 2022 WP ADT:		1,466			1,573			461			0		
HY 2040 NP:													0

HY 2040 NP ADT:													
HY 2040 WP:	9	14	0	0	84	3	0	0	33	0	0	0	143
HY 2040 WP ADT		1,609			1,255			460			0		

26: Sultana Av & Driveway 11

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:													0
2-Axle:													0
3-Axle:													0
4+-Axle:													0
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
2019 ADT:		0			0			0			0		
Project:	0	18	0	0	104	7	0	0	31	0	0	0	160
Project ADT:		1,566			1,466			380			0		
Project HY 2040:	0	23	0	0	109	7	0	0	31	0	0	0	170
Project HY 2040 ADT:		1,706			1,607			381			0		
Cumulative:	0	0	0	0	0	0	0	0	0	0	0	0	0
Cumulative ADT:		0			0			0			0		
E+P:	0	18	0	0	104	7	0	0	31	0	0	0	160
E+P ADT:		1,566			1,466			380			0		
OYC 2022 NP:	0	0	0	0	0	0	0	0	0	0	0	0	0
OYC 2022 NP ADT:		0			0			0			0		
OYC 2022 WP:	0	18	0	0	104	7	0	0	31	0	0	0	160
OYC 2022 WP ADT:		1,566			1,466			380			0		
HY 2040 NP:													0
HY 2040 NP ADT:													
HY 2040 WP:	0	23	0	0	109	7	0	0	31	0	0	0	170
HY 2040 WP ADT		1,706			1,607			381			0		

27: Sultana Av & Merrill Av

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:								444			285		729
2-Axle:								21			10		31
3-Axle:								1			3		4
4+-Axle:								20			14		34
Trucks:	0	0	0	0	0	0	0	42	0	0	27	0	69
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**496**	**0**	**0**	**321**	**0**	**817**
2019 ADT:		0			0			10,250			10,250		
Project:	0	0	0	80	0	55	7	0	0	0	17	11	170
Project ADT:		0			1,565			1,083			1,272		
Project HY 2040:	0	0	0	95	0	45	7	0	0	0	17	16	180
Project HY 2040 ADT:		0			1,706			1,012			1,484		
Cumulative:	0	0	0	0	0	0	0	62	0	0	145	0	207
Cumulative ADT:		0			0			3,304			3,304		
E+P:	0	0	0	80	0	55	7	496	0	0	338	11	987
E+P ADT:		0			1,565			11,333			11,522		
OYC 2022 NP:	0	0	0	0	0	0	0	551	0	0	399	0	949
OYC 2022 NP ADT:		0			0			12,199			12,199		
OYC 2022 WP:	0	0	0	80	0	55	7	551	0	0	416	11	1,119

OYC 2022 WP ADT:		0			1,565			13,282			13,471		
HY 2040 NP:								1,223			981		2,204
HY 2040 NP ADT:								13,416			13,416		
HY 2040 WP:	0	0	0	95	0	45	7	1,223	0	0	998	16	2,384
HY 2040 WP ADT		0			1,706			14,428			14,900		

28: Bon View Av & Eucalyptus Av

PHF: 0.866 4:45 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	2	71	7	15	60	12	13	192	4	2	47	8	433
2-Axle:	0	2	0	2	4	0	0	13	0	0	2	1	24
3-Axle:	1	1	0	0	0	1	0	3	0	0	2	0	8
4+-Axle:	1	3	0	2	0	0	1	2	0	0	2	0	11
Trucks:	2	6	0	4	4	1	1	18	0	0	6	1	43
2019 PCE:	**5**	**79**	**7**	**20**	**62**	**13**	**15**	**206**	**4**	**2**	**54**	**9**	**475**
2019 ADT:		1,996			2,479			3,722			3,728		
Project:	0	0	0	0	0	1	3	73	0	0	25	0	102
Project ADT:		0			36			1,060			1,024		
Project HY 2040:	0	0	0	0	0	1	3	73	0	0	25	0	102
Project HY 2040 ADT:		0			36			1,060			1,024		
Cumulative:	0	2	0	0	1	0	0	4	0	0	9	0	16
Cumulative ADT:		40			40			158			158		
E+P:	5	79	7	20	62	14	18	279	4	2	79	9	577
E+P ADT:		1,996			2,515			4,782			4,752		
OYC 2022 NP:	5	85	7	21	66	14	16	220	4	2	61	9	510
OYC 2022 NP ADT:		2,134			2,647			4,013			4,020		
OYC 2022 WP:	5	85	7	21	66	15	19	293	4	2	86	9	612
OYC 2022 WP ADT:		2,134			2,683			5,073			5,044		
HY 2040 NP:	6	111	9	110	82	64	107	550	5	3	394	114	1,555
HY 2040 NP ADT:		2,692			4,674			5,286			5,298		
HY 2040 WP:	6	111	9	110	82	65	110	623	5	3	419	114	1,657
HY 2040 WP ADT		2,692			4,710			6,346			6,322		

29: Bon View Av & Merrill Av

PHF: 0.938 4:30 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	0	0	0	34	0	30	66	520	0	0	276	27	953
2-Axle:	0	0	0	1	0	0	4	29	0	0	17	0	51
3-Axle:	0	0	0	0	0	0	0	10	0	0	4	0	14
4+-Axle:	0	0	0	0	0	0	4	22	0	0	17	0	43
Trucks:	0	0	0	1	0	0	8	61	0	0	38	0	108
2019 PCE:	**0**	**0**	**0**	**35**	**0**	**30**	**76**	**589**	**0**	**0**	**323**	**27**	**1,079**
2019 ADT:		0			2,103			12,767			12,208		
Project:	0	0	0	0	0	0	0	80	0	0	27	0	107
Project ADT:		0			0			1,272			1,272		
Project HY 2040:	0	0	0	0	0	0	0	95	0	0	32	0	127
Project HY 2040 ADT:		0			0			1,484			1,484		
Cumulative:	0	0	0	1	0	0	0	56	0	0	141	2	200
Cumulative ADT:		0			40			3,190			3,230		
E+P:	0	0	0	35	0	30	76	669	0	0	350	27	1,186
E+P ADT:		0			2,103			14,039			13,480		
OYC 2022 NP:	0	0	0	37	0	32	81	647	0	0	429	29	1,255

OYC 2022 NP ADT:		0			2,247			14,824			14,248		
OYC 2022 WP:	0	0	0	37	0	32	81	727	0	0	456	29	1,362
OYC 2022 WP ADT:		0			2,247			16,096			15,520		
HY 2040 NP:	0	0	0	78	0	89	113	939	0	0	815	55	2,089
HY 2040 NP ADT:		0			4,108			23,464			22,608		
HY 2040 WP:	0	0	0	78	0	89	113	1,034	0	0	847	55	2,216
HY 2040 WP ADT		0			4,108			24,948			24,092		

30: Grove Av & Edison Av

PHF: 0.931 4:45 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	12	233	121	123	167	20	34	387	7	56	236	34	1,430
2-Axle:	1	20	7	7	13	3	7	22	0	2	14	5	101
3-Axle:	0	4	4	1	1	0	1	6	0	0	3	1	21
4+-Axle:	0	6	1	0	6	0	2	13	0	2	10	6	46
Trucks:	1	30	12	8	20	3	10	41	0	4	27	12	168
2019 PCE:	**13**	**259**	**131**	**128**	**187**	**22**	**43**	**430**	**7**	**61**	**266**	**50**	**1,594**
2019 ADT:		8,241			8,618			9,786			13,363		
Project:	0	25	48	0	9	0	0	0	0	16	0	0	98
Project ADT:		1,026			354			0			672		
Project HY 2040:	0	18	55	0	6	0	0	0	0	19	0	0	98
Project HY 2040 ADT:		1,026			248			0			778		
Cumulative:	101	47	0	0	18	0	0	0	40	0	0	0	206
Cumulative ADT:		2,816			826			1,990			0		
E+P:	13	284	179	128	196	22	43	430	7	77	266	50	1,692
E+P ADT:		9,267			8,972			9,786			14,035		
OYC 2022 NP:	54	294	138	135	205	23	45	456	23	65	282	53	1,773
OYC 2022 NP ADT:		9,872			9,476			11,180			14,181		
OYC 2022 WP:	54	319	186	135	214	23	45	456	23	81	282	53	1,871
OYC 2022 WP ADT:		10,898			9,830			11,180			14,853		
HY 2040 NP:	189	540	328	322	439	69	82	1,505	72	160	1,279	96	5,082
HY 2040 NP ADT:		17,598			13,176			58,098			46,383		
HY 2040 WP:	189	558	383	322	445	69	82	1,505	72	179	1,279	96	5,180
HY 2040 WP ADT		18,624			13,424			58,098			47,161		

31: Grove Av & Eucalyptus Av

PHF: 0.897 4:45 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	13	**290**	4	5	199	27	79	74	65	3	15	10	784
2-Axle:	1	**27**	0	1	**11**	0	7	4	5	0	0	2	58
3-Axle:	0	**3**	0	0	**1**	2	2	3	0	0	0	2	13
4+-Axle:	0	9	0	3	3	0	2	2	0	1	1	0	21
Trucks:	1	39	0	4	15	2	11	9	5	1	1	4	92
2019 PCE:	**14**	**325**	**4**	**12**	**212**	**29**	**89**	**83**	**68**	**5**	**17**	**13**	**868**
2019 ADT:		**6,001**			8,511			3,747			1,676		
Project:	0	0	0	0	0	25	73	0	0	0	0	0	98
Project ADT:		0			1,024			1,024			0		
Project HY 2040:	0	0	0	0	0	25	73	0	0	0	0	0	98
Project HY 2040 ADT:		0			1,024			1,024			0		
Cumulative:	0	58	0	35	23	0	0	4	0	0	9	90	219
Cumulative ADT:		1,120			2,816			158			1,854		
E+P:	14	325	4	12	212	54	162	83	68	5	17	13	966

E+P ADT:		6,001			9,535			4,771			1,676		
OYC 2022 NP:	14	382	4	26	234	31	94	90	72	5	22	50	1,024
OYC 2022 NP ADT:		6,816			10,159			4,040			2,520		
OYC 2022 WP:	14	382	4	26	234	56	167	90	72	5	22	50	1,122
OYC 2022 WP ADT:		6,816			11,183			5,064			2,520		
HY 2040 NP:	40	784	12	126	388	144	109	169	85	20	276	302	2,456
HY 2040 NP ADT:		12,964			17,600			5,322			12,470		
HY 2040 WP:	40	784	12	126	388	169	182	169	85	20	276	302	2,554
HY 2040 WP ADT		12,964			18,624			6,346			12,470		

32: Grove Av & Merrill Av

PHF: 0.959 4:30 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	0	0	0	**181**	0	**86**	158	394	0	0	**211**	**149**	1,179
2-Axle:	0	0	0	10	0	6	21	14	0	0	11	7	69
3-Axle:	0	0	0	1	0	0	2	**6**	0	0	**8**	1	18
4+-Axle:	0	0	0	2	0	2	**3**	**24**	0	0	**14**	**6**	51
Trucks:	0	0	0	13	0	8	26	44	0	0	33	14	138
2019 PCE:	**0**	**0**	**0**	**191**	**0**	**93**	**177**	**455**	**0**	**0**	**253**	**166**	**1,334**
2019 ADT:		0			7,859			12,265			**11,949**		
Project:	0	0	0	0	0	0	0	80	0	0	27	0	107
Project ADT:		0			0			1,272			1,272		
Project HY 2040:	0	0	0	0	0	0	0	95	0	0	32	0	127
Project HY 2040 ADT:		0			0			1,484			1,484		
Cumulative:	0	0	0	35	0	18	7	50	0	0	126	49	285
Cumulative ADT:		0			1,634			3,230			4,044		
E+P:	0	0	0	191	0	93	177	535	0	0	280	166	1,441
E+P ADT:		0			7,859			13,537			13,221		
OYC 2022 NP:	0	0	0	217	0	106	190	503	0	0	349	210	1,575
OYC 2022 NP ADT:		0			8,993			14,308			14,297		
OYC 2022 WP:	0	0	0	217	0	106	190	583	0	0	376	210	1,682
OYC 2022 WP ADT:		0			8,993			15,580			15,569		
HY 2040 NP:	0	0	0	361	0	281	385	802	0	0	660	432	2,921
HY 2040 NP ADT:		0			14,974			22,679			22,926		
HY 2040 WP:	0	0	0	361	0	281	385	897	0	0	692	432	3,048
HY 2040 WP ADT		0			14,974			24,163			24,410		

33: Walker Av & Edison Av

PHF: 0.951 4:30 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	2	13	42	59	10	9	12	602	1	8	312	26	1,096
2-Axle:	0	1	5	3	0	1	4	32	0	1	19	3	69
3-Axle:	1	2	0	1	1	0	0	6	0	2	4	2	19
4+-Axle:	0	2	2	1	1	0	3	15	0	2	13	0	39
Trucks:	1	5	7	5	2	1	7	53	0	5	36	5	127
2019 PCE:	**3**	**20**	**49**	**64**	**13**	**10**	**20**	**654**	**1**	**15**	**352**	**30**	**1,228**
2019 ADT:		1,249			1,946			13,043			14,581		
Project:	0	0	0	0	0	0	0	48	0	0	16	0	64
Project ADT:		0			0			672			672		
Project HY 2040:	0	0	0	0	0	1	3	53	0	0	18	0	75
Project HY 2040 ADT:		0			36			778			742		
Cumulative:	0	0	73	0	0	0	0	0	0	28	0	0	101

Cumulative ADT:		1,228			0			0			1,228		
E+P:	3	20	49	64	13	10	20	702	1	15	368	30	1,292
E+P ADT:		1,249			1,946			13,715			15,253		
OYC 2022 NP:	3	21	81	67	14	10	21	694	1	27	373	31	1,343
OYC 2022 NP ADT:		1,817			2,065			13,842			15,965		
OYC 2022 WP:	3	21	81	67	14	10	21	742	1	27	389	31	1,407
OYC 2022 WP ADT:		1,817			2,065			14,514			16,637		
HY 2040 NP:	95	67	213	173	296	68	92	1,931	53	211	1,321	65	4,585
HY 2040 NP ADT:		15,582			10,640			46,088			46,210		
HY 2040 WP:	95	67	213	173	296	69	95	1,984	53	211	1,339	65	4,660
HY 2040 WP ADT		15,582			10,676			46,866			46,952		

34: Walker Av/Flight Av & Merrill Av

PHF: 0.913 4:30 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	93	0	109	0	0	0	0	**475**	**100**	78	267	0	1,122
2-Axle:	9	0	6	0	0	0	0	17	**7**	1	9	0	49
3-Axle:	2	0	**5**	0	0	0	0	5	2	0	7	0	21
4+-Axle:	1	0	**1**	0	0	0	0	24	2	2	19	0	49
Trucks:	12	0	12	0	0	0	0	46	11	3	35	0	119
2019 PCE:	**102**	**0**	**119**	**0**	**0**	**0**	**0**	**537**	**110**	**83**	**317**	**0**	**1,266**
2019 ADT:		5,178			0			13,357			13,238		
Project:	0	0	0	0	0	0	0	80	0	0	27	0	107
Project ADT:		0			0			1,272			1,272		
Project HY 2040:	2	0	0	0	0	0	0	90	5	0	31	0	128
Project HY 2040 ADT:		70			0			1,484			1,414		
Cumulative:	4	2	7	18	5	22	9	74	1	3	148	7	300
Cumulative ADT:		242			948			4,044			4,014		
E+P:	102	0	119	0	0	0	0	617	110	83	344	0	1,373
E+P ADT:		5,178			0			14,629			14,510		
OYC 2022 NP:	94	1	129	7	2	9	4	599	117	89	441	3	1,494
OYC 2022 NP ADT:		5,592			379			15,792			15,654		
OYC 2022 WP:	94	1	129	7	2	9	4	679	117	89	468	3	1,601
OYC 2022 WP ADT:		5,592			379			17,064			16,926		
HY 2040 NP:	112	65	157	99	50	171	54	975	134	107	808	48	2,780
HY 2040 NP ADT:		6,956			4,829			24,705			24,251		
HY 2040 WP:	114	65	157	99	50	171	54	1,065	139	107	839	48	2,908
HY 2040 WP ADT		7,026			4,829			26,189			25,665		

35: Baker Av/Van Vliet Av & Merrill Av

PHF: 0.882 5:00 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	**7**	0	**11**	0	0	0	0	581	3	5	**338**	0	945
2-Axle:	2	0	1	0	0	0	0	22	1	**2**	8	0	36
3-Axle:	0	0	0	0	0	0	0	9	1	0	**7**	0	17
4+-Axle:	2	0	**3**	0	0	0	0	25	0	2	19	0	51
Trucks:	4	0	4	0	0	0	0	56	2	4	34	0	104
2019 PCE:	**12**	**0**	**18**	**0**	**0**	**0**	**0**	**651**	**5**	**10**	**387**	**0**	**1,082**
2019 ADT:		552			0			13,238			13,376		
Project:	0	0	0	0	0	0	0	80	0	0	27	0	107
Project ADT:		0			0			1,272			1,272		
Project HY 2040:	0	0	0	0	0	0	0	90	0	0	31	0	121

Project HY 2040 ADT:		0			0			1,414			1,414		
Cumulative:	39	0	0	16	0	13	5	75	20	0	106	6	280
Cumulative ADT:		977			638			4,012			3,077		
E+P:	12	0	18	0	0	0	0	731	5	10	414	0	1,189
E+P ADT:		552			0			14,510			14,648		
OYC 2022 NP:	28	0	19	6	0	5	2	721	13	11	499	2	1,306
OYC 2022 NP ADT:		977			255			15,653			15,425		
OYC 2022 WP:	28	0	19	6	0	5	2	801	13	11	526	2	1,413
OYC 2022 WP ADT:		977			255			16,925			16,697		
HY 2040 NP:	38	0	25	78	0	66	23	1,154	54	14	858	27	2,338
HY 2040 NP ADT:		800			2,584			23,282			23,658		
HY 2040 WP:	38	0	25	78	0	66	23	1,244	54	14	889	27	2,459
HY 2040 WP ADT		800			2,584			24,696			25,072		

36: Vineyard Av & Edison Av

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:								703			346		1,049
2-Axle:								40			23		63
3-Axle:								7			8		15
4+-Axle:								18			15		33
Trucks:	0	0	0	0	0	0	0	65	0	0	46	0	111
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**766**	**0**	**0**	**396**	**0**	**1,162**
2019 ADT:		0			0			14,581			14,581		
Project:	0	0	0	0	0	0	0	48	0	0	16	0	64
Project ADT:		0			0			672			672		
Project HY 2040:	0	0	0	0	0	1	3	50	0	0	17	0	71
Project HY 2040 ADT:		0			36			742			706		
Cumulative:	0	0	0	0	0	0	0	73	0	0	28	0	101
Cumulative ADT:		0			0			1,228			1,228		
E+P:	0	0	0	0	0	0	0	814	0	0	412	0	1,226
E+P ADT:		0			0			15,253			15,253		
OYC 2022 NP:	0	0	0	0	0	0	0	842	0	0	431	0	1,273
OYC 2022 NP ADT:		0			0			15,965			15,965		
OYC 2022 WP:	0	0	0	0	0	0	0	890	0	0	447	0	1,337
OYC 2022 WP ADT:		0			0			16,637			16,637		
HY 2040 NP:	109	54	365	64	26	24	37	2,665	75	195	1,802	87	5,503
HY 2040 NP ADT:		8,362			3,018			45,495			48,263		
HY 2040 WP:	109	54	365	64	26	25	40	2,715	75	195	1,819	87	5,574
HY 2040 WP ADT		8,362			3,054			46,237			48,969		

37: Vineyard Av/Hellman Av & Merrill Av

PHF: 0.903 5:00 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	0	0	14	0	0	0	0	592	0	7	343	0	956
2-Axle:	0	0	11	0	0	0	0	23	0	1	10	0	45
3-Axle:	0	0	0	0	0	0	0	9	0	0	7	0	16
4+-Axle:	0	0	0	0	0	0	0	28	0	6	21	0	55
Trucks:	0	0	11	0	0	0	0	60	0	7	38	0	116
2019 PCE:	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**669**	**0**	**20**	**397**	**0**	**1,105**
2019 ADT:		490			0			13,376			13,865		
Project:	0	0	0	0	0	0	0	80	0	0	27	0	107

Project ADT:		0			0			1,272			1,272		
Project HY 2040:	3	0	0	0	0	0	0	82	8	0	28	0	121
Project HY 2040 ADT:		106			0			1,414			1,308		
Cumulative:	13	2	65	22	5	7	3	87	1	49	92	9	355
Cumulative ADT:		2,007			720			3,075			4,948		
E+P:	0	0	20	0	0	0	0	749	0	20	424	0	1,212
E+P ADT:		490			0			14,648			15,137		
OYC 2022 NP:	51	1	47	9	2	3	1	744	0	40	458	4	1,360
OYC 2022 NP ADT:		1,322			288			15,425			16,693		
OYC 2022 WP:	51	1	47	9	2	3	1	824	0	40	485	4	1,467
OYC 2022 WP ADT:		1,322			288			16,697			17,965		
HY 2040 NP:	87	120	82	427	143	250	243	943	71	68	563	333	3,330
HY 2040 NP ADT:		6,225			16,277			23,742			26,011		
HY 2040 WP:	90	120	82	427	143	250	243	1,025	79	68	591	333	3,451
HY 2040 WP ADT		6,331			16,277			25,156			27,319		

38: Carpenter Av & Merrill Av

PHF: 0.902 4:30 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	**30**	4	91	43	4	**2**	4	585	17	12	**318**	4	1,114
2-Axle:	2	0	4	4	0	0	0	33	1	2	9	2	57
3-Axle:	1	0	4	3	1	0	0	**8**	1	0	**6**	0	24
4+-Axle:	2	0	1	2	0	0	0	**27**	1	6	25	1	65
Trucks:	5	0	9	9	1	0	0	68	3	8	40	3	146
2019 PCE:	**36**	**4**	**99**	**52**	**5**	**2**	**4**	**664**	**21**	**25**	**379**	**7**	**1,297**
2019 ADT:		2,379			929			13,865			15,378		
Project:	0	0	0	0	0	0	0	80	0	0	27	0	107
Project ADT:		0			0			1,272			1,272		
Project HY 2040:	0	0	0	0	0	0	0	82	0	0	28	0	110
Project HY 2040 ADT:		0			0			1,308			1,308		
Cumulative:	6	0	52	14	0	7	3	169	2	22	137	5	417
Cumulative ADT:		1,692			420			4,950			6,422		
E+P:	36	4	99	52	5	2	4	744	21	25	406	7	1,404
E+P ADT:		2,379			929			15,137			16,650		
OYC 2022 NP:	41	4	126	61	5	5	5	772	23	35	456	9	1,543
OYC 2022 NP ADT:		3,201			1,154			16,694			18,888		
OYC 2022 WP:	41	4	126	61	5	5	5	852	23	35	483	9	1,650
OYC 2022 WP ADT:		3,201			1,154			17,966			20,160		
HY 2040 NP:	79	6	143	143	7	86	67	1,304	80	36	799	33	2,785
HY 2040 NP ADT:		3,447			3,066			24,666			27,365		
HY 2040 WP:	79	6	143	143	7	86	67	1,386	80	36	827	33	2,895
HY 2040 WP ADT		3,447			3,066			25,974			28,673		

39: Hellman Av & Edison Av

PHF: 0.920 Count Date:

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:								703			346		1,049
2-Axle:								40			23		63
3-Axle:								7			8		15
4+-Axle:								18			15		33
Trucks:	0	0	0	0	0	0	0	65	0	0	46	0	111
2019 PCE:	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**766**	**0**	**0**	**396**	**0**	**1,162**

2019 ADT:		0			0			14,581			14,581		
Project:	0	0	0	0	0	0	0	48	0	0	16	0	64
Project ADT:		0			0			672			672		
Project HY 2040:	0	0	0	0	0	1	3	48	0	0	16	0	68
Project HY 2040 ADT:		0			36			708			672		
Cumulative:	0	0	0	0	0	0	0	73	0	0	28	0	101
Cumulative ADT:		0			0			1,228			1,228		
E+P:	0	0	0	0	0	0	0	814	0	0	412	0	1,226
E+P ADT:		0			0			15,253			15,253		
OYC 2022 NP:	0	0	0	0	0	0	0	842	0	0	431	0	1,273
OYC 2022 NP ADT:		0			0			15,965			15,965		
OYC 2022 WP:	0	0	0	0	0	0	0	890	0	0	447	0	1,337
OYC 2022 WP ADT:		0			0			16,637			16,637		
HY 2040 NP:	205	89	256	58	24	41	72	2,814	96	100	1,838	67	5,660
HY 2040 NP ADT:		8,090			3,106			48,296			50,264		
HY 2040 WP:	205	89	256	58	24	42	75	2,862	96	100	1,854	67	5,728
HY 2040 WP ADT		8,090			3,142			49,004			50,936		

40: Archibald Av. & Ontario Ranch Rd.

	PHF:	0.970		5:00 PM					Count Date:		1/22/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	**63**	**491**	**255**	125	**728**	58	73	497	114	**256**	171	63	2,894
2-Axle:	5	22	12	4	14	3	3	26	4	6	6	5	110
3-Axle:	0	**3**	**4**	0	2	1	0	1	0	2	2	1	16
4+-Axle:	1	**13**	**8**	2	14	4	4	11	2	7	12	2	80
Trucks:	6	38	24	6	30	8	7	38	6	15	20	8	206
2019 PCE:	**68**	**531**	**281**	**131**	**765**	**69**	**83**	**533**	**120**	**275**	**200**	**71**	**3,125**
2019 ADT:		25,603			20,695			13,451			18,711		
Project:	0	0	26	0	0	4	13	35	0	9	12	0	99
Project ADT:		472			176			670			966		
Project HY 2040:	0	0	24	0	0	3	10	38	0	8	13	0	96
Project HY 2040 ADT:		436			142			672			966		
Cumulative:	1	157	97	0	78	9	23	49	0	47	19	0	480
Cumulative ADT:		5,826			4,022			1,246			3,014		
E+P:	68	531	307	131	765	73	96	568	120	284	212	71	3,224
E+P ADT:		26,075			20,871			14,121			19,677		
OYC 2022 NP:	72	626	337	139	843	76	97	585	127	311	220	75	3,508
OYC 2022 NP ADT:		29,501			23,570			14,773			21,062		
OYC 2022 WP:	72	626	363	139	843	80	110	620	127	320	232	75	3,607
OYC 2022 WP ADT:		29,973			23,746			15,443			22,028		
HY 2040 NP:	397	888	513	278	1,062	428	392	1,967	591	413	1,329	157	8,415
HY 2040 NP ADT:		40,233			33,322			54,231			40,474		
HY 2040 WP:	397	888	537	278	1,062	431	402	2,005	591	421	1,342	157	8,511
HY 2040 WP ADT		40,669			33,464			54,903			41,440		

41: Archibald Av. & Eucalyptus Av.

	PHF:	0.938		5:00 PM					Count Date:		1/22/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	0	801	1	9	1,089	0	0	0	0	2	0	8	1,910
2-Axle:	0	**39**	0	0	**24**	0	0	0	0	0	0	0	63
3-Axle:	0	**7**	0	0	4	0	0	0	0	0	0	0	11
4+-Axle:	0	**21**	0	0	**23**	0	0	0	0	0	0	1	45

Trucks:	0	67	0	0	51	0	0	0	0	0	0	1	119
2019 PCE:	**0**	**870**	**1**	**9**	**1,151**	**0**	**0**	**0**	**0**	**2**	**0**	**10**	**2,043**
2019 ADT:		25,402			25,603			0			276		
Project:	0	26	0	0	9	0	0	0	0	0	0	0	35
Project ADT:		472			472			0			0		
Project HY 2040:	0	24	3	0	8	0	0	0	0	1	0	0	36
Project HY 2040 ADT:		472			436			0			36		
Cumulative:	0	254	0	0	125	0	0	0	0	0	0	0	379
Cumulative ADT:		5,830			5,826			0			4		
E+P:	0	896	1	9	1,160	0	0	0	0	2	0	10	2,078
E+P ADT:		25,874			26,075			0			276		
OYC 2022 NP:	0	1,024	1	10	1,271	0	0	0	0	2	0	11	2,319
OYC 2022 NP ADT:		29,289			29,501			0			295		
OYC 2022 WP:	0	1,050	1	10	1,280	0	0	0	0	2	0	11	2,354
OYC 2022 WP ADT:		29,761			29,973			0			295		
HY 2040 NP:	89	1,474	157	184	1,615	102	207	369	305	106	74	73	4,755
HY 2040 NP ADT:		39,946			40,233			6,266			8,031		
HY 2040 WP:	89	1,498	160	184	1,623	102	207	369	305	107	74	73	4,791
HY 2040 WP ADT		40,418			40,669			6,266			8,067		

42: Archibald Av. & Merrill Av.

PHF: 0.973 4:45 PM Count Date: 1/22/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	105	**549**	36	**69**	**896**	**126**	**205**	66	381	42	22	**48**	2,545
2-Axle:	4	**24**	0	1	**16**	**7**	**9**	1	12	3	0	**6**	83
3-Axle:	0	2	0	0	**2**	**2**	5	0	2	0	0	0	13
4+-Axle:	1	7	1	0	7	**16**	13	0	3	0	0	1	49
Trucks:	5	33	1	1	25	25	27	1	17	3	0	7	145
2019 PCE:	**109**	**577**	**38**	**70**	**920**	**164**	**241**	**67**	**395**	**44**	**22**	**53**	**2,698**
2019 ADT:		26,143			25,402			12,510			3,672		
Project:	17	0	0	2	0	7	21	3	51	0	1	5	107
Project ADT:		766			472			1,274			36		
Project HY 2040:	16	0	0	0	0	9	26	3	48	0	1	0	103
Project HY 2040 ADT:		730			472			1,238			36		
Cumulative:	74	69	0	0	51	74	185	5	149	1	2	0	610
Cumulative ADT:		4,836			5,832			7,510			102		
E+P:	126	577	38	72	920	171	262	70	446	44	23	58	2,805
E+P ADT:		26,909			25,874			13,784			3,708		
OYC 2022 NP:	145	640	40	74	997	203	329	73	479	47	24	56	3,107
OYC 2022 NP ADT:		29,677			29,290			16,279			3,937		
OYC 2022 WP:	162	640	40	76	997	210	350	76	530	47	25	61	3,214
OYC 2022 WP ADT:		30,443			29,762			17,553			3,973		
HY 2040 NP:	301	1,021	193	88	1,488	321	616	97	725	129	63	67	5,110
HY 2040 NP ADT:		40,901			39,946			26,684			6,215		
HY 2040 WP:	317	1,021	193	88	1,488	330	642	100	773	129	64	67	5,213
HY 2040 WP ADT		41,631			40,418			27,922			6,251		

43: Archibald Av. & Limonite Av.

PHF: 0.983 4:45 PM Count Date: 1/22/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	0	488	312	**510**	**809**	0	0	0	0	**316**	0	220	2,655
2-Axle:	0	24	**20**	**11**	**20**	0	0	0	0	**19**	0	8	102

3-Axle:	0	2	2	1	3	0	0	0	0	1	0	1	10
4+-Axle:	0	7	2	1	9	0	0	0	0	3	0	1	23
Trucks:	0	33	24	13	32	0	0	0	0	23	0	10	135
2019 PCE:	**0**	**516**	**328**	**519**	**840**	**0**	**0**	**0**	**0**	**333**	**0**	**227**	**2,762**
2019 ADT:		25,314			26,381			0			17,650		
Project:	0	3	0	41	10	0	0	0	0	0	0	14	68
Project ADT:		142			766			0			624		
Project HY 2040:	0	3	0	41	8	0	0	0	0	0	0	14	66
Project HY 2040 ADT:		106			730			0			624		
Cumulative:	0	42	113	132	75	0	0	0	0	122	0	52	536
Cumulative ADT:		3,996			4,044			0			5,360		
E+P:	0	519	328	560	850	0	0	0	0	333	0	241	2,830
E+P ADT:		25,456			27,147			0			18,274		
OYC 2022 NP:	0	564	393	603	921	0	0	0	0	402	0	262	3,145
OYC 2022 NP ADT:		28,462			29,614			0			20,875		
OYC 2022 WP:	0	567	393	644	931	0	0	0	0	402	0	276	3,213
OYC 2022 WP ADT:		28,604			30,380			0			21,499		
HY 2040 NP:	131	1,152	484	614	1,472	282	212	780	127	470	741	672	7,137
HY 2040 NP ADT:		36,234			45,903			27,973			43,350		
HY 2040 WP:	131	1,155	484	655	1,480	282	212	780	127	470	741	686	7,203
HY 2040 WP ADT		36,340			46,633			27,973			43,974		

44: Turner Av & Edison Av/Ontario Ranch Rd

PHF: 0.905 4:30 Count Date: 1/30/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	24	7	32	25	7	20	41	903	37	28	501	12	1,637
2-Axle:	2	0	4	3	0	1	0	47	2	1	20	1	81
3-Axle:	0	0	0	0	0	0	0	17	0	0	10	0	27
4+-Axle:	0	0	2	0	0	0	0	33	0	1	23	0	59
Trucks:	2	0	6	3	0	1	0	97	2	2	53	1	167
2019 PCE:	**25**	**7**	**38**	**27**	**7**	**21**	**41**	**1,010**	**38**	**31**	**567**	**13**	**1,823**
2019 ADT:		1,827			1,437			21,354			21,140		
Project:	0	0	0	0	0	1	3	59	0	0	20	0	83
Project ADT:		0			36			966			930		
Project HY 2040:	0	0	0	0	0	1	3	59	0	0	20	0	83
Project HY 2040 ADT:		0			36			966			930		
Cumulative:	0	0	0	0	0	1	2	143	0	0	65	0	211
Cumulative ADT:		0			40			3,014			2,974		
E+P:	25	7	38	27	7	22	44	1,069	38	31	587	13	1,906
E+P ADT:		1,827			1,473			22,320			22,070		
OYC 2022 NP:	27	7	40	28	7	22	44	1,128	40	32	628	13	2,018
OYC 2022 NP ADT:		1,938			1,541			23,866			23,624		
OYC 2022 WP:	27	7	40	28	7	23	47	1,187	40	32	648	13	2,101
OYC 2022 WP ADT:		1,938			1,577			24,832			24,554		
HY 2040 NP:	32	10	48	126	10	125	193	2,363	48	39	1,662	142	4,797
HY 2040 NP ADT:		2,308			7,322			40,474			38,815		
HY 2040 WP:	32	10	48	126	10	126	196	2,422	48	39	1,682	142	4,880
HY 2040 WP ADT		2,308			7,358			41,440			39,745		

45: Harrison Av & Limonite Av

PHF: 0.982 4:45 Count Date: 1/22/2019

NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL

Existing 2019:	29	42	147	15	44	28	75	696	51	202	479	5	1,813
2-Axle:	4	1	3	2	1	5	1	30	0	0	18	0	65
3-Axle:	0	0	0	0	0	0	0	2	1	0	2	0	5
4+-Axle:	1	0	1	0	0	0	0	3	0	0	3	0	8
Trucks:	5	1	4	2	1	5	1	35	1	0	23	0	78
2019 PCE:	**33**	**43**	**151**	**16**	**45**	**31**	**76**	**719**	**52**	**202**	**496**	**5**	**1,867**
2019 ADT:		6,584			2,686			17,650			19,941		
Project:	0	0	0	0	0	0	0	41	0	0	14	0	55
Project ADT:		0			0			624			624		
Project HY 2040:	0	0	0	0	0	0	0	41	0	0	14	0	55
Project HY 2040 ADT:		0			0			624			624		
Cumulative:	3	0	0	0	0	0	0	243	2	0	171	0	419
Cumulative ADT:		54			0			5,358			5,304		
E+P:	33	43	151	16	45	31	76	760	52	202	510	5	1,922
E+P ADT:		6,584			2,686			18,274			20,565		
OYC 2022 NP:	36	45	160	17	47	32	80	860	56	214	595	5	2,148
OYC 2022 NP ADT:		7,009			2,851			20,874			23,284		
OYC 2022 WP:	36	45	160	17	47	32	80	901	56	214	609	5	2,203
OYC 2022 WP ADT:		7,009			2,851			21,498			23,908		
HY 2040 NP:	88	56	179	66	53	51	109	1,913	173	241	1,731	126	4,786
HY 2040 NP ADT:		7,902			5,362			43,350			45,854		
HY 2040 WP:	88	56	179	66	53	51	109	1,954	173	241	1,745	126	4,841
HY 2040 WP ADT		7,902			5,362			43,974			46,478		

46: Haven Av & Ontario Ranch Rd

PHF: 0.955 5:00 Count Date: 2/6/2019

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	20	84	22	161	248	105	108	725	62	51	421	124	2,131
2-Axle:	1	4	1	2	4	2	10	36	3	1	19	3	86
3-Axle:	3	0	0	0	1	0	1	18	1	0	8	0	32
4+-Axle:	2	0	0	0	1	0	0	28	0	4	27	0	62
Trucks:	6	4	1	2	6	2	11	82	4	5	54	3	180
2019 PCE:	**28**	**86**	**23**	**162**	**253**	**106**	**114**	**817**	**65**	**60**	**493**	**126**	**2,330**
2019 ADT:		6,440			10,627			20,356			21,077		
Project:	0	0	0	0	0	1	3	56	0	0	19	0	79
Project ADT:		0			36			932			896		
Project HY 2040:	0	0	0	0	0	2	5	54	0	0	18	0	79
Project HY 2040 ADT:		0			70			930			860		
Cumulative:	0	0	0	0	0	6	6	138	0	0	58	0	208
Cumulative ADT:		0			120			2,972			2,852		
E+P:	28	86	23	162	253	107	117	873	65	60	512	126	2,409
E+P ADT:		6,440			10,663			21,288			21,973		
OYC 2022 NP:	29	91	24	172	268	115	123	922	68	63	546	133	2,556
OYC 2022 NP ADT:		6,834			11,325			22,790			23,508		
OYC 2022 WP:	29	91	24	172	268	116	126	978	68	63	565	133	2,635
OYC 2022 WP ADT:		6,834			11,361			23,722			24,404		
HY 2040 NP:	79	242	47	283	320	261	347	1,946	81	75	1,468	349	5,498
HY 2040 NP ADT:		8,960			19,469			38,815			40,464		
HY 2040 WP:	79	242	47	283	320	263	352	2,000	81	75	1,486	349	5,577
HY 2040 WP ADT		8,960			19,539			39,745			41,324		

47: Sumner Av & Limonite Av

	PHF:	0.965		5:00					Count Date:	1/22/2019			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	38	200	132	110	421	186	205	541	75	205	470	43	2,626
2-Axle:	3	9	2	3	10	6	6	30	1	3	15	1	89
3-Axle:	1	1	0	1	0	0	0	1	1	0	0	0	5
4+-Axle:	0	1	1	0	1	0	0	1	0	0	4	0	8
Trucks:	4	11	3	4	11	6	6	32	2	3	19	1	102
2019 PCE:	**41**	**208**	**135**	**113**	**428**	**189**	**208**	**559**	**77**	**207**	**486**	**44**	**2,692**
2019 ADT:		13,734			14,920			19,565			19,358		
Project:	1	0	0	0	0	0	0	38	3	0	13	0	55
Project ADT:		36			0			624			588		
Project HY 2040:	1	0	0	0	0	0	0	38	3	0	13	0	55
Project HY 2040 ADT:		36			0			624			588		
Cumulative:	4	0	1	0	0	0	0	238	5	0	167	0	415
Cumulative ADT:		112			4			5,304			5,224		
E+P:	42	208	135	113	428	189	208	597	80	207	499	44	2,747
E+P ADT:		13,770			14,920			20,189			19,946		
OYC 2022 NP:	45	220	144	119	454	201	221	688	83	219	582	46	3,022
OYC 2022 NP ADT:		14,619			15,835			22,884			22,632		
OYC 2022 WP:	46	220	144	119	454	201	221	726	86	219	595	46	3,077
OYC 2022 WP ADT:		14,655			15,835			23,508			23,220		
HY 2040 NP:	75	247	161	134	510	416	321	1,514	109	246	1,570	52	5,355
HY 2040 NP ADT:		16,407			17,767			45,854			36,071		
HY 2040 WP:	76	247	161	134	510	416	321	1,552	112	246	1,583	52	5,410
HY 2040 WP ADT		16,443			17,767			46,478			36,659		

48: Scholar Wy & Limonite Av

	PHF:	0.938		4:45					Count Date:	1/22/2019			
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	41	91	119	27	128	28	37	709	40	119	662	54	2,055
2-Axle:	0	0	3	1	0	2	2	32	1	0	10	0	51
3-Axle:	0	0	1	0	0	0	0	2	0	0	0	0	3
4+-Axle:	0	0	0	0	0	0	0	4	0	0	3	0	7
Trucks:	0	0	4	1	0	2	2	38	1	0	13	0	61
2019 PCE:	**41**	**91**	**122**	**28**	**128**	**29**	**38**	**735**	**41**	**119**	**673**	**54**	**2,098**
2019 ADT:		6,791			4,613			19,540			21,718		
Project:	0	0	0	0	0	0	0	38	0	0	13	0	51
Project ADT:		0			0			588			588		
Project HY 2040:	0	0	0	0	0	0	0	38	0	0	13	0	51
Project HY 2040 ADT:		0			0			588			588		
Cumulative:	1	0	0	0	0	0	0	237	1	0	167	0	406
Cumulative ADT:		24			0			5,224			5,200		
E+P:	41	91	122	28	128	29	38	773	41	119	686	54	2,149
E+P ADT:		6,791			4,613			20,128			22,306		
OYC 2022 NP:	44	97	129	29	136	31	40	875	43	126	781	57	2,388
OYC 2022 NP ADT:		7,217			4,896			22,825			25,127		
OYC 2022 WP:	44	97	129	29	136	31	40	913	43	126	794	57	2,439
OYC 2022 WP ADT:		7,217			4,896			23,413			25,715		
HY 2040 NP:	179	108	145	33	152	94	86	1,333	209	142	1,469	64	4,014
HY 2040 NP ADT:		8,100			5,493			40,189			34,638		
HY 2040 WP:	179	108	145	33	152	94	86	1,371	209	142	1,482	64	4,065
HY 2040 WP ADT		8,100			5,493			40,777			35,226		

49: Hamner Av & Ontario Ranch Rd/Cantu-Galleano Ranch Rd

	PHF:	0.960		4:45						Count Date:	1/30/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	191	353	226	420	765	89	58	657	260	560	353	75	4,007
2-Axle:	7	21	12	15	25	4	12	44	5	19	15	4	183
3-Axle:	0	0	1	1	4	0	3	19	0	2	11	0	41
4+-Axle:	0	4	0	11	4	8	10	19	0	4	25	15	100
Trucks:	7	25	13	27	33	12	25	82	5	25	51	19	324
2019 PCE:	**195**	**372**	**233**	**451**	**790**	**107**	**87**	**736**	**263**	**580**	**422**	**107**	**4,340**
2019 ADT:		30,511			24,009			22,703			31,729		
Project:	0	0	0	0	0	1	3	54	0	0	18	0	76
Project ADT:		0			36			896			860		
Project HY 2040:	0	0	0	0	0	1	3	51	0	0	18	0	73
Project HY 2040 ADT:		0			36			860			824		
Cumulative:	0	6	0	0	7	1	3	133	1	0	57	0	208
Cumulative ADT:		168			208			2,852			2,776		
E+P:	195	372	233	451	790	108	90	790	263	580	440	107	4,416
E+P ADT:		30,511			24,045			23,599			32,589		
OYC 2022 NP:	206	397	247	478	841	114	94	834	279	615	470	114	4,688
OYC 2022 NP ADT:		32,446			25,561			25,234			34,782		
OYC 2022 WP:	206	397	247	478	841	115	97	888	279	615	488	114	4,764
OYC 2022 WP ADT:		32,446			25,597			26,130			35,642		
HY 2040 NP:	391	475	294	569	1,050	224	180	1,528	537	940	1,131	167	7,486
HY 2040 NP ADT:		38,701			30,650			34,343			45,550		
HY 2040 WP:	391	475	294	569	1,050	225	183	1,579	537	940	1,149	167	7,559
HY 2040 WP ADT		38,701			30,686			35,203			46,374		

50: Hamner Av & Limonite Av

	PHF:	0.974		4:45						Count Date:	1/22/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	182	546	165	180	598	208	269	460	63	352	380	139	3,542
2-Axle:	3	19	16	3	13	2	10	19	4	6	5	6	106
3-Axle:	0	0	0	0	0	0	1	2	1	1	1	0	6
4+-Axle:	1	2	0	0	0	0	0	4	0	0	2	1	10
Trucks:	4	21	16	3	13	2	11	25	5	7	8	7	122
2019 PCE:	**186**	**560**	**173**	**182**	**605**	**209**	**275**	**480**	**66**	**356**	**388**	**144**	**3,621**
2019 ADT:		24,410			24,774			20,117			21,611		
Project:	1	0	0	0	0	0	0	36	3	0	12	0	52
Project ADT:		36			0			590			554		
Project HY 2040:	1	0	0	0	0	0	0	36	3	0	12	0	52
Project HY 2040 ADT:		36			0			590			554		
Cumulative:	12	0	0	0	0	7	6	210	21	0	148	0	404
Cumulative ADT:		392			150			5,200			4,658		
E+P:	187	560	173	182	605	209	275	516	69	356	400	144	3,673
E+P ADT:		24,446			24,774			20,707			22,165		
OYC 2022 NP:	202	594	184	193	642	225	294	593	78	378	470	153	4,004
OYC 2022 NP ADT:		26,061			26,351			23,428			24,797		
OYC 2022 WP:	203	594	184	193	642	225	294	629	81	378	482	153	4,056
OYC 2022 WP ADT:		26,097			26,351			24,018			25,351		
HY 2040 NP:	228	666	370	490	720	253	331	1,040	145	424	1,064	432	6,163
HY 2040 NP ADT:		29,258			29,581			34,636			45,167		

HY 2040 WP:	229	666	370	490	720	253	331	1,076	148	424	1,076	432	6,215
HY 2040 WP ADT		29,294			29,581			35,226			45,721		

51: I-215 SB Ramps & Cantu-Galleano Ranch Rd

	PHF:	0.972		5:00						Count Date:	1/30/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	0	0	0	251	0	852	0	927	458	0	400	386	3,274
2-Axle:	0	0	0	15	0	35	0	43	33	0	15	7	148
3-Axle:	0	0	0	5	0	12	0	22	4	0	1	2	46
4+-Axle:	0	0	0	13	0	29	0	25	6	0	17	13	103
Trucks:	0	0	0	33	0	76	0	90	43	0	33	22	297
2019 PCE:	**0**	**0**	**0**	**290**	**0**	**940**	**0**	**1,021**	**491**	**0**	**443**	**418**	**3,600**
2019 ADT:		6,158			20,669			36,317			27,241		
Project:	0	0	0	0	0	18	0	54	0	0	1	0	73
Project ADT:		0			412			860			448		
Project HY 2040:	0	0	0	0	0	17	0	51	0	0	1	0	69
Project HY 2040 ADT:		0			395			825			430		
Cumulative:	0	0	0	0	0	50	0	133	0	0	7	0	190
Cumulative ADT:		0			1,310			2,777			1,467		
E+P:	0	0	0	290	0	958	0	1,075	491	0	444	418	3,673
E+P ADT:		6,158			21,081			37,177			27,689		
OYC 2022 NP:	0	0	0	307	0	1,017	0	1,136	521	0	472	443	3,896
OYC 2022 NP ADT:		6,534			22,459			39,651			29,495		
OYC 2022 WP:	0	0	0	307	0	1,035	0	1,190	521	0	473	443	3,969
OYC 2022 WP ADT:		6,534			22,871			40,511			29,943		
HY 2040 NP:	0	0	0	522	0	1,293	0	1,823	620	0	882	528	5,667
HY 2040 NP ADT:		20,280			28,711			51,347			37,285		
HY 2040 WP:	0	0	0	522	0	1,310	0	1,874	620	0	883	528	5,736
HY 2040 WP ADT		20,280			29,106			52,172			37,715		

52: I-215 NB Ramps & Cantu-Galleano Ranch Rd

	PHF:	0.950		17:00						Count Date:	1/30/2019		
	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	TOTAL
Existing 2019:	181	0	184	0	0	0	0	527	651	242	605	0	2,390
2-Axle:	7	0	15	0	0	0	0	26	35	7	27	0	117
3-Axle:	1	0	1	0	0	0	0	23	4	4	2	0	35
4+-Axle:	3	0	18	0	0	0	0	36	17	21	26	0	121
Trucks:	11	0	34	0	0	0	0	85	56	32	55	0	273
2019 PCE:	**192**	**0**	**229**	**0**	**0**	**0**	**0**	**635**	**707**	**292**	**673**	**0**	**2,726**
2019 ADT:		17,801			0			27,687			22,942		
Project:	0	0	0	0	0	0	0	3	51	0	1	0	55
Project ADT:		412			0			448			36		
Project HY 2040:	0	0	0	0	0	0	0	3	49	0	1	0	53
Project HY 2040 ADT:		395			0			431			36		
Cumulative:	0	0	0	0	0	0	0	8	125	0	7	0	140
Cumulative ADT:		1,310			0			1,468			158		
E+P:	192	0	229	0	0	0	0	638	758	292	674	0	2,781
E+P ADT:		18,213			0			28,135			22,978		
OYC 2022 NP:	203	0	242	0	0	0	0	677	800	309	716	0	2,948
OYC 2022 NP ADT:		19,415			0			29,969			24,409		
OYC 2022 WP:	203	0	242	0	0	0	0	680	851	309	717	0	3,003
OYC 2022 WP ADT:		19,827			0			30,417			24,445		

HY 2040 NP:	386	0	289	0	0	0	0	898	1,445	368	1,024	0	4,410
HY 2040 NP ADT:		37,586			0			37,847			29,258		
HY 2040 WP:	386	0	289	0	0	0	0	901	1,494	368	1,025	0	4,463
HY 2040 WP ADT		37,981			0			38,278			29,294		

1

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	191	950	0	0	925	442	0	0	0	457	2	368
2-Axle:	18	60	0	0	42	26	0	0	0	30	0	17
3-Axle:	3	4	0	0	5	0	0	0	0	16	0	5
4+-Axle:	15	25	0	0	8	9	0	0	0	46	2	5
Trucks:	36	89	0	0	55	35	0	0	0	92	2	27
Auto	155	861	0	0	870	407	0	0	0	365	0	341

	North	South	East	West	Total
	2,685	2,523	827	635	6,670
	145	150	47	44	386
	14	28	21	3	66
	47	94	53	26	220
	206	272	121	73	672
	2,479	2,251	706	562	5,998

Fleex Mix By Leg

Percentage	North	South	East	West
Autos	0.92	0.89	0.85	0.89
2-Axle:	0.05	0.06	0.06	0.07
3-Axle:	0.01	0.01	0.03	0.00
4+-Axle:	0.02	0.04	0.06	0.04
Trucks:	0.08	0.11	0.15	0.11
Total	1.00	1.00	1.00	1.00

Transpose

	Auto	MD	HD
North	0.92	0.05	0.02
South	0.89	0.06	0.05
East	0.85	0.06	0.09
West	0.89	0.07	0.05

2

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	0	788	395	345	1,037	0	353	1	252	0	0	0
2-Axle:	0	37	20	11	61	0	41	0	15	0	0	0
3-Axle:	0	5	8	2	19	0	2	0	6	0	0	0
4+-Axle:	0	28	69	4	50	0	12	1	20	0	0	0
Trucks:	0	70	97	17	130	0	55	1	41	0	0	0
Auto	0	718	298	328	907	0	298	0	211	0	0	0

	North	South	East	West	Total
	2,523	2,472	741	606	6,342
	150	133	31	56	370
	28	38	10	8	84
	94	167	74	33	368
	272	338	115	97	822
	2,251	2,134	626	509	5,520

Fleet Mix by Leg

Percentage	North	South	East	West
Autos	0.89	0.86	0.84	0.84
2-Axle:	0.06	0.05	0.04	0.09
3-Axle:	0.01	0.02	0.01	0.01
4+-Axle:	0.04	0.07	0.10	0.05
Trucks:	0.11	0.14	0.16	0.16
Total	1.00	1.00	1.00	1.00

	Auto	MD	HD
North	0.89	0.06	0.05
South	0.86	0.05	0.08
East	0.84	0.04	0.11
West	0.84	0.09	0.07

3

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	176	918	69	247	873	138	101	349	128	64	349	133
2-Axle:	4	53	2	6	51	5	4	13	6	3	5	3
3-Axle:	0	17	0	1	24	0	0	0	0	1	0	0
4+-Axle:	0	98	0	1	69	0	0	0	1	0	2	0
Trucks:	4	168	2	8	144	5	4	13	7	4	7	3
Auto	172	750	67	239	729	133	97	336	121	60	342	130

	North	South	East	West	Total
	2,410	2,228	1,211	1,241	7,090
	122	119	32	37	310
	42	42	2	0	86
	168	168	3	3	342
	332	329	37	40	738
	2,078	1,899	1,174	1,201	6,352

Fleet Mix by Leg

Percentage	North	South	East	West
Autos	0.86	0.85	0.97	0.97
2-Axle:	0.05	0.05	0.03	0.03
3-Axle:	0.02	0.02	0.00	0.00
4+-Axle:	0.07	0.08	0.00	0.00
Trucks:	0.14	0.15	0.03	0.03
Total	1.00	1.00	1.00	1.00

	Auto	MD	HD
North	0.86	0.05	0.09
South	0.85	0.05	0.09
East	0.97	0.03	0.00
West	0.97	0.03	0.00

4

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	61	812	224	121	714	177	133	429	66	173	386	57
2-Axle:	3	57	3	3	44	7	10	12	6	5	8	1
3-Axle:	0	12	0	3	14	0	1	1	0	0	3	0
4+-Axle:	0	61	2	4	65	2	3	2	1	1	0	2
Trucks:	3	130	5	10	123	9	14	15	7	6	11	3
Auto	58	682	219	111	591	168	119	414	59	167	375	54

	North	South	East	West	Total
	2,014	2,050	1,390	1,252	6,706
	122	118	32	46	318
	30	26	7	5	68
	137	130	11	8	286
	289	274	50	59	672
	1,725	1,776	1,340	1,193	6,034

Fleet Mix by Leg

Percentage	North	South	East	West
Autos	0.86	0.87	0.96	0.95
2-Axle:	0.06	0.06	0.02	0.04
3-Axle:	0.01	0.01	0.01	0.00
4+-Axle:	0.07	0.06	0.01	0.01
Trucks:	0.14	0.13	0.04	0.05
Total	1.00	1.00	1.00	1.00

	Auto	MD	HD
North	0.86	0.06	0.08
South	0.87	0.06	0.08
East	0.96	0.02	0.01
West	0.95	0.04	0.01

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	32	1,015	209	22	815	64	86	264	44	74	104	9
2-Axle:	1	54	18	0	55	2	1	10	3	2	4	0
3-Axle:	0	17	1	0	12	0	0	2	1	0	0	0
4+-Axle:	3	52	0	1	72	2	3	1	0	0	1	0
Trucks:	4	123	19	1	139	4	4	13	4	2	5	0
Auto	28	892	190	21	676	60	82	251	40	72	99	9

	North	South	East	West	Total
	2,011	2,189	682	594	5,476
	112	133	34	21	300
	29	31	3	3	66
	130	127	3	10	270
	271	291	40	34	636
	1,740	1,898	642	560	4,840

Fleet Mix by Leg

Percentage	North	South	East	West
Autos	0.87	0.87	0.94	0.94
2-Axle:	0.06	0.06	0.05	0.04
3-Axle:	0.01	0.01	0.00	0.01
4+-Axle:	0.06	0.06	0.00	0.02
Trucks:	0.13	0.13	0.06	0.06
Total	1.00	1.00	1.00	1.00

	Auto	MD	HD
North	0.87	0.06	0.08
South	0.87	0.06	0.07
East	0.94	0.05	0.01
West	0.94	0.04	0.02

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	81	920	65	23	873	107	269	270	172	73	59	22
2-Axle:	1	51	11	0	48	2	13	7	5	1	4	1
3-Axle:	0	10	1	1	13	1	2	0	1	0	1	0
4+-Axle:	0	67	4	2	53	1	1	1	1	1	1	1
Trucks:	1	128	16	3	114	4	16	8	7	2	6	2
Auto	80	792	49	20	759	103	253	262	165	71	53	20

	North	South	East	West	Total
	2,214	2,184	512	958	5,868
	115	117	24	32	288
	27	25	3	5	60
	125	126	10	5	266
	267	268	37	42	614
	1,947	1,916	475	916	5,254

Fleet Mix by Leg

Percentage	North	South	East	West
Autos	0.88	0.88	0.93	0.96
2-Axle:	0.05	0.05	0.05	0.03
3-Axle:	0.01	0.01	0.01	0.01
4+-Axle:	0.06	0.06	0.02	0.01
Trucks:	0.12	0.12	0.07	0.04
Total	1.00	1.00	1.00	1.00

	Auto	MD	HD
North	0.88	0.05	0.07
South	0.88	0.05	0.07
East	0.93	0.05	0.03
West	0.96	0.03	0.01

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	122	928	51	75	1,014	138	192	403	256	30	235	33
2-Axle:	17	74	2	9	56	5	13	17	3	4	9	1
3-Axle:	2	9	2	0	6	10	8	7	5	1	0	0
4+-Axle:	3	34	7	1	22	12	29	22	8	3	6	0
Trucks:	22	117	11	10	84	27	50	46	16	8	15	1
Auto	100	811	40	65	930	111	142	357	240	22	220	32

	North	South	East	West	Total
	2,380	2,401	827	1,346	6,954
	158	156	42	64	420
	33	25	10	32	100
	98	77	39	80	294
	289	258	91	176	814
	2,091	2,143	736	1,170	6,140

Fleet Mix by Leg

Percentage	North	South	East	West
Autos	0.88	0.89	0.89	0.87
2-Axle:	0.07	0.06	0.05	0.05
3-Axle:	0.01	0.01	0.01	0.02
4+-Axle:	0.04	0.03	0.05	0.06
Trucks:	0.12	0.11	0.11	0.13
Total	1.00	1.00	1.00	1.00

	Auto	MD	HD
North	0.88	0.07	0.06
South	0.89	0.06	0.04
East	0.89	0.05	0.06
West	0.87	0.05	0.08

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	108	1,012	17	36	1,133	61	33	154	199	7	20	7
2-Axle:	1	100	0	0	51	1	0	3	6	1	1	0
3-Axle:	0	12	0	4	9	0	0	1	0	0	0	0
4+-Axle:	0	41	1	2	44	0	2	0	0	0	0	1

	North	South	East	West	Total
	2,282	2,476	241	575	5,574
	152	159	5	12	328
	25	21	5	1	52
	90	86	4	2	182

Fleet Mix by Leg

Percentage	North	South	East	West
Autos	0.88	0.89	0.94	0.97
2-Axle:	0.07	0.06	0.02	0.02
3-Axle:	0.01	0.01	0.02	0.00
4+-Axle:	0.04	0.03	0.02	0.00

	Auto	MD	HD
North	0.88	0.07	0.05
South	0.89	0.06	0.04
East	0.94	0.02	0.04
West	0.97	0.02	0.01

Trucks:	1	153	1	6	104	1	2	4	6	1	1	1		267	266	14	15	562	Trucks:	0.12	0.11	0.06	0.03													
Auto	107	859	16	30	1,029	60	31	150	193	6	19	6		2,015	2,210	227	560	5,012	Total	1.00	1.00	1.00	1.00													

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg												
Total	0	1,137	0	0	1,339	0	0	0	0	0	0	0	2,476	2,476	0	0	4,952	Autos	0.89	0.89	#DIV/0!	#DIV/0!	North	0.89	0.06	0.04										
2-Axle:	0	101	0	0	58	0	0	0	0	0	0	0	159	159	0	0	318	2-Axle:	0.06	0.06	#DIV/0!	#DIV/0!	South	0.89	0.06	0.04										
3-Axle:	0	12	0	0	9	0	0	0	0	0	0	0	21	21	0	0	42	3-Axle:	0.01	0.01	#DIV/0!	#DIV/0!	East	#DIV/0!	#DIV/0!	#DIV/0!										
4+-Axle:	0	42	0	0	44	0	0	0	0	0	0	0	86	86	0	0	172	4+-Axle:	0.03	0.03	#DIV/0!	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!										
Trucks:	0	155	0	0	111	0	0	0	0	0	0	0	266	266	0	0	532	Trucks:	0.11	0.11	#DIV/0!	#DIV/0!														
Auto	0	982	0	0	1,228	0	0	0	0	0	0	0	2,210	2,210	0	0	4,420	Total	1.00	1.00	#DIV/0!	#DIV/0!														

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg												
Total	0	1,137	0	0	1,339	0	0	0	0	0	0	0	2,476	2,476	#REF!	0	#REF!	Autos	0.89	0.89	#REF!	#DIV/0!	North	0.89	0.06	0.04										
2-Axle:		101	0	0	58	0	0	0	0	0	0	0	159	58	#REF!	#REF!	#REF!	2-Axle:	0.06	0.02	#REF!	#REF!	South	0.89	0.02	0.04										
3-Axle:		12	0	0	9	0	0	0	0	0	0	0	21	9	#REF!	0	#REF!	3-Axle:	0.01	0.00	#REF!	#DIV/0!	East	#REF!	#REF!	#REF!										
4+-Axle:		42	0	0	44	0	0	0	0	0	0	0	86	86	0	0	172	4+-Axle:	0.03	0.03	#REF!	#DIV/0!	West	#DIV/0!	#REF!	#DIV/0!										
Trucks:	0	155	0	0	111	0	0	0	0	0	0	0	266	266	0	0	532	Trucks:	0.11	0.11	#REF!	#DIV/0!														
Auto	0	982	0	0	1,228	0	0	0	0	0	0	0	2,210	2,210	0	0	4,420	Total	1.00	1.00	#REF!	#DIV/0!														

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg												
Total	2	1,010	197	236	1,102	1	11	29	10	167	2	116	2,476	2,488	747	55	5,766	Autos	0.89	0.89	0.91	0.95	North	0.89	0.06	0.04										
2-Axle:	0	97	14	7	51	0	0	0	0	6	0	4	159	168	31	0	358	2-Axle:	0.06	0.07	0.04	0.00	South	0.89	0.07	0.04										
3-Axle:	0	10	0	1	8	0	0	0	2	1	0	2	21	21	4	2	48	3-Axle:	0.01	0.01	0.01	0.04	East	0.91	0.04	0.05										
4+-Axle:	1	34	10	10	34	0	0	0	0	6	0	8	86	85	34	1	206	4+-Axle:	0.03	0.03	0.05	0.02	West	0.95	0.00	0.05										
Trucks:	1	141	24	18	93	0	0	0	2	13	0	14	266	274	69	3	612	Trucks:	0.11	0.11	0.09	0.05														
Auto	1	869	173	218	1,009	1	11	29	8	154	2	102	2,210	2,214	678	52	5,154	Total	1.00	1.00	1.00	1.00														

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg												
Total	57	720	29	406	672	175	279	706	38	48	284	156	2,408	1,564	1,629	1,539	7,140	Autos	0.88	0.88	0.95	0.90	North	0.88	0.08	0.04										
2-Axle:	1	87	1	6	34	33	21	19	3	1	7	8	189	127	42	84	442	2-Axle:	0.08	0.08	0.03	0.05	South	0.88	0.08	0.03										
3-Axle:	0	4	0	3	4	4	2	1	1	1	3	1	18	10	9	11	48	3-Axle:	0.01	0.01	0.01	0.01	East	0.95	0.03	0.02										
4+-Axle:	1	17	3	0	16	16	26	13	2	4	7	2	77	43	29	65	214	4+-Axle:	0.03	0.03	0.02	0.04	West	0.90	0.05	0.05										
Trucks:	2	108	4	9	54	53	49	33	6	6	17	11	284	180	80	160	704	Trucks:	0.12	0.12	0.05	0.10														
Auto	55	612	25	397	618	122	230	673	32	42	267	145	2,124	1,384	1,549	1,379	6,436	Total	1.00	1.00	1.00	1.00														

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg												
Total	16	566	71	73	593	102	98	95	40	35	19	48	1,480	1,321	341	370	3,512	Autos	0.90	0.92	0.96	0.78	North	0.90	0.07	0.03										
2-Axle:	8	34	3	3	15	36	10	1	1	0	3	2	100	61	12	59	232	2-Axle:	0.07	0.05	0.04	0.16	South	0.92	0.05	0.03										
3-Axle:	0	4	0	0	2	0	0	0	2	0	0	0	6	8	0	2	16	3-Axle:	0.00	0.01	0.00	0.01	East	0.96	0.04	0.00										
4+-Axle:	1	15	0	0	14	7	6	0	6	0	0	0	42	36	0	20	98	4+-Axle:	0.03	0.03	0.00	0.05	West	0.78	0.16	0.06										
Trucks:	9	53	3	3	31	43	16	1	9	0	3	2	148	105	12	81	346	Trucks:	0.10	0.08	0.04	0.22														
Auto	7	513	68	70	562	59	82	94	31	35	16	46	1,332	1,216	329	289	3,166	Total	1.00	1.00	1.00	1.00														

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg												
Total	28	609	1,016	49	633	2	5	416	68	487	63	20	1,318	2,841	2,051	582	6,792	Autos	0.92	0.93	0.95	0.92	North	0.92	0.04	0.04										
2-Axle:	3	34	28	2	18	0	0	15	3	19	2	0	54	105	66	23	248	2-Axle:	0.04	0.04	0.03	0.04	South	0.93	0.04	0.04										
3-Axle:	2	5	5	0	5	0	0	0	0	6	0	0	10	23	11	2	46	3-Axle:	0.01	0.01	0.01	0.00	East	0.95	0.03	0.02										
4+-Axle:	11	15	13	0	21	1	0	0	10	7	0	1	38	77	21	22	158	4+-Axle:	0.03	0.03	0.01	0.04	West	0.92	0.04	0.04										
Trucks:	16	54	46	2	44	1	0	15	13	32	2	1	102	205	98	47	452	Trucks:	0.08	0.07	0.05	0.08														
Auto	12	555	970	47	589	1	5	401	55	455	61	19	1,216	2,636	1,953	535	6,340	Total	1.00	1.00	1.00	1.00														

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg												
Total	126	0	845	0	0	0	0	771	146	335	872	0	0	1,452	2,823	1,915	6,190	Autos	#DIV/0!	0.95	0.94	0.94	North	#DIV/0!	#DIV/0!	#DIV/0!										
2-Axle:	2	0	29	0	0	0	0	38	0	8	29	0	0	39	104	69	212	2-Axle:	#DIV/0!	0.03	0.04	0.04	South	0.95	0.03	0.02										
3-Axle:	0	0	5	0	0	0	0	8	0	0	7	0	0	5	20	15	40	3-Axle:	#DIV/0!	0.00	0.01	0.01	East	0.94	0.04	0.03										
4+-Axle:	0	0	21	0	0	0	0	4	2	8	22	0	0	31	55	28	114	4+-Axle:	#DIV/0!	0.02	0.02	0.01	West	0.94	0.04	0.02										
Trucks:	2	0	55	0	0	0	0	50	2	16	58	0	0	75	179	112	366	Trucks:	#DIV/0!	0.05	0.06	0.06														
Auto	124	0	790	0	0	0	0	721	144	319	814	0	0	1,377	2,644	1,803	5,824	Total	#DIV/0!	1.00	1.00	1.00														

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg												
Total	17	0	146	602	65	66	0	819	58	119	236	0		733	405	1,922	1,196	4,256	Autos	0.95	0.99	0.95	0.95	North	0.95	0.04	0.01										

2-Axle:	0	0	2	26	1	2	0	28	0	3	13	0	29	6	72	43	150	2-Axle:	0.04	0.01	0.04	0.04	South	0.99	0.01	0.00
3-Axle:	0	0	0	6	0	0	0	2	0	0	4	0	6	0	12	6	24	3-Axle:	0.01	0.00	0.01	0.01	East	0.95	0.04	0.01
4+-Axle:	0	0	0	4	0	0	0	3	0	0	3	0	4	0	10	6	20	4+-Axle:	0.01	0.00	0.01	0.01	West	0.95	0.04	0.01
Trucks:	0	0	2	36	1	2	0	33	0	3	20	0	39	6	94	55	194	Trucks:	0.05	0.01	0.05	0.05				
Auto	17	0	144	566	64	64	0	786	58	116	216	0	694	399	1,828	1,141	4,062	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage			Fleet Mix by Leg					
Total	0	0	0	0	0	0	0	207	0	0	34	0	0	0	241	241	482	Autos	#DIV/0!	#DIV/0!	0.94	0.94	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5	5	10	2-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	10	3-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	East	0.94	0.02	0.04
4+-Axle:	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	4	8	4+-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	West	0.94	0.02	0.04
Trucks:	0	0	0	0	0	0	0	11	0	0	3	0	0	0	14	14	28	Trucks:	#DIV/0!	#DIV/0!	0.06	0.06				
Auto	0	0	0	0	0	0	0	196	0	0	31	0	0	0	227	227	454	Total	#DIV/0!	#DIV/0!	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage			Fleet Mix by Leg					
Total	0	0	0	0	0	0	0	444	0	0	285	0	0	0	729	729	1,458	Autos	#DIV/0!	#DIV/0!	0.91	0.91	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	21	0	0	10	0	0	0	31	31	62	2-Axle:	#DIV/0!	#DIV/0!	0.04	0.04	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	1	0	0	3	0	0	0	4	4	8	3-Axle:	#DIV/0!	#DIV/0!	0.01	0.01	East	0.91	0.04	0.05
4+-Axle:	0	0	0	0	0	0	0	20	0	0	14	0	0	0	34	34	68	4+-Axle:	#DIV/0!	#DIV/0!	0.05	0.05	West	0.91	0.04	0.05
Trucks:	0	0	0	0	0	0	0	42	0	0	27	0	0	0	69	69	138	Trucks:	#DIV/0!	#DIV/0!	0.09	0.09				
Auto	0	0	0	0	0	0	0	402	0	0	258	0	0	0	660	660	1,320	Total	#DIV/0!	#DIV/0!	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage			Fleet Mix by Leg					
Total	0	0	0	0	0	0	0	207	0	0	34	0	0	0	241	241	482	Autos	#DIV/0!	#DIV/0!	0.94	0.94	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5	5	10	2-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	10	3-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	East	0.94	0.02	0.04
4+-Axle:	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	4	8	4+-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	West	0.94	0.02	0.04
Trucks:	0	0	0	0	0	0	0	11	0	0	3	0	0	0	14	14	28	Trucks:	#DIV/0!	#DIV/0!	0.06	0.06				
Auto	0	0	0	0	0	0	0	196	0	0	31	0	0	0	227	227	454	Total	#DIV/0!	#DIV/0!	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage			Fleet Mix by Leg					
Total	0	0	0	0	0	0	0	207	0	0	34	0	0	0	241	241	482	Autos	#DIV/0!	#DIV/0!	0.94	0.94	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	3	0	0	2	0	0	0	5	5	10	2-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	5	0	0	0	0	0	0	5	5	10	3-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	East	0.94	0.02	0.04
4+-Axle:	0	0	0	0	0	0	0	3	0	0	1	0	0	0	4	4	8	4+-Axle:	#DIV/0!	#DIV/0!	0.02	0.02	West	0.94	0.02	0.04
Trucks:	0	0	0	0	0	0	0	11	0	0	3	0	0	0	14	14	28	Trucks:	#DIV/0!	#DIV/0!	0.06	0.06				
Auto	0	0	0	0	0	0	0	196	0	0	31	0	0	0	227	227	454	Total	#DIV/0!	#DIV/0!	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage			Fleet Mix by Leg					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Autos	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	East	#DIV/0!	#DIV/0!	#DIV/0!
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4+-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Trucks:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage			Fleet Mix by Leg					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Autos	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	East	#DIV/0!	#DIV/0!	#DIV/0!
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4+-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Trucks:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage			Fleet Mix by Leg					
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Autos	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	East	#DIV/0!	#DIV/0!	#DIV/0!
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4+-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Trucks:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	Total	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage	Fleet Mix by Leg

Total	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	Autos	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	2-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	3-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	East	#DIV/0!	#DIV/0!	#DIV/0!
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	4+-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	Trucks:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	Total	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage				Fleet Mix by Leg			
Total	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	Autos	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	2-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	3-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	East	#DIV/0!	#DIV/0!	#DIV/0!
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	4+-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	Trucks:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	Total	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage				Fleet Mix by Leg			
Total	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	Autos	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	2-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	3-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	East	#DIV/0!	#DIV/0!	#DIV/0!
4+-Axle:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	4+-Axle:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!
Trucks:	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	0	Trucks:	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				
Auto	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0	Total	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	0	0	0	0	0	0	0	444	0	0	285	0
2-Axle:	0	0	0	0	0	0	0	21	0	0	10	0
3-Axle:	0	0	0	0	0	0	0	1	0	0	3	0
4+-Axle:	0	0	0	0	0	0	0	20	0	0	14	0
Trucks:	0	0	0	0	0	0	0	42	0	0	27	0
Auto	0	0	0	0	0	0	0	402	0	0	258	0

	North	South	East	West	Total
	0	0	729	729	1,458
	0	0	31	31	62
	0	0	4	4	8
	0	0	34	34	68
	0	0	69	69	138
	0	0	660	660	1,320

Percentage	North	South	East	West
Autos	#DIV/0!	#DIV/0!	0.91	0.91
2-Axle:	#DIV/0!	#DIV/0!	0.04	0.04
3-Axle:	#DIV/0!	#DIV/0!	0.01	0.01
4+-Axle:	#DIV/0!	#DIV/0!	0.05	0.05
Trucks:	#DIV/0!	#DIV/0!	0.09	0.09
Total	#DIV/0!	#DIV/0!	1.00	1.00

Transpose

	Auto	MD	HD
North	#DIV/0!	#DIV/0!	#DIV/0!
South	#DIV/0!	#DIV/0!	#DIV/0!
East	0.91	0.04	0.05
West	0.91	0.04	0.05

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	2	71	7	15	60	12	13	192	4	2	47	8
2-Axle:	0	2	0	2	4	0	0	13	0	0	2	1
3-Axle:	1	1	0	0	0	1	0	3	0	0	2	0
4+-Axle:	1	3	0	2	0	0	1	2	0	0	2	0
Trucks:	2	6	0	4	4	1	1	18	0	0	6	1
Auto	0	65	7	11	56	11	12	174	4	2	41	7

	North	South	East	West	Total
	179	146	271	270	866
	9	6	18	15	48
	2	2	5	7	16
	6	4	6	6	22
	17	12	29	28	86
	162	134	242	242	780

Percentage	North	South	East	West
Autos	0.91	0.92	0.89	0.90
2-Axle:	0.05	0.04	0.07	0.06
3-Axle:	0.01	0.01	0.02	0.03
4+-Axle:	0.03	0.03	0.02	0.02
Trucks:	0.09	0.08	0.11	0.10
Total	1.00	1.00	1.00	1.00

Fleet Mix by Leg

	Auto	MD	HD
North	0.91	0.05	0.04
South	0.92	0.04	0.04
East	0.89	0.07	0.04
West	0.90	0.06	0.05

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	0	0	0	34	0	30	66	520	0	0	2	368
2-Axle:	0	0	0	1	0	0	4	29	0	0	0	17
3-Axle:	0	0	0	0	0	0	0	10	0	0	0	5
4+-Axle:	0	0	0	0	0	0	4	22	0	0	2	5
Trucks:	0	0	0	1	0	0	8	61	0	0	2	27
Auto	0	0	0	33	0	30	58	459	0	0	0	341

	North	South	East	West	Total
	498	0	924	618	2,040
	22	0	47	33	102
	5	0	15	10	30
	9	0	29	28	66
	36	0	91	71	198
	462	0	833	547	1,842

Percentage	North	South	East	West
Autos	0.93	#DIV/0!	0.90	0.89
2-Axle:	0.04	#DIV/0!	0.05	0.05
3-Axle:	0.01	#DIV/0!	0.02	0.02
4+-Axle:	0.02	#DIV/0!	0.03	0.05
Trucks:	0.07	#DIV/0!	0.10	0.11
Total	1.00	#DIV/0!	1.00	1.00

Fleet Mix by Leg

	Auto	MD	HD
North	0.93	0.04	0.03
South	#DIV/0!	#DIV/0!	#DIV/0!
East	0.90	0.05	0.05
West	0.89	0.05	0.06

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	12	233	121	123	167	20	34	387	7	56	236	34
2-Axle:	1	20	7	7	13	3	7	22	0	2	14	5
3-Axle:	0	4	4	1	1	0	1	6	0	0	3	1
4+-Axle:	0	6	1	0	6	0	2	13	0	2	10	6
Trucks:	1	30	12	8	20	3	10	41	0	4	27	12
Auto	11	203	109	115	147	17	24	346	7	52	209	22

	North	South	East	West	Total
	611	596	957	696	2,860
	55	43	57	47	202
	8	9	15	10	42
	20	15	32	25	92
	83	67	104	82	336
	528	529	853	614	2,524

Percentage	North	South	East	West
Autos	0.86	0.89	0.89	0.88
2-Axle:	0.09	0.07	0.06	0.07
3-Axle:	0.01	0.02	0.02	0.01
4+-Axle:	0.03	0.03	0.03	0.04
Trucks:	0.14	0.11	0.11	0.12
Total	1.00	1.00	1.00	1.00

Fleet Mix by Leg

	Auto	MD	HD
North	0.86	0.09	0.05
South	0.89	0.07	0.04
East	0.89	0.06	0.05
West	0.88	0.07	0.05

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	13	290	4	5	199	27	79	74	65	3	15	10
2-Axle:	1	27	0	1	11	0	7	4	5	0	0	2
3-Axle:	0	3	0	0	1	2	2	3	0	0	0	2
4+-Axle:	0	9	0	3	3	0	2	2	0	1	1	0
Trucks:	1	39	0	4	15	2	11	9	5	1	1	4
Auto	12	251	4	1	184	25	68	65	60	2	14	6

	North	South	East	West	Total
	610	574	111	273	1,568
	48	44	7	17	116
	10	4	5	7	26
	17	13	7	5	42
	75	61	19	29	184
	535	513	92	244	1,384

Percentage	North	South	East	West
Autos	0.88	0.89	0.83	0.89
2-Axle:	0.08	0.08	0.06	0.06
3-Axle:	0.02	0.01	0.05	0.03
4+-Axle:	0.03	0.02	0.06	0.02
Trucks:	0.12	0.11	0.17	0.11
Total	1.00	1.00	1.00	1.00

Fleet Mix by Leg

	Auto	MD	HD
North	0.88	0.08	0.04
South	0.89	0.08	0.03
East	0.83	0.06	0.11
West	0.89	0.06	0.04

32

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	0	0	0	181	0	86	158	394	0	0	211	149
2-Axle:	0	0	0	10	0	6	21	14	0	0	11	7
3-Axle:	0	0	0	1	0	0	2	6	0	0	8	1
4+-Axle:	0	0	0	2	0	2	3	24	0	0	14	6
Trucks:	0	0	0	13	0	8	26	44	0	0	33	14
Auto	0	0	0	168	0	78	132	350	0	0	178	135

	North	South	East	West	Total
	574	0	935	849	2,358
	44	0	42	52	138
	4	0	16	16	36
	13	0	46	43	102
	61	0	104	111	276
	513	0	831	738	2,082

Percentage	North	South	East	West
Autos	0.89	#DIV/0!	0.89	0.87
2-Axle:	0.08	#DIV/0!	0.04	0.06
3-Axle:	0.01	#DIV/0!	0.02	0.02
4+-Axle:	0.02	#DIV/0!	0.05	0.05
Trucks:	0.11	#DIV/0!	0.11	0.13
Total	1.00	#DIV/0!	1.00	1.00

Fleet Mix by Leg

	Auto	MD	HD
North	0.89	0.08	0.03
South	#DIV/0!	#DIV/0!	#DIV/0!
East	0.89	0.04	0.07
West	0.87	0.06	0.07

33

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	2	13	42	59	10	9	12	602	1	8	312	26
2-Axle:	0	1	5	3	0	1	4	32	0	1	19	3
3-Axle:	1	2	0	1	1	0	0	6	0	2	4	2
4+-Axle:	0	2	2	1	1	0	3	15	0	2	13	0
Trucks:	1	5	7	5	2	1	7	53	0	5	36	5
Auto	1	8	35	54	8	8	5	549	1	3	276	21

	North	South	East	West	Total
	129	76	1,049	938	2,192
	12	7	63	56	138
	6	6	15	11	38
	7	7	33	31	78
	25	20	111	98	254
	104	56	938	840	1,938

Percentage	North	South	East	West
Autos	0.81	0.74	0.89	0.90
2-Axle:	0.09	0.09	0.06	0.06
3-Axle:	0.05	0.08	0.01	0.01
4+-Axle:	0.05	0.09	0.03	0.03
Trucks:	0.19	0.26	0.11	0.10
Total	1.00	1.00	1.00	1.00

Fleet Mix by Leg

	Auto	MD	HD
North	0.81	0.09	0.10
South	0.74	0.09	0.17
East	0.89	0.06	0.05
West	0.90	0.06	0.04

34

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
Total	93	0	109	0	0	0	0	475	100	78	267	0
2-Axle:	9	0	6	0	0	0	0	17	7	1	9	0
3-Axle:	2	0	5	0	0	0	0	5	2	0	7	0
4+-Axle:	1	0	1	0	0	0	0	24	2	2	19	0

	North	South	East	West	Total
	0	380	929	935	2,244
	0	23	33	42	98
	0	9	17	16	42
	0	6	46	46	98

Percentage	North	South	East	West
Autos	#DIV/0!	0.90	0.90	0.89
2-Axle:	#DIV/0!	0.06	0.04	0.04
3-Axle:	#DIV/0!	0.02	0.02	0.02
4+-Axle:	#DIV/0!	0.02	0.05	0.05

Fleet Mix by Leg

	Auto	MD	HD
North	#DIV/0!	#DIV/0!	#DIV/0!
South	0.90	0.06	0.04
East	0.90	0.04	0.07
West	0.89	0.04	0.07

Trucks:	12	0	12	0	0	0	0	46	11	3	35	0		0	38	96	104	238	Trucks:	#DIV/0!	0.10	0.10	0.11								
Auto	81	0	97	0	0	0	0	429	89	75	232	0	0		342	833	831	2,006	Total	#DIV/0!	1.00	1.00	1.00								

35

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	7	0	11	0	0	0	0	581	3	5	338	0		0	26	935	929	1,890	Autos	#DIV/0!	0.46	0.90	0.90	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	2	0	1	0	0	0	0	22	1	2	8	0		0	6	33	33	72	2-Axle:	#DIV/0!	0.23	0.04	0.04	South	0.46	0.23	0.31
3-Axle:	0	0	0	0	0	0	0	9	1	0	7	0		0	1	16	17	34	3-Axle:	#DIV/0!	0.04	0.02	0.02	East	0.90	0.04	0.07
4+-Axle:	2	0	3	0	0	0	0	25	0	2	19	0		0	7	49	46	102	4+-Axle:	#DIV/0!	0.27	0.05	0.05	West	0.90	0.04	0.07
Trucks:	4	0	4	0	0	0	0	56	2	4	34	0		0	14	98	96	208	Trucks:	#DIV/0!	0.54	0.10	0.10				
Auto	3	0	7	0	0	0	0	525	1	1	304	0	0		12	837	833	1,682	Total	#DIV/0!	1.00	1.00	1.00				

36

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total								703			346			0	0	1,049	1,049	2,098	Autos	#DIV/0!	#DIV/0!	0.89	0.89	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:								40			23			0	0	63	63	126	2-Axle:	#DIV/0!	#DIV/0!	0.06	0.06	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:								7			8			0	0	15	15	30	3-Axle:	#DIV/0!	#DIV/0!	0.01	0.01	East	0.89	0.06	0.05
4+-Axle:								18			15			0	0	33	33	66	4+-Axle:	#DIV/0!	#DIV/0!	0.03	0.03	West	0.89	0.06	0.05
Trucks:	0	0	0	0	0	0	0	65	0	0	46	0		0	0	111	111	222	Trucks:	#DIV/0!	#DIV/0!	0.11	0.11				
Auto	0	0	0	0	0	0	0	638	0	0	300	0	0		0	938	938	1,876	Total	#DIV/0!	#DIV/0!	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	0	0	14	0	0	0	0	592	0	7	343	0		0	21	956	935	1,912	Autos	#DIV/0!	0.14	0.88	0.90	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	0	0	11	0	0	0	0	23	0	1	10	0		0	12	45	33	90	2-Axle:	#DIV/0!	0.57	0.05	0.04	South	0.14	0.57	0.29
3-Axle:	0	0	0	0	0	0	0	9	0	0	7	0		0	0	16	16	32	3-Axle:	#DIV/0!	0.00	0.02	0.02	East	0.88	0.05	0.07
4+-Axle:	0	0	0	0	0	0	0	28	0	6	21	0		0	6	55	49	110	4+-Axle:	#DIV/0!	0.29	0.06	0.05	West	0.90	0.04	0.07
Trucks:	0	0	11	0	0	0	0	60	0	7	38	0		0	18	116	98	232	Trucks:	#DIV/0!	0.86	0.12	0.10				
Auto	0	0	3	0	0	0	0	532	0	0	305	0	0		3	840	837	1,680	Total	#DIV/0!	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	30	4	91	43	4	2	4	585	17	12	318	4		61	158	1,053	956	2,228	Autos	0.79	0.84	0.87	0.88	North	0.79	0.10	0.11
2-Axle:	2	0	4	4	0	0	0	33	1	2	9	2		6	9	54	45	114	2-Axle:	0.10	0.06	0.05	0.05	South	0.84	0.06	0.11
3-Axle:	1	0	4	3	1	0	0	8	1	0	6	0		4	7	21	16	48	3-Axle:	0.07	0.04	0.02	0.02	East	0.87	0.05	0.08
4+-Axle:	2	0	1	2	0	0	0	27	1	6	25	1		3	10	62	55	130	4+-Axle:	0.05	0.06	0.06	0.06	West	0.88	0.05	0.07
Trucks:	5	0	9	9	1	0	0	68	3	8	40	3		13	26	137	116	292	Trucks:	0.21	0.16	0.13	0.12				
Auto	25	4	82	34	3	2	4	517	14	4	278	1	48		132	916	840	1,936	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total								703			346			0	0	1,049	1,049	2,098	Autos	#DIV/0!	#DIV/0!	0.89	0.89	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:								40			23			0	0	63	63	126	2-Axle:	#DIV/0!	#DIV/0!	0.06	0.06	South	#DIV/0!	#DIV/0!	#DIV/0!
3-Axle:								7			8			0	0	15	15	30	3-Axle:	#DIV/0!	#DIV/0!	0.01	0.01	East	0.89	0.06	0.05
4+-Axle:								18			15			0	0	33	33	66	4+-Axle:	#DIV/0!	#DIV/0!	0.03	0.03	West	0.89	0.06	0.05
Trucks:	0	0	0	0	0	0	0	65	0	0	46	0		0	0	111	111	222	Trucks:	#DIV/0!	#DIV/0!	0.11	0.11				
Auto	0	0	0	0	0	0	0	638	0	0	300	0	0		0	938	938	1,876	Total	#DIV/0!	#DIV/0!	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	63	491	255	125	728	58	73	497	114	256	171	63		1,538	1,907	1,367	976	5,788	Autos	0.94	0.94	0.92	0.91	North	0.94	0.03	0.03
2-Axle:	5	22	12	4	14	3	3	26	4	6	6	5		51	63	59	47	220	2-Axle:	0.03	0.03	0.04	0.05	South	0.94	0.03	0.03
3-Axle:	0	3	4	0	2	1	0	1	0	2	2	1		7	11	10	4	32	3-Axle:	0.00	0.01	0.01	0.00	East	0.92	0.04	0.04
4+-Axle:	1	13	8	2	14	4	4	11	2	7	12	2		39	45	42	34	160	4+-Axle:	0.03	0.02	0.03	0.03	West	0.91	0.05	0.04
Trucks:	6	38	24	6	30	8	7	38	6	15	20	8		97	119	111	85	412	Trucks:	0.06	0.06	0.08	0.09				
Auto	57	453	231	119	698	50	66	459	108	241	151	55		1,441	1,788	1,256	891	5,376	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	0	801	1	9	1,089	0	0	0	0	2	0	8		1,907	1,893	20	0	3,820	Autos	0.94	0.94	0.95	#DIV/0!	North	0.94	0.03	0.03
2-Axle:	0	39	0	0	24	0	0	0	0	0	0	0		63	63	0	0	126	2-Axle:	0.03	0.03	0.00	#DIV/0!	South	0.94	0.03	0.03
3-Axle:	0	7	0	0	4	0	0	0	0	0	0	0		11	11	0	0	22	3-Axle:	0.01	0.01	0.00	#DIV/0!	East	0.95	0.00	0.05
4+-Axle:	0	21	0	0	23	0	0	0	0	0	0	1		45	44	1	0	90	4+-Axle:	0.02	0.02	0.05	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!
Trucks:	0	67	0	0	51	0	0	0	0	0	0	1		119	118	1	0	238	Trucks:	0.06	0.06	0.05	#DIV/0!				
Auto	0	734	1	9	1,038	0	0	0	0	2	0	7		1,788	1,775	19	0	3,582	Total	1.00	1.00	1.00	#DIV/0!				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	105	549	36	69	896	126	205	66	381	42	22	48		1,893	2,009	283	905	5,090	Autos	0.94	0.96	0.95	0.92	North	0.94	0.03	0.03

2-Axle:	4	24	0	1	16	7	9	1	12	3	0	6	63	59	11	33	166	2-Axle:	0.03	0.03	0.04	0.04	South	0.96	0.03	0.01
3-Axle:	0	2	0	0	2	2	5	0	2	0	0	0	11	6	0	9	26	3-Axle:	0.01	0.00	0.00	0.01	East	0.95	0.04	0.01
4+-Axle:	1	7	1	0	7	16	13	0	3	0	0	1	44	19	2	33	98	4+-Axle:	0.02	0.01	0.01	0.04	West	0.92	0.04	0.05
Trucks:	5	33	1	1	25	25	27	1	17	3	0	7	118	84	13	75	290	Trucks:	0.06	0.04	0.05	0.08				
Auto	100	516	35	68	871	101	178	65	364	39	22	41	1,775	1,925	270	830	4,800	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	0	488	312	510	809	0	0	0	0	316	0	220	2,027	1,925	1,358	0	5,310	Autos	0.96	0.94	0.95	#DIV/0!	North	0.96	0.03	0.01
2-Axle:	0	24	20	11	20	0	0	0	0	19	0	8	63	83	58	0	204	2-Axle:	0.03	0.04	0.04	#DIV/0!	South	0.94	0.04	0.02
3-Axle:	0	2	2	1	3	0	0	0	0	1	0	1	7	8	5	0	20	3-Axle:	0.00	0.00	0.00	#DIV/0!	East	0.95	0.04	0.01
4+-Axle:	0	7	2	1	9	0	0	0	0	3	0	1	18	21	7	0	46	4+-Axle:	0.01	0.01	0.01	#DIV/0!	West	#DIV/0!	#DIV/0!	#DIV/0!
Trucks:	0	33	24	13	32	0	0	0	0	23	0	10	88	112	70	0	270	Trucks:	0.04	0.06	0.05	#DIV/0!				
Auto	0	455	288	497	777	0	0	0	0	293	0	210	1,939	1,813	1,288	0	5,040	Total	1.00	1.00	1.00	#DIV/0!				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	24	7	32	25	7	20	41	903	37	28	501	12	112	135	1,501	1,526	3,274	Autos	0.96	0.91	0.89	0.90	North	0.96	0.04	0.00
2-Axle:	2	0	4	3	0	1	0	47	2	1	20	1	5	9	76	72	162	2-Axle:	0.04	0.07	0.05	0.05	South	0.91	0.07	0.02
3-Axle:	0	0	0	0	0	0	0	17	0	0	10	0	0	0	27	27	54	3-Axle:	0.00	0.00	0.02	0.02	East	0.89	0.05	0.06
4+-Axle:	0	0	2	0	0	0	0	33	0	1	23	0	0	3	59	56	118	4+-Axle:	0.00	0.02	0.04	0.04	West	0.90	0.05	0.05
Trucks:	2	0	6	3	0	1	0	97	2	2	53	1	5	12	162	155	334	Trucks:	0.04	0.09	0.11	0.10				
Auto	22	7	26	22	7	19	41	806	35	26	448	11	107	123	1,339	1,371	2,940	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	29	42	147	15	44	28	75	696	51	202	479	5	209	515	1,544	1,358	3,626	Autos	0.95	0.98	0.96	0.95	North	0.95	0.05	0.00
2-Axle:	4	1	3	2	1	5	1	30	0	0	18	0	10	9	53	58	130	2-Axle:	0.05	0.02	0.03	0.04	South	0.98	0.02	0.01
3-Axle:	0	0	0	0	0	0	0	2	1	0	2	0	0	1	4	5	10	3-Axle:	0.00	0.00	0.00	0.00	East	0.96	0.03	0.01
4+-Axle:	1	0	1	0	0	0	0	3	0	0	3	0	0	2	7	7	16	4+-Axle:	0.00	0.00	0.00	0.01	West	0.95	0.04	0.01
Trucks:	5	1	4	2	1	5	1	35	1	0	23	0	10	12	64	70	156	Trucks:	0.05	0.02	0.04	0.05				
Auto	24	41	143	13	43	23	74	661	50	202	456	5	199	503	1,480	1,288	3,470	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	20	84	22	161	248	105	108	725	62	51	421	124	830	487	1,504	1,441	4,262	Autos	0.97	0.95	0.90	0.89	North	0.97	0.03	0.00
2-Axle:	1	4	1	2	4	2	10	36	3	1	19	3	25	14	62	71	172	2-Axle:	0.03	0.03	0.04	0.05	South	0.95	0.03	0.02
3-Axle:	3	0	0	0	1	0	1	18	1	0	8	0	2	5	26	31	64	3-Axle:	0.00	0.01	0.02	0.02	East	0.90	0.04	0.06
4+-Axle:	2	0	0	0	1	0	0	28	0	4	27	0	1	7	59	57	124	4+-Axle:	0.00	0.01	0.04	0.04	West	0.89	0.05	0.06
Trucks:	6	4	1	2	6	2	11	82	4	5	54	3	28	26	147	159	360	Trucks:	0.03	0.05	0.10	0.11				
Auto	14	80	21	159	242	103	97	643	58	46	367	121	802	461	1,357	1,282	3,902	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	38	200	132	110	421	186	205	541	75	205	470	43	1,165	1,071	1,501	1,515	5,252	Autos	0.97	0.97	0.96	0.95	North	0.97	0.03	0.00
2-Axle:	3	9	2	3	10	6	6	30	1	3	15	1	35	28	54	61	178	2-Axle:	0.03	0.03	0.04	0.04	South	0.97	0.03	0.01
3-Axle:	1	1	0	1	0	0	0	1	1	0	0	0	2	3	2	3	10	3-Axle:	0.00	0.00	0.00	0.00	East	0.96	0.04	0.01
4+-Axle:	0	1	1	0	1	0	0	1	0	0	4	0	2	3	6	5	16	4+-Axle:	0.00	0.00	0.00	0.00	West	0.95	0.04	0.01
Trucks:	4	11	3	4	11	6	6	32	2	3	19	1	39	34	62	69	204	Trucks:	0.03	0.03	0.04	0.05				
Auto	34	189	129	106	410	180	199	509	73	202	451	42	1,126	1,037	1,439	1,446	5,048	Total	1.00	1.00	1.00	1.00				

48

	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	41	91	119	27	128	28	37	709	40	119	662	54	365	538	1,690	1,517	4,110	Autos	0.99	0.99	0.97	0.96	North	0.99	0.01	0.00
2-Axle:	0	0	3	1	0	2	2	32	1	0	10	0	5	4	46	47	102	2-Axle:	0.01	0.01	0.03	0.03	South	0.99	0.01	0.00
3-Axle:	0	0	1	0	0	0	0	2	0	0	0	0	0	1	3	2	6	3-Axle:	0.00	0.00	0.00	0.00	East	0.97	0.03	0.01
4+-Axle:	0	0	0	0	0	0	0	4	0	0	3	0	0	0	7	7	14	4+-Axle:	0.00	0.00	0.00	0.00	West	0.96	0.03	0.01
Trucks:	0	0	4	1	0	2	2	38	1	0	13	0	5	5	56	56	122	Trucks:	0.01	0.01	0.03	0.04				
Auto	41	91	115	26	128	26	35	671	39	119	649	54	360	533	1,634	1,461	3,988	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			
Total	191	353	226	420	765	89	58	657	260	560	353	75	1,760	2,355	2,291	1,608	8,014	Autos	0.92	0.95	0.91	0.89	North	0.92	0.05	0.03
2-Axle:	7	21	12	15	25	4	12	44	5	19	15	4	81	89	109	87	366	2-Axle:	0.05	0.04	0.05	0.05	South	0.95	0.04	0.01
3-Axle:	0	0	1	1	4	0	3	19	0	2	11	0	8	7	34	33	82	3-Axle:	0.00	0.00	0.01	0.02	East	0.91	0.05	0.05
4+-Axle:	0	4	0	11	4	8	10	19	0	4	25	15	52	12	74	62	200	4+-Axle:	0.03	0.01	0.03	0.04	West	0.89	0.05	0.06
Trucks:	7	25	13	27	33	12	25	82	5	25	51	19	141	108	217	182	648	Trucks:	0.08	0.05	0.09	0.11				
Auto	184	328	213	393	732	77	33	575	255	535	302	56	1,619	2,247	2,074	1,426	7,366	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage					Fleet Mix by Leg			

Total	182	546	165	180	598	208	269	460	63	352	380	139	1,940	1,906	1,676	1,562	7,084	Autos	0.97	0.97	0.96	0.96	North	0.97	0.03	0.00
2-Axle:	3	19	16	3	13	2	10	19	4	6	5	6	53	61	55	43	212	2-Axle:	0.03	0.03	0.03	0.03	South	0.97	0.03	0.00
3-Axle:	0	0	0	0	0	0	1	2	1	1	1	0	1	2	4	5	12	3-Axle:	0.00	0.00	0.00	0.00	East	0.96	0.03	0.01
4+-Axle:	1	2	0	0	0	0	0	4	0	0	2	1	3	3	7	7	20	4+-Axle:	0.00	0.00	0.00	0.00	West	0.96	0.03	0.01
Trucks:	4	21	16	3	13	2	11	25	5	7	8	7	57	66	66	55	244	Trucks:	0.03	0.03	0.04	0.04				
Auto	178	525	149	177	585	206	258	435	58	345	372	132	1,883	1,840	1,610	1,507	6,840	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage				Fleet Mix by Leg			
Total	0	0	0	251	0	852	0	927	458	0	400	386	1,489	458	1,964	2,637	6,548	Autos	0.91	0.91	0.91	0.91	North	0.91	0.04	0.05
2-Axle:	0	0	0	15	0	35	0	43	33	0	15	7	57	33	80	126	296	2-Axle:	0.04	0.07	0.04	0.05	South	0.91	0.07	0.02
3-Axle:	0	0	0	5	0	12	0	22	4	0	1	2	19	4	30	39	92	3-Axle:	0.01	0.01	0.02	0.01	East	0.91	0.04	0.05
4+-Axle:	0	0	0	13	0	29	0	25	6	0	17	13	55	6	68	77	206	4+-Axle:	0.04	0.01	0.03	0.03	West	0.91	0.05	0.04
Trucks:	0	0	0	33	0	76	0	90	43	0	33	22	131	43	178	242	594	Trucks:	0.09	0.09	0.09	0.09				
Auto	0	0	0	218	0	776	0	837	415	0	367	364	1,358	415	1,786	2,395	5,954	Total	1.00	1.00	1.00	1.00				

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	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West	Total	Percentage				Fleet Mix by Leg			
Total	181	0	184	0	0	0	0	527	651	242	605	0	0	1,258	1,558	1,964	4,780	Autos	#DIV/0!	0.89	0.87	0.89	North	#DIV/0!	#DIV/0!	#DIV/0!
2-Axle:	7	0	15	0	0	0	0	26	35	7	27	0	0	64	75	95	234	2-Axle:	#DIV/0!	0.05	0.05	0.05	South	0.89	0.05	0.05
3-Axle:	1	0	1	0	0	0	0	23	4	4	2	0	0	10	30	30	70	3-Axle:	#DIV/0!	0.01	0.02	0.02	East	0.87	0.05	0.08
4+-Axle:	3	0	18	0	0	0	0	36	17	21	26	0	0	59	101	82	242	4+-Axle:	#DIV/0!	0.05	0.06	0.04	West	0.89	0.05	0.06
Trucks:	11	0	34	0	0	0	0	85	56	32	55	0	0	133	206	207	546	Trucks:	#DIV/0!	0.11	0.13	0.11				
Auto	170	0	150	0	0	0	0	442	595	210	550	0	0	1,125	1,352	1,757	4,234	Total	#DIV/0!	1.00	1.00	1.00				

Intersection		PM Peak															
Main Street	Cross Street	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West
	1: SR-60 WB Ramps & Euclid Av	191	950	0	0	925	442	0	0	0	457	2	368	2685	2523	827	635
	2: SR-60 EB Ramps & Euclid Av	0	788	395	345	1037	0	353	1	252	0	0	0	2523	2472	741	606
	3: Euclid Av & Walnut Av	176	918	69	247	873	138	101	349	128	64	349	133	2410	2228	1211	1241
	4: Euclid Av. (SR-83) & Riverside D	61	812	224	121	714	177	133	429	66	173	386	57	2014	2050	1390	1252
	5: Euclid Av. (SR-83) & Chino Av.	32	1015	209	22	815	64	86	264	44	74	104	9	2011	2189	682	594
	6: Euclid Av. (SR-83) & Schaefer A	81	920	65	23	873	107	269	270	172	73	59	22	2214	2184	512	958
	7: Euclid Av. (SR-83) & Edison Av.	122	928	51	75	1014	138	192	403	256	30	235	33	2380	2401	827	1346
	8: Euclid Av. (SR-83) & Eucalyptus	108	1012	17	36	1133	61	33	154	199	7	20	7	2282	2476	241	575
	9: Euclid Av. (SR-83) & Driveway 1		1137			1339								2476	2476	0	0
	10: Euclid Av. (SR-83) & Driveway 2		1137			1339								2476	2476	0	0
	11: Euclid Av. (SR-83) & Merrill Av	2	1010	197	236	1102	1	11	29	10	167	2	116	2476	2488	747	55
	12: Euclid Av. (SR-83) & Kimball A	57	720	29	406	672	175	279	706	38	48	284	156	2408	1564	1629	1539
	13: Euclid Av. (SR-83) & Bickmore	16	566	71	73	593	102	98	95	40	35	19	48	1480	1321	341	370
	14: Euclid Av. (SR-83) & Pine Av.	28	609	1016	49	633	2	5	416	68	487	63	20	1318	2841	2051	582
	15: SR-71 NB Ramps & Euclid Av.	126	0	845	0	0	0	0	771	146	335	872	0	0	1452	2823	1915
	16: SR-71 SB Ramps/Shady View	17	0	146	602	65	66	0	819	58	119	236	0	733	405	1922	1196
	17: Driveway 3 & Eucalyptus Av								207			34		0	0	241	241
	18: Driveway 4 & Merrill Av								444			285		0	0	729	729
	19: Driveway 5 & Eucalyptus Av								207			34		0	0	241	241
	20: Sultana Av & Eucalyptus Av								207			34		0	0	241	241
	21: Sultana Av & Driveway 6													0	0	0	0
	22: Sultana Av & Driveway 7													0	0	0	0
	23: Sultana Av & Driveway 8													0	0	0	0
	24: Sultana Av & Driveway 9													0	0	0	0
	25: Sultana Av & Driveway 10													0	0	0	0
	26: Sultana Av & Driveway 11													0	0	0	0
	27: Sultana Av & Merrill Av								444			285		0	0	729	729
	28: Bon View Av & Eucalyptus Av	2	71	7	15	60	12	13	192	4	2	47	8	179	146	271	270
	29: Bon View Av & Merrill Av	0	0	0	34	0	30	66	520	0	0	276	27	157	0	857	892
	30: Grove Av & Edison Av	12	233	121	123	167	20	34	387	7	56	236	34	611	596	957	696
	31: Grove Av & Eucalyptus Av	13	290	4	5	199	27	79	74	65	3	15	10	610	574	111	273
	32: Grove Av & Merrill Av	0	0	0	181	0	86	158	394	0	0	211	149	574	0	935	849
	33: Walker Av & Edison Av	2	13	42	59	10	9	12	602	1	8	312	26	129	76	1049	938

	34: Walker Av/Flight Av & Merrill	93	0	109	0	0	0	0	475	100	78	267	0	0	380	929	935
	35: Baker Av/Van Vliet Av & Merr	7	0	11	0	0	0	0	581	3	5	338	0	0	26	935	929
	36: Vineyard Av & Edison Av								703			346		0	0	1049	1049
	37: Vineyard Av/Hellman Av & M	0	0	14	0	0	0	0	592	0	7	343	0	0	21	956	935
	38: Carpenter Av & Merrill Av	30	4	91	43	4	2	4	585	17	12	318	4	61	158	1053	956
	39: Hellman Av & Edison Av								703			346		0	0	1049	1049
	40: Archibald Av. & Ontario Ranch	63	491	255	125	728	58	73	497	114	256	171	63	1538	1907	1367	976
	41: Archibald Av. & Eucalyptus Av	0	801	1	9	1089	0	0	0	0	2	0	8	1907	1893	20	0
	42: Archibald Av. & Merrill Av.	105	549	36	69	896	126	205	66	381	42	22	48	1893	2009	283	905
	43: Archibald Av. & Limonite Av.	0	488	312	510	809	0	0	0	0	316	0	220	2027	1925	1358	0
	44: Turner Av & Edison Av/Ontari	24	7	32	25	7	20	41	903	37	28	501	12	112	135	1501	1526
	45: Harrison Av & Limonite Av	29	42	147	15	44	28	75	696	51	202	479	5	209	515	1544	1358
	46: Haven Av & Ontario Ranch Ro	20	84	22	161	248	105	108	725	62	51	421	124	830	487	1504	1441
	47: Sumner Av & Limonite Av	38	200	132	110	421	186	205	541	75	205	470	43	1165	1071	1501	1515
	48: Scholar Wy & Limonite Av	41	91	119	27	128	28	37	709	40	119	662	54	365	538	1690	1517
	49: Hamner Av & Ontario Ranch R	191	353	226	420	765	89	58	657	260	560	353	75	1760	2355	2291	1608
	50: Hamner Av & Limonite Av	182	546	165	180	598	208	269	460	63	352	380	139	1940	1906	1676	1562
	51: I-215 SB Ramps & Cantu-Galle	0	0	0	251	0	852	0	927	458	0	400	386	1489	458	1964	2637
	52: I-215 NB Ramps & Cantu-Gall	181	0	184	0	0	0	0	527	651	242	605	0	0	1258	1558	1964

Intersection		PM Peak															
Main Street	Cross Street	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West
	1: SR-60 WB Ramps & Euclid Av	288	1037	0	0	968	473	0	0	0	595	6	392	2869.5	2888	992.5	767
	2: SR-60 EB Ramps & Euclid Av	0	925	595	361	1203	0	400	3	325	0	0	0	2887	3047	958.5	727
	3: Euclid Av & Walnut Av	181	1259	70	253	1096	141	103	356	134	66.5	356	135	2985	2806	1235	1270
	4: Euclid Av. (SR-83) & Riverside D	71	1079	230	134	916	185	145	440	74	178	393	61.5	2519	2546	1435	1307
	5: Euclid Av. (SR-83) & Chino Av.	42	1274	219	24	1037	69	93	273	47.5	75	108	9	2505	2694	708	632
	6: Euclid Av. (SR-83) & Schaefer A	85	1204	79.5	28	1055	111	280	276	179	75.5	64	24.5	2701.5	2677	547	993
	7: Euclid Av. (SR-83) & Edison Av.	169	1158	68	82	1132	175	265	463	289	39	252	33.5	2844	2854	936	1610
	8: Euclid Av. (SR-83) & Eucalyptus	109	1228	26	87	1263	62	37	158	202	7.5	23.5	83	2759	2835	384.5	590
	9: Euclid Av. (SR-83) & Driveway 1	0	1344	5	0	1472	0	0	0	0	0	0	20	2835.5	2821	25	0
	10: Euclid Av. (SR-83) & Driveway	0	1329	6	0	1472	0	0	0	0	0	0	20	2820.5	2807	26	0
	11: Euclid Av. (SR-83) & Merrill Av	4	1155	224	268	1204	1	11	29	12	237	2	168	2805.5	2835	927.5	59
	12: Euclid Av. (SR-83) & Kimball A	60	818	35.5	417	771	231	345	743	44.5	57.5	305	167	2747.5	1786	1724	1726
	13: Euclid Av. (SR-83) & Bickmore	22	633	72.5	75	677	134	115	95.5	54.5	35	20.5	49	1682	1494	347	442
	14: Euclid Av. (SR-83) & Pine Av.	54	675	1061	55	730	4	5	424	89.5	517	64	24	1493	3126	2144	640
	15: SR-71 NB Ramps & Euclid Av.	127	0	920	0	0	0	0	807	150	355	979	0	0	1552	3060	2063
	16: SR-71 SB Ramps/Shady View I	17	0	147	629	65.5	67	0	842	58	121	256	0	761.5	408	1994	1240
	17: Driveway 3 & Eucalyptus Av	0	0	31	0	0	0	0	260	11	0	113	0	0	42	403.5	384
	18: Driveway 4 & Merrill Av	0	0	0	0	0	31	0	503	0	0	376	17	48	0	895.5	910
	19: Driveway 5 & Eucalyptus Av	0	0	31	0	0	0	0	281	11	0	113	0	0	42	424.5	405
	20: Sultana Av & Eucalyptus Av	76	0	35	0	0	0	0	260	51	26	37	0	0	188	357.5	424
	21: Sultana Av & Driveway 6	0	81	0	0	63	14	31	0	11	0	0	0	189	155	0	56
	22: Sultana Av & Driveway 7	0	49	0	0	62	11	33	0	0	0	0	0	155	111	0	44
	23: Sultana Av & Driveway 8	5	25	0	0	53	10	23	0	21	0	0	0	111	104	0	59
	24: Sultana Av & Driveway 9	10	20	0	0	68	5	10	0	34	0	0	0	103	132	0	59
	25: Sultana Av & Driveway 10	3	15	0	0	94	9	15	0	18	0	0	0	133	130	0	45
	26: Sultana Av & Driveway 11	0	18	0	0	104	7	0	0	31	0	0	0	129	153	0	38
	27: Sultana Av & Merrill Av	0	0	0	80	0	55	7	496	0	0	338	11	153	0	924.5	896
	28: Bon View Av & Eucalyptus Av	5	79	7	20	62	14	18	279	4	2	79	8.5	201.5	159	395	399
	29: Bon View Av & Merrill Av	0	0	0	35	0	30	76	669	0	0	350	27	167.5	0	1080	1124
	30: Grove Av & Edison Av	13	284	179	128	196	22	43	430	7	77	266	49.5	720.5	755	1129	780
	31: Grove Av & Eucalyptus Av	14	325	4	12	212	54	162	83	67.5	5	17	13	776	626	133.5	397
	32: Grove Av & Merrill Av	0	0	0	191	0	93	177	535	0	0	280	166	626	0	1171	1084
	33: Walker Av & Edison Av	3	19.5	48.5	64	13	9.5	20	702	1	14.5	368	29.5	155	99.5	1226	1103

	34: Walker Av/Flight Av & Merrill	102	0	119	0	0	0	0	617	110	82.5	344	0	0	413	1162	1171
	35: Baker Av/Van Vliet Av & Merr	12	0	17.5	0	0	0	0	731	4.5	10	414	0	0	44	1173	1162
	36: Vineyard Av & Edison Av	0	0	0	0	0	0	0	814	0	0	412	0	0	0	1226	1226
	37: Vineyard Av/Hellman Av & M	0	0	19.5	0	0	0	0	749	0	19.5	424	0	0	39	1212	1173
	38: Carpenter Av & Merrill Av	36	4	99	52	5	2	4	744	20.5	25	406	7	74	190	1332	1212
	39: Hellman Av & Edison Av	0	0	0	0	0	0	0	814	0	0	412	0	0	0	1226	1226
	40: Archibald Av. & Ontario Ranch	68	531	307	131	765	73	96	568	120	284	212	70.5	1665.5	2075	1573	1136
	41: Archibald Av. & Eucalyptus Av	0	896	1	9	1160	0	0	0	0	2	0	10	2074.5	2059	22	0
	42: Archibald Av. & Merrill Av.	126	577	38	72	920	171	262	69.5	446	43.5	23	58	2058.5	2151	303.5	1097
	43: Archibald Av. & Limonite Av.	0	519	328	560	850	0	0	0	0	333	0	241	2169.5	2030	1461	0
	44: Turner Av & Edison Av/Ontari	25	7	38	27	7	22	44	1069	38	30.5	587	12.5	118.5	146	1763	1784
	45: Harrison Av & Limonite Av	33	42.5	151	16	44.5	31	76	760	52	202	510	5	214	525	1644	1461
	46: Haven Av & Ontario Ranch Rd	28	86	22.5	162	253	107	117	873	64.5	59.5	512	126	850.5	513	1754	1701
	47: Sumner Av & Limonite Av	42	208	135	113	428	189	208	597	79.5	207	499	43.5	1188.5	1098	1593	1614
	48: Scholar Wy & Limonite Av	41	91	122	28	128	29	38	773	40.5	119	686	54	367.5	541	1781	1608
	49: Hamner Av & Ontario Ranch R	195	372	233	451	790	108	90	790	263	580	440	107	1916.5	2431	2600	1885
	50: Hamner Av & Limonite Av	187	560	173	182	605	209	275	516	69	356	400	144	1973.5	1949	1770	1655
	51: I-215 SB Ramps & Cantu-Galle	0	0	0	290	0	958	0	1075	491	0	444	418	1664.5	491	2225	2966
	52: I-215 NB Ramps & Cantu-Gall	192	0	229	0	0	0	0	638	758	292	674	0	0	1469	1832	2261

Intersection		PM Peak															
Main Street	Cross Street	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West
	1: SR-60 WB Ramps & Euclid Av	561	1332	0	0	1245	598	0	0	0	765	7.58	495	3669	3903	1267	1166
	2: SR-60 EB Ramps & Euclid Av	0	1389	752	458	1553	0	505	3.79	522	0	0	0	3904	4216	1213	1031
	3: Euclid Av & Walnut Av	237	1812	90.2	320	1522	265	179	449	177	84.9	449	170	4268	3923	1563	1757
	4: Euclid Av. (SR-83) & Riverside D	192	1594	295	169	1300	345	234	721	196	229	499	77.7	3720	3806	1990	2187
	5: Euclid Av. (SR-83) & Chino Av.	65	1886	278	35	1475	87.2	134	487	67.9	137	223	18	3635	3909	1178	1064
	6: Euclid Av. (SR-83) & Schaefer A	236	1812	100	199	1507	455	487	463	263	95.4	158	73	4533	4014	1089	2062
	7: Euclid Av. (SR-83) & Edison Av.	193	1660	281	201	1573	220	334	1195	367	428	723	340	4329	4501	3168	3032
	8: Euclid Av. (SR-83) & Eucalyptus	148	1700	376	219	1787	77.7	47	201	266	413	154	168	3999	4690	1531	892.6
	9: Euclid Av. (SR-83) & Driveway 1		2224			2466								4690	4690	0	0
	10: Euclid Av. (SR-83) & Driveway 2		2224			2466								4690	4690	0	0
	11: Euclid Av. (SR-83) & Merrill Av	5.1	1823	801	385	2080	1.26	14	36.6	15.2	589	2.53	389	4692	5313	2204	74.55
	12: Euclid Av. (SR-83) & Kimball A	147	1318	159	541	1378	416	590	975	206	105	435	293	4536	3313	2508	2769
	13: Euclid Av. (SR-83) & Bickmore	55	1371	126	187	1427	199	219	143	138	69.7	37.3	166	3569	3187	729	791.9
	14: Euclid Av. (SR-83) & Pine Av.	278	1059	891	391	1162	122	115	911	224	482	611	247	3096	4096	3533	2261
	15: SR-71 NB Ramps & Euclid Av.	181	0	1259	0	0	0	0	1024	6	54	1591	0	0	1500	3928	2802
	16: SR-71 SB Ramps/Shady View	20	0	169	1040	75.2	37	0	986	66.6	170	305	0	1152	500.2	2670	1414
	17: Driveway 3 & Eucalyptus Av								796			735		0	0	1531	1531
	18: Driveway 4 & Merrill Av								1223			981		0	0	2204	2204
	19: Driveway 5 & Eucalyptus Av								796			735		0	0	1531	1531
	20: Sultana Av & Eucalyptus Av								796			735		0	0	1531	1531
	21: Sultana Av & Driveway 6													0	0	0	0
	22: Sultana Av & Driveway 7													0	0	0	0
	23: Sultana Av & Driveway 8													0	0	0	0
	24: Sultana Av & Driveway 9													0	0	0	0
	25: Sultana Av & Driveway 10													0	0	0	0
	26: Sultana Av & Driveway 11													0	0	0	0
	27: Sultana Av & Merrill Av								1223			981		0	0	2204	2204
	28: Bon View Av & Eucalyptus Av	6.3	111	8.84	110	82.3	64	107	550	5.05	3	394	114	588.2	216.4	1180	1126
	29: Bon View Av & Merrill Av	0	0	0	78.4	0	88.9	113	939	0	0	815	54.8	334.9	0	1887	1956
	30: Grove Av & Edison Av	189	540	328	322	439	69	82	1505	72.2	160	1279	96	1548	1729	3690	3197
	31: Grove Av & Eucalyptus Av	40	784	12	126	388	144	109	169	85.3	20	276	302	1853	1329	905	823.5
	32: Grove Av & Merrill Av	0	0	0	361	0	281	385	802	0	0	660	432	1459	0	2255	2128
	33: Walker Av & Edison Av	95	67	213	173	296	68	92	1931	53	211	1321	65	761	935	3914	3560

	34: Walker Av/Flight Av & Merrill	112	65	157	99	50	171	54	975	134	107	808	48	487	624.7	2193	2254
	35: Baker Av/Van Vliet Av & Merr	38	0	25.4	78	0	66	23	1154	53.5	14.5	858	27	194	131.8	2157	2193
	36: Vineyard Av & Edison Av	109	54	365	64	26	24	37	2665	75	195	1802	87	292	824	5178	4712
	37: Vineyard Av/Hellman Av & M	87	120	81.8	427	143	250	243	943	71	67.8	563	333	1516	570.4	2416	2158
	38: Carpenter Av & Merrill Av	79	5.8	143	143	7.25	85.9	67	1304	79.7	36.2	799	33.1	342.2	351.6	2460	2415
	39: Hellman Av & Edison Av	205	89	256	58	24	41	72	2814	96	100	1838	67	351	770	5133	5066
	40: Archibald Av. & Ontario Ranch	397	888	513	278	1062	428	392	1967	591	413	1329	157	3205	3864	4657	5104
	41: Archibald Av. & Eucalyptus Av	89	1474	157	184	1615	102	207	369	305	106	74	73	3655	3746	963	1146
	42: Archibald Av. & Merrill Av.	301	1021	193	87.8	1488	321	616	97.3	725	129	63	67	3601	3857	637	2124
	43: Archibald Av. & Limonite Av.	131	1152	484	614	1472	282	212	780	127	470	741	672	4404	3836	3761	2273
	44: Turner Av & Edison Av/Ontari	32	10	48	126	10	125	193	2363	48	38.5	1662	142	606	186.2	4380	4423
	45: Harrison Av & Limonite Av	88	56	179	66	53	51	109	1913	173	241	1731	126	461	789.7	4256	4065
	46: Haven Av & Ontario Ranch Rd	79	242	47	283	320	261	347	1946	81.5	75.2	1468	349	1802	844.4	4168	4182
	47: Sumner Av & Limonite Av	75	247	161	134	510	416	321	1514	109	246	1570	51.8	1679	1348	3677	4005
	48: Scholar Wy & Limonite Av	179	108	145	32.7	152	94	86	1333	209	142	1469	64.3	537.8	935.1	3185	3370
	49: Hamner Av & Ontario Ranch R	391	475	294	569	1050	224	180	1528	537	940	1131	167	2665	3687	4630	3991
	50: Hamner Av & Limonite Av	228	666	370	490	720	253	331	1040	145	424	1064	432	2891	2553	3820	3061
	51: I-215 SB Ramps & Cantu-Galle	0	0	0	522	0	1293	0	1823	620	0	882	528	2342	619.8	3755	4617
	52: I-215 NB Ramps & Cantu-Gall	386	0	289	0	0	0	0	898	1445	368	1024	0	0	2488	2579	3753

Intersection		PM Peak															
Main Street	Cross Street	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	North	South	East	West
	1: SR-60 WB Ramps & Euclid Av	613	1335	0	0	1246	598	0	0	0	779	7.58	495	3673	3973	1281	1218
	2: SR-60 EB Ramps & Euclid Av	0	1444	793	458	1568	0	505	3.79	540	0	0	0	3974	4345	1254	1049
	3: Euclid Av & Walnut Av	240	1908	90.2	320	1555	265	179	449	178	84.9	449	170	4397	4056	1563	1761
	4: Euclid Av. (SR-83) & Riverside D	200	1693	295	169	1334	345	234	721	199	229	499	77.7	3853	3950	1990	2198
	5: Euclid Av. (SR-83) & Chino Av.	68	1992	278	35	1511	87	134	487	68.9	137	223	18	3777	4055	1178	1068
	6: Euclid Av. (SR-83) & Schaefer A	239	1921	100	199	1544	455	487	463	264	95.4	158	73	4679	4164	1089	2066
	7: Euclid Av. (SR-83) & Edison Av.	223	1771	281	201	1611	220	334	1195	377	428	723	340	4478	4690	3168	3072
	8: Euclid Av. (SR-83) & Eucalyptus	148	1772	383	260	1794	78	47	202	266	413	157	237	4188	4776	1652	897
	9: Euclid Av. (SR-83) & Driveway 1	0	2284	4	0	2473	0	0	0	0	0	0	20	4777	4761	24	0
	10: Euclid Av. (SR-83) & Driveway	0	2268	3	0	2473	0	0	0	0	0	0	20	4761	4744	23	0
	11: Euclid Av. (SR-83) & Merrill Av	5.1	1838	801	392	2080	1.3	14	36.6	15.2	633	2.53	421	4746	5372	2287	74.5
	12: Euclid Av. (SR-83) & Kimball A	147	1332	159	541	1419	419	591	975	206	105	435	293	4595	3368	2508	2773
	13: Euclid Av. (SR-83) & Bickmore	55	1385	126	187	1468	199	219	143	138	69.7	37.3	166	3624	3242	728.7	792
	14: Euclid Av. (SR-83) & Pine Av.	278	1073	891	391	1203	122	115	911	224	482	611	247	3151	4151	3533	2261
	15: SR-71 NB Ramps & Euclid Av.	181	0	1272	0	0	0	0	1025	6	54	1632	0	0	1513	3983	2844
	16: SR-71 SB Ramps/Shady View I	20	0	169	###	75.2	37	0	987	66.6	170	308	0	1152	500.2	2674	1418
	17: Driveway 3 & Eucalyptus Av	0	0	31	0	0	0	0	833	12	0	806	0	0	43	1670	1651
	18: Driveway 4 & Merrill Av	0	0	0	0	0	31	0	1230	0	0	1026	17	48	0	2273	2287
	19: Driveway 5 & Eucalyptus Av	0	0	31	0	0	0	0	851	12	0	806	0	0	43	1688	1669
	20: Sultana Av & Eucalyptus Av	71	0	35	0	0	0	0	836	46	26	735	0	0	178	1632	1688
	21: Sultana Av & Driveway 6	0	76	0	0	57	14	31	0	11	0	0	0	178	144	0	56
	22: Sultana Av & Driveway 7	0	43	0	0	57	11	33	0	0	0	0	0	144	100	0	44
	23: Sultana Av & Driveway 8	5	15	0	0	47	10	28	0	16	0	0	0	100	83	0	59
	24: Sultana Av & Driveway 9	9	5	0	0	57	6	15	0	29	0	0	0	83	100	0	59
	25: Sultana Av & Driveway 10	9	14	0	0	84	3	0	0	33	0	0	0	101	140	0	45
	26: Sultana Av & Driveway 11	0	23	0	0	109	7	0	0	31	0	0	0	139	163	0	38
	27: Sultana Av & Merrill Av	0	0	0	95	0	45	7	1223	0	0	998	16	163	0	2332	2273
	28: Bon View Av & Eucalyptus Av	6.3	111	8.84	110	82.3	65	110	623	5.05	3	419	114	592.2	216.4	1278	1228
	29: Bon View Av & Merrill Av	0	0	0	78	0	89	113	1034	0	0	847	54.8	334.9	0	2014	2083
	30: Grove Av & Edison Av	189	558	383	322	445	69	82	1505	72.2	179	1279	96	1572	1827	3764	3197
	31: Grove Av & Eucalyptus Av	40	784	12	126	388	169	182	169	85.3	20	276	302	1951	1329	905	922
	32: Grove Av & Merrill Av	0	0	0	361	0	281	385	897	0	0	692	432	1459	0	2382	2255
	33: Walker Av & Edison Av	95	67	213	173	296	69	95	1984	53	211	1339	65	765	935	3985	3635

	34: Walker Av/Flight Av & Merrill	114	65	157	99	50	171	54	1065	139	107	839	48	487	631.7	2314	2382
	35: Baker Av/Van Vliet Av & Merr	38	0	25.4	78	0	66	23	1244	53.5	14.5	889	27	194	131.8	2278	2314
	36: Vineyard Av & Edison Av	109	54	365	64	26	25	40	2715	75	195	1819	87	296	824	5245	4783
	37: Vineyard Av/Hellman Av & M	90	120	81.8	427	143	250	243	1025	79	67.8	591	333	1516	581.4	2526	2279
	38: Carpenter Av & Merrill Av	79	5.8	143	143	7.25	86	67	1386	79.7	36.2	827	33.1	342.2	351.6	2570	2525
	39: Hellman Av & Edison Av	205	89	256	58	24	42	75	2862	96	100	1854	67	355	770	5197	5134
	40: Archibald Av. & Ontario Ranch	397	888	537	278	1062	431	402	2005	591	421	1342	157	3218	3896	4740	5168
	41: Archibald Av. & Eucalyptus Av	89	1498	160	184	1623	102	207	369	305	107	74	73	3687	3782	967	1146
	42: Archibald Av. & Merrill Av.	317	1021	193	88	1488	330	642	100	773	129	64	67	3636	3921	641.1	2227
	43: Archibald Av. & Limonite Av.	131	1155	484	655	1480	282	212	780	127	470	741	686	4470	3847	3816	2273
	44: Turner Av & Edison Av/Ontari	32	10	48	126	10	126	196	2422	48	38.5	1682	142	610	186.2	4459	4506
	45: Harrison Av & Limonite Av	88	56	179	66	53	51	109	1954	173	241	1745	126	461	789.7	4311	4120
	46: Haven Av & Ontario Ranch Ro	79	242	47	283	320	263	352	2000	81.5	75.2	1486	349	1809	844.4	4240	4261
	47: Sumner Av & Limonite Av	76	247	161	134	510	416	321	1552	112	246	1583	51.8	1679	1352	3728	4060
	48: Scholar Wy & Limonite Av	179	108	145	33	152	94	86	1371	209	142	1482	64.3	537.8	935.1	3236	3421
	49: Hamner Av & Ontario Ranch R	391	475	294	569	1050	225	183	1579	537	940	1149	167	2669	3687	4699	4064
	50: Hamner Av & Limonite Av	229	666	370	490	720	253	331	1076	148	424	1076	432	2891	2557	3868	3113
	51: I-215 SB Ramps & Cantu-Galle	0	0	0	522	0	###	0	1874	620	0	883	528	2359	619.8	3807	4686
	52: I-215 NB Ramps & Cantu-Gall	386	0	289	0	0	0	0	901	1494	368	1025	0	0	2537	2583	3806

Intersection	Direction	Segment	Existing No Project	Existing Plus Project	Horizon Year 2040 NP	Horizon Year 2040 With Project	Project Noise Increase	Cumulative Increase	Project Cumulative Contribution	Multiplier	ADT Ex	ADT E+P	ADT HY2040 NP	ADT HY 2040 WP	Project Noise Increase	Cumulative Increase	Project Cumulative Contribution
1	N		2685	2869.5	3669	3673	0.29	1.36	0.00	12.55357	33706	36022	46065	46115	0.29	1.36	0.00
	S	Euclid Ave. - Btwn SR-60 Ramps	2523	2888	3903	3973	0.59	1.97	0.08		31673	36255	48993	49872	0.59	1.97	0.08
	E	SR-60 WB Offramp	827	992.5	1267	1281	0.79	1.90	0.05		10382	12459	15904	16080	0.79	1.90	0.05
	W	SR-60 WB Onramp	635	767	1166	1218	0.82	2.83	0.19		7972	9629	14640	15293	0.82	2.83	0.19
2	N	Euclid Ave. - Btwn SR-60 Ramps	2523	2887	3904	3974	0.59	1.97	0.08		31673	36242	49011	49889	0.59	1.97	0.08
	S	3N higher	2472	3046.5	4216	4345	0.91	2.45	0.13		31032	38244	52928	54547	0.91	2.45	0.13
	E	SR-60 EB Onramp	741	958.5	1213	1254	1.12	2.29	0.14		9302	12033	15232	15746	1.12	2.29	0.14
	W	SR-60 Eb Offramp	606	727	1031	1049	0.79	2.38	0.08		7607	9126	12941	13167	0.79	2.38	0.08
3	N	Euclid Ave. - SR-60 Ramps to Walnut Ave.	2410	2985	4268	4397	0.93	2.61	0.13		30254	37472	53574	55193	0.93	2.61	0.13
	S	Euclid Ave. - Walnut Ave. to Riverside Dr.	2228	2805.5	3923	4056	1.00	2.60	0.14		27969	35219	49253	50923	1.00	2.60	0.14
	E		1211	1235	1563	1563	0.09	1.11	0.00		15202	15504	19623	19623	0.09	1.11	0.00
	W		1241	1269.5	1757	1761	0.10	1.52	0.01		15579	15937	22053	22103	0.10	1.52	0.01
4	N	3S higher	2014	2519	3720	3853	0.97	2.82	0.15		25283	31622	46698	48368	0.97	2.82	0.15
	S	5N higher	2050	2546	3806	3950	0.94	2.85	0.16		25735	31961	47785	49592	0.94	2.85	0.16
	E		1390	1435	1990	1990	0.14	1.56	0.00		17449	18014	24986	24986	0.14	1.56	0.00
	W		1252	1307	2187	2198	0.19	2.44	0.02		15717	16408	27455	27593	0.19	2.44	0.02
5	N	Euclid Ave. - Riverside Dr. to Chino Ave.	2011	2505	3635	3777	0.95	2.74	0.17		25245	31447	45633	47416	0.95	2.74	0.17
	S	6N sig cum. Increase	2189	2693.5	3909	4055	0.90	2.68	0.16		27480	33813	49070	50903	0.90	2.68	0.16
	E		682	708	1178	1178	0.16	2.38	0.00		8562	8888	14794	14794	0.16	2.38	0.00
	W		594	631.5	1064	1068	0.27	2.55	0.02		7457	7928	13353	13403	0.27	2.55	0.02
6	N	Euclid Ave. - Chino Ave. to Schaefer Ave.	2214	2701.5	4533	4679	0.86	3.25	0.14		27794	33913	56902	58735	0.86	3.25	0.14
	S	Euclid Ave. - Schaefer Ave. to Edison Ave.	2184	2676.5	4014	4164	0.88	2.80	0.16		27417	33600	50385	52268	0.88	2.80	0.16
	E		512	547	1089	1089	0.29	3.28	0.00		6427	6867	13669	13669	0.29	3.28	0.00
	W		958	993	2062	2066	0.16	3.34	0.01		12026	12466	25885	25936	0.16	3.34	0.01
7	N	6S higher	2380	2844	4329	4478	0.77	2.74	0.15		29877	35702	54341	56211	0.77	2.74	0.15
	S	8N higher	2401	2854	4501	4690	0.75	2.91	0.18		30141	35828	56505	58877	0.75	2.91	0.18
	E	Edison Ave. - Euclid Ave. to Grove Ave.	827	936	3168	3168	0.54	5.83	0.00		10382	11750	39770	39770	0.54	5.83	0.00
	W	Edison Ave. - West of Euclid Ave.	1346	1610	3032	3072	0.78	3.58	0.06		16897	20211	38059	38562	0.78	3.58	0.06
8	N	Euclid Ave. - Edison Ave. to Eucalyptus Ave.	2282	2759	3999	4188	0.82	2.64	0.20		28647	34635	50202	52574	0.82	2.64	0.20
	S	Euclid Ave. - Eucalyptus Ave. to Project Driveway 1	2476	2834.5	4690	4776	0.59	2.85	0.08		31083	35583	58875	59955	0.59	2.85	0.08
	E	Eucalyptus Ave. - Euclid Ave. to Project Driveway 3	241	384.5	1531	1652	2.03	8.36	0.33		3025	4827	19216	20735	2.03	8.36	0.33
	W		575	590	893	897	0.11	1.93	0.02		7218	7407	11206	11256	0.11	1.93	0.02
9	N	Same as 8S	2476	2835.5	4690	4777	0.59	2.85	0.08		31083	35596	58875	59968	0.59	2.85	0.08
	S	Euclid Ave. - Project Driveway 1 to Project Driveway 2	2476	2820.5	4690	4761	0.57	2.84	0.07		31083	35407	58875	59767	0.57	2.84	0.07
	E		0	25	0	24	#DIV/0!	#DIV/0!	#DIV/0!		0	314	0	301	#DIV/0!	#DIV/0!	#DIV/0!
	W		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
10	N	same as 9s	2476	2820.5	4690	4761	0.57	2.84	0.07		31083	35407	58875	59767	0.57	2.84	0.07
	S	Euclid Ave. - Project Driveway 2 to Merrill Ave.	2476	2806.5	4690	4744	0.54	2.82	0.05		31083	35232	58875	59553	0.54	2.82	0.05
	E		0	26	0	23	#DIV/0!	#DIV/0!	#DIV/0!		0	326	0	289	#DIV/0!	#DIV/0!	#DIV/0!
	W		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
11	N	same as 10S	2476	2805.5	4692	4746	0.54	2.83	0.05		31083	35219	58907	59585	0.54	2.83	0.05
	S	Euclid Ave. - Merrill Ave. to Kimball Ave.	2488	2835	5313	5372	0.57	3.34	0.05		31233	35589	66697	67438	0.57	3.34	0.05
	E	18W higher	747	927.5	2204	2287	0.94	4.86	0.16		9378	11643	27664	28706	0.94	4.86	0.16
	W		55	59	75	75	0.30	1.32	0.00		690	741	936	936	0.30	1.32	0.00
12	N	11S higher	2408	2747.5	4536	4595	0.57	2.81	0.06		30229	34491	56941	57681	0.57	2.81	0.06
	S	Euclid Ave. - Kimball Ave. to Bickmore Ave.	1564	1785.5	3313	3368	0.58	3.33	0.07		19634	22414	41593	42283	0.58	3.33	0.07
	E		1629	1724	2508	2508	0.25	1.87	0.00		20450	21642	31486	31486	0.25	1.87	0.00
	W	Kimball Ave. - West of Euclid Ave.	1539	1726	2769	2773	0.50	2.56	0.01		19320	21667	34762	34812	0.50	2.56	0.01
13	N	12s higher	1480	1682	3569	3624	0.56	3.89	0.07		18579	21115	44810	45500	0.56	3.89	0.07
	S	14N higher	1321	1493.5	3187	3242	0.53	3.90	0.07		16583	18749	40010	40700	0.53	3.90	0.07
	E		341	347	729	729	0.08	3.30	0.00		4281	4356	9148	9148	0.08	3.30	0.00
	W	Bickmore Ave. - West of Euclid Ave.	370	441.5	792	792	0.77	3.30	0.00		4645	5542	9942	9942	0.77	3.30	0.00
14	N	Euclid Ave. - Bickmore Ave. to Pine Ave.	1318	1493	3096	3151	0.54	3.78	0.08		16546	18742	38862	39553	0.54	3.78	0.08
	S		2841	3125.5	4096	4151	0.41	1.65	0.06		35665	39236	51416	52106	0.41	1.65	0.06
	E		2051	2144	3533	3533	0.19	2.36	0.00		25747	26915	44352	44352	0.19	2.36	0.00
	W		582	639.5	2261	2261	0.41	5.89	0.00		7306	8028	28384	28384	0.41	5.89	0.00
15	N		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	S		1452	1551.5	1500	1513	0.29	0.18	0.04		18228	19477	18830	18994	0.29	0.18	0.04

15	E		2823	3060	3928	3983	0.35	1.49	0.06	35439	38414	49310	50001	0.35	1.49	0.06
	W		1915	2062.5	2802	2844	0.32	1.72	0.06	24040	25892	35175	35702	0.32	1.72	0.06
16	N		733	761.5	1152	1152	0.17	1.96	0.00	9202	9560	14465	14465	0.17	1.96	0.00
	S		405	408	500	500	0.03	0.92	0.00	5084	5122	6280	6280	0.03	0.92	0.00
	E		1922	1994	2670	2674	0.16	1.43	0.01	24128	25032	33516	33566	0.16	1.43	0.01
	W		1196	1239.5	1414	1418	0.16	0.74	0.01	15014	15560	17753	17803	0.16	0.74	0.01
17	N		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	42	0	43	#DIV/0!	#DIV/0!	#DIV/0!	0	527	0	540	#DIV/0!	#DIV/0!	#DIV/0!
	E	19W higher	241	403.5	1531	1670	2.24	8.41	0.38	3025	5065	19216	20961	2.24	8.41	0.38
	W	8E higher	241	383.5	1531	1651	2.02	8.36	0.33	3025	4814	19216	20723	2.02	8.36	0.33
18	N		0	48	0	48	#DIV/0!	#DIV/0!	#DIV/0!	0	603	0	603	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	E	Merill Ave. - Project Driveway 4 to Sultana Ave.	729	895.5	2204	2273	0.89	4.94	0.13	9152	11242	27664	28530	0.89	4.94	0.13
	W	Merrill Ave. - Euclid Ave. to Project Driveway 4	729	909.5	2204	2287	0.96	4.96	0.16	9152	11417	27664	28706	0.96	4.96	0.16
19	N		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	42	0	43	#DIV/0!	#DIV/0!	#DIV/0!	0	527	0	540	#DIV/0!	#DIV/0!	#DIV/0!
	E	Eucalyptus Ave. - Driveway 5 to Sultana Ave.	241	424.5	1531	1688	2.46	8.45	0.42	3025	5329	19216	21187	2.46	8.45	0.42
	W	Eucalyptus Ave. - Driveway 3 to Driveway 5	241	404.5	1531	1669	2.25	8.40	0.37	3025	5078	19216	20949	2.25	8.40	0.37
20	N		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	188	0	178	#DIV/0!	#DIV/0!	#DIV/0!	0	2360	0	2235	#DIV/0!	#DIV/0!	#DIV/0!
	E	Eucalyptus Ave. - Sultana Ave. to Bon View Ave.	241	357.5	1531	1632	1.71	8.31	0.28	3025	4488	19216	20484	1.71	8.31	0.28
	W	19E higher	241	423.5	1531	1688	2.45	8.45	0.42	3025	5316	19216	21187	2.45	8.45	0.42
21	N	Sultana Ave. - Project Driveway 6 to Eucalyptus Ave.	0	189	0	178	#DIV/0!	#DIV/0!	#DIV/0!	0	2373	0	2235	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	155	0	144	#DIV/0!	#DIV/0!	#DIV/0!	0	1946	0	1808	#DIV/0!	#DIV/0!	#DIV/0!
	E		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	W		0	56	0	56	#DIV/0!	#DIV/0!	#DIV/0!	0	703	0	703	#DIV/0!	#DIV/0!	#DIV/0!
22	N		0	155	0	144	#DIV/0!	#DIV/0!	#DIV/0!	0	1946	0	1808	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	111	0	100	#DIV/0!	#DIV/0!	#DIV/0!	0	1393	0	1255	#DIV/0!	#DIV/0!	#DIV/0!
	E		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	W		0	44	0	44	#DIV/0!	#DIV/0!	#DIV/0!	0	552	0	552	#DIV/0!	#DIV/0!	#DIV/0!
23	N		0	111	0	100	#DIV/0!	#DIV/0!	#DIV/0!	0	1393	0	1255	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	104	0	83	#DIV/0!	#DIV/0!	#DIV/0!	0	1306	0	1042	#DIV/0!	#DIV/0!	#DIV/0!
	E		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	W		0	59	0	59	#DIV/0!	#DIV/0!	#DIV/0!	0	741	0	741	#DIV/0!	#DIV/0!	#DIV/0!
24	N		0	103	0	83	#DIV/0!	#DIV/0!	#DIV/0!	0	1293	0	1042	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	132	0	100	#DIV/0!	#DIV/0!	#DIV/0!	0	1657	0	1255	#DIV/0!	#DIV/0!	#DIV/0!
	E		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	W		0	59	0	59	#DIV/0!	#DIV/0!	#DIV/0!	0	741	0	741	#DIV/0!	#DIV/0!	#DIV/0!
25	N		0	133	0	101	#DIV/0!	#DIV/0!	#DIV/0!	0	1670	0	1268	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	130	0	140	#DIV/0!	#DIV/0!	#DIV/0!	0	1632	0	1757	#DIV/0!	#DIV/0!	#DIV/0!
	E		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	W		0	45	0	45	#DIV/0!	#DIV/0!	#DIV/0!	0	565	0	565	#DIV/0!	#DIV/0!	#DIV/0!
26	N		0	129	0	139	#DIV/0!	#DIV/0!	#DIV/0!	0	1619	0	1745	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	153	0	163	#DIV/0!	#DIV/0!	#DIV/0!	0	1921	0	2046	#DIV/0!	#DIV/0!	#DIV/0!
	E		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	W		0	38	0	38	#DIV/0!	#DIV/0!	#DIV/0!	0	477	0	477	#DIV/0!	#DIV/0!	#DIV/0!
27	N		0	153	0	163	#DIV/0!	#DIV/0!	#DIV/0!	0	1921	0	2046	#DIV/0!	#DIV/0!	#DIV/0!
	S		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	E	Merrill Ave. - Sultana Ave. to Bon View Ave.	729	924.5	2204	2332	1.03	5.05	0.25	9152	11606	27664	29271	1.03	5.05	0.25
	W	same as 18E	729	895.5	2204	2273	0.89	4.94	0.13	9152	11242	27664	28530	0.89	4.94	0.13
28	N	Bon View Ave. - North of Eucalyptus Ave.	179	201.5	588	592	0.51	5.20	0.03	2247	2530	7384	7434	0.51	5.20	0.03
	S		146	159	216	216	0.37	1.71	0.00	1833	1996	2716	2716	0.37	1.71	0.00
	E	Eucalyptus Ave. - Bon View Ave. to Grove Ave.	271	395	1180	1278	1.64	6.74	0.35	3402	4959	14811	16042	1.64	6.74	0.35
	W	20E higher	270	398.5	1126	1228	1.69	6.58	0.38	3389	5003	14140	15420	1.69	6.58	0.38
29	N		157	167.5	335	335	0.28	3.29	0.00	1971	2103	4204	4204	0.28	3.29	0.00
	S		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	E	32W higher	857	1079.5	1887	2014	1.00	3.71	0.28	10758	13552	23689	25283	1.00	3.71	0.28
	W	27E higher	892	1124	1956	2083	1.00	3.68	0.27	11198	14110	24549	26144	1.00	3.68	0.27
30	N	Grove Ave. - North of Edison Ave.	611	720.5	1548	1572	0.72	4.10	0.07	7670	9045	19433	19734	0.72	4.10	0.07
	S	31N higher	596	754.5	1729	1827	1.02	4.86	0.24	7482	9472	21699	22929	1.02	4.86	0.24
	E	Edison Ave. - Grove Ave. to Walker Ave.	957	1128.5	3690	3764	0.72	5.95	0.09	12014	14167	46323	47252	0.72	5.95	0.09

	W		696	779.5	3197	3197	0.49	6.62	0.00	8737	9786	40128	40128	0.49	6.62	0.00
31	N	Grove Ave. - Edison Ave. to Eucalyptus Ave.	610	776	1853	1951	1.05	5.05	0.22	7658	9742	23265	24495	1.05	5.05	0.22
	S		574	626	1329	1329	0.38	3.65	0.00	7206	7859	16687	16687	0.38	3.65	0.00
	E	Eucalyptus Ave. - East of Grove Ave.	111	133.5	905	905	0.80	9.11	0.00	1393	1676	11361	11361	0.80	9.11	0.00
	W	28E higher	273	396.5	824	922	1.62	5.28	0.49	3427	4977	10338	11568	1.62	5.28	0.49
32	N		574	626	1459	1459	0.38	4.05	0.00	7206	7859	18316	18316	0.38	4.05	0.00
	S		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	E	Merrill Ave. - Grove Ave. to Flight Ave.	935	1171	2255	2382	0.98	4.06	0.24	11738	14700	28308	29902	0.98	4.06	0.24
	W	Merrill Ave. - Bon View Ave. to Grove Ave.	849	1084	2128	2255	1.06	4.24	0.25	10658	13608	26714	28308	1.06	4.24	0.25
33	N	Walker Ave. - North of Edison Ave.	129	155	761	765	0.80	7.73	0.02	1619	1946	9553	9603	0.80	7.73	0.02
	S	Walker Ave. - South of Edison Ave.	76	99.5	935	935	1.17	10.90	0.00	954	1249	11738	11738	1.17	10.90	0.00
	E	Edison Ave. - Walker Ave. to Vineyard Ave.	1049	1225.5	3914	3985	0.68	5.80	0.08	13169	15384	49135	50026	0.68	5.80	0.08
	W	30E higher	938	1103	3560	3635	0.70	5.88	0.09	11775	13847	44691	45632	0.70	5.88	0.09
34	N		0	0	487	487	#DIV/0!	#DIV/0!	0.00	0	0	6114	6114	#DIV/0!	#DIV/0!	0.00
	S		380	412.5	625	632	0.36	2.21	0.05	4770	5178	7843	7930	0.36	2.21	0.05
	E	Merrill Ave. - Flight Ave. to Baker Ave.	929	1161.5	2193	2314	0.97	3.96	0.23	11662	14581	27536	29055	0.97	3.96	0.23
	W	same as 32E	935	1171	2254	2382	0.98	4.06	0.24	11738	14700	28301	29908	0.98	4.06	0.24
35	N		0	0	194	194	#DIV/0!	#DIV/0!	0.00	0	0	2435	2435	#DIV/0!	#DIV/0!	0.00
	S	Baker Ave. - South of Merrill Ave.	26	44	132	132	2.28	7.05	0.00	326	552	1654	1654	2.28	7.05	0.00
	E	Merrill Ave. - Baker Ave. to Hellman Ave.	935	1172.5	2157	2278	0.98	3.87	0.24	11738	14719	27077	28596	0.98	3.87	0.24
	W	same as 34E	929	1161.5	2193	2314	0.97	3.96	0.23	11662	14581	27530	29049	0.97	3.96	0.23
36	N		0	0	292	296	#DIV/0!	#DIV/0!	0.06	0	0	3666	3716	#DIV/0!	#DIV/0!	0.06
	S		0	0	824	824	#DIV/0!	#DIV/0!	0.00	0	0	10344	10344	#DIV/0!	#DIV/0!	0.00
	E	Edison Ave. - Vineyard Ave. to Hellman Ave.	1049	1225.5	5178	5245	0.68	6.99	0.06	13169	15384	65002	65843	0.68	6.99	0.06
	W	same as 33E	1049	1225.5	4712	4783	0.68	6.59	0.06	13169	15384	59152	60044	0.68	6.59	0.06
37	N		0	0	1516	1516	#DIV/0!	#DIV/0!	0.00	0	0	19031	19031	#DIV/0!	#DIV/0!	0.00
	S	Hellman Ave. - South of Merrill Ave.	21	39	570	581	2.69	14.42	0.08	264	490	7160	7298	2.69	14.42	0.08
	E	Merrill Ave. - Hellman Ave. to Carpenter Ave.	956	1211.5	2416	2526	1.03	4.22	0.19	12001	15209	30335	31716	1.03	4.22	0.19
	W	same as 35E	935	1172.5	2158	2279	0.98	3.87	0.24	11738	14719	27086	28605	0.98	3.87	0.24
38	N	Carpenter Ave. - North of Merrill Ave.	61	74	342	342	0.84	7.49	0.00	766	929	4296	4296	0.84	7.49	0.00
	S	Carpenter Ave. - South of Merrill Ave.	158	189.5	352	352	0.79	3.47	0.00	1983	2379	4414	4414	0.79	3.47	0.00
	E	Merrill Ave. - Carpenter Ave. to Archibald Ave.	1053	1332	2460	2570	1.02	3.88	0.19	13219	16721	30883	32264	1.02	3.88	0.19
	W	same as 37E	956	1211.5	2415	2525	1.03	4.22	0.19	12001	15209	30323	31704	1.03	4.22	0.19
39	N		0	0	351	355	#DIV/0!	#DIV/0!	0.05	0	0	4406	4457	#DIV/0!	#DIV/0!	0.05
	S		0	0	770	770	#DIV/0!	#DIV/0!	0.00	0	0	9666	9666	#DIV/0!	#DIV/0!	0.00
	E	Edison Ave. - Hellman Ave. to Archibald Ave.	1049	1225.5	5133	5197	0.68	6.95	0.05	13169	15384	64437	65241	0.68	6.95	0.05
	W	same as 36E	1049	1225.5	5066	5134	0.68	6.90	0.06	13169	15384	63596	64450	0.68	6.90	0.06
40	N		1538	1665.5	3205	3218	0.35	3.21	0.02	19307	20908	40234	40397	0.35	3.21	0.02
	S		1907	2074.5	3864	3896	0.37	3.10	0.04	23940	26042	48503	48904	0.37	3.10	0.04
	E	44W higher	1367	1572.5	4657	4740	0.61	5.40	0.08	17161	19740	58458	59500	0.61	5.40	0.08
	W	39E higher	976	1135.5	5104	5168	0.66	7.24	0.05	12252	14255	64073	64877	0.66	7.24	0.05
41	N		1907	2074.5	3655	3687	0.37	2.86	0.04	23940	26042	45878	46280	0.37	2.86	0.04
	S		1893	2058.5	3746	3782	0.36	3.01	0.04	23764	25842	47020	47472	0.36	3.01	0.04
	E		20	22	963	967	0.41	16.84	0.02	251	276	12089	12139	0.41	16.84	0.02
	W		0	0	1146	1146	#DIV/0!	#DIV/0!	0.00	0	0	14386	14386	#DIV/0!	#DIV/0!	0.00
42	N		1893	2058.5	3601	3636	0.36	2.83	0.04	23764	25842	45208	45648	0.36	2.83	0.04
	S		2009	2150.5	3857	3921	0.30	2.90	0.07	25220	26996	48421	49224	0.30	2.90	0.07
	E		283	303.5	637	641	0.30	3.55	0.03	3553	3810	7998	8048	0.30	3.55	0.03
	W	38E higher	905	1096.5	2124	2227	0.83	3.91	0.21	11361	13765	26662	27955	0.83	3.91	0.21
43	N		2027	2169.5	4404	4470	0.30	3.43	0.06	25446	27235	55285	56114	0.30	3.43	0.06
	S		1925	2029.5	3836	3847	0.23	3.01	0.01	24166	25477	48157	48295	0.23	3.01	0.01
	E		1358	1461	3761	3816	0.32	4.49	0.06	17048	18341	47215	47905	0.32	4.49	0.06
	W		0	0	2273	2273	#DIV/0!	#DIV/0!	0.00	0	0	28534	28534	#DIV/0!	#DIV/0!	0.00
44	N		112	118.5	606	610	0.25	7.36	0.03	1406	1488	7607	7658	0.25	7.36	0.03
	S		135	145.5	186	186	0.33	1.40	0.00	1695	1827	2337	2337	0.33	1.40	0.00
	E	46W higher	1501	1763	4380	4459	0.70	4.73	0.08	18843	22132	54979	55971	0.70	4.73	0.08
	W	Edison Ave. - Archibald Ave. to Harrison Ave.	1526	1784	4423	4506	0.68	4.70	0.08	19157	22396	55519	56561	0.68	4.70	0.08
45	N		209	214	461	461	0.10	3.44	0.00	2624	2686	5787	5787	0.10	3.44	0.00
	S		515	524.5	790	790	0.08	1.86	0.00	6465	6584	9914	9914	0.08	1.86	0.00
	E		1544	1643.5	4256	4311	0.27	4.46	0.06	19383	20632	53424	54115	0.27	4.46	0.06
	W		1358	1461	4065	4120	0.32	4.82	0.06	17048	18341	51030	51721	0.32	4.82	0.06

46	N		830	850.5	1802	1809	0.11	3.38	0.02	10419	10677	22618	22705	0.11	3.38	0.02
	S		487	513	844	844	0.23	2.39	0.00	6114	6440	10600	10600	0.23	2.39	0.00
	E	49W higher	1504	1754	4168	4240	0.67	4.50	0.07	18881	22019	52326	53229	0.67	4.50	0.07
	W	Edison Ave. - Harrison Ave. to Haven Ave.	1441	1700.5	4182	4261	0.72	4.71	0.08	18090	21347	52505	53497	0.72	4.71	0.08
47	N		1165	1188.5	1679	1679	0.09	1.59	0.00	14625	14920	21083	21083	0.09	1.59	0.00
	S		1071	1098	1348	1352	0.11	1.01	0.01	13445	13784	16920	16970	0.11	1.01	0.01
	E		1501	1593	3677	3728	0.26	3.95	0.06	18843	19998	46158	46799	0.26	3.95	0.06
	W		1515	1613.5	4005	4060	0.27	4.28	0.06	19019	20255	50277	50967	0.27	4.28	0.06
48	N		365	367.5	538	538	0.03	1.68	0.00	4582	4613	6751	6751	0.03	1.68	0.00
	S		538	541	935	935	0.02	2.40	0.00	6754	6791	11739	11739	0.02	2.40	0.00
	E		1690	1781	3185	3236	0.23	2.82	0.07	21216	22358	39988	40628	0.23	2.82	0.07
	W		1517	1607.5	3370	3421	0.25	3.53	0.07	19044	20180	42306	42946	0.25	3.53	0.07
49	N		1760	1916.5	2665	2669	0.37	1.81	0.01	22094	24059	33454	33504	0.37	1.81	0.01
	S		2355	2430.5	3687	3687	0.14	1.95	0.00	29564	30511	46286	46286	0.14	1.95	0.00
	E	Ontario Ranch Road - Hammer Ave. to I-15 Ramps	2291	2599.5	4630	4699	0.55	3.12	0.06	28760	32633	58119	58985	0.55	3.12	0.06
	W	Ontario Ranch Road - Haven Ave. to Hammer Ave.	1608	1884.5	3991	4064	0.69	4.03	0.08	20186	23657	50101	51018	0.69	4.03	0.08
50	N		1940	1973.5	2891	2891	0.07	1.73	0.00	24354	24774	36297	36297	0.07	1.73	0.00
	S		1906	1948.5	2553	2557	0.10	1.28	0.01	23927	24461	32050	32101	0.10	1.28	0.01
	E		1676	1769.5	3820	3868	0.24	3.63	0.05	21040	22214	47953	48556	0.24	3.63	0.05
	W		1562	1654.5	3061	3113	0.25	2.99	0.07	19609	20770	38423	39076	0.25	2.99	0.07
51	N		1489	1664.5	2342	2359	0.48	2.00	0.03	18692	20895	29402	29615	0.48	2.00	0.03
	S		458	490.5	620	620	0.30	1.31	0.00	5750	6158	7780	7780	0.30	1.31	0.00
	E	Btwn Ramps	1964	2225	3755	3807	0.54	2.87	0.06	24655	27932	47133	47786	0.54	2.87	0.06
	W	49E higher	2637	2966	4617	4686	0.51	2.50	0.06	33104	37234	57964	58831	0.51	2.50	0.06
52	N		0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!	0	0	0	0	#DIV/0!	#DIV/0!	#DIV/0!
	S	I-15 NB Offramp	1258	1469	2488	2537	0.67	3.05	0.08	15792	18441	31234	31849	0.67	3.05	0.08
	E	Cantu-Galleano Ranch Rd. - East of I-15 Ramp	1558	1831.5	2579	2583	0.70	2.20	0.01	19558	22992	32376	32426	0.70	2.20	0.01
	W	Btwn Ramps	1964	2260.5	3753	3806	0.61	2.87	0.06	24655	28377	47114	47779	0.61	2.87	0.06

Segment	Ex+P ADT	Existing Fleet Mix			Ex+P vehicle totals with Existing Mix			Project Additional Truck Trips			Ex+P Trucks			NEW Fleex Mix for E+P			
		Auto	MD	HD	Auto	MD	HD	Auto	MD	HD	Auto	MD	HD	Auto	MD	HD	
SR-60 WB Offramp	12459	85.4%	5.7%	8.9%	10636	708	1115										
SR-60 WB Onramp	9629	88.5%	6.9%	4.6%	8522	667	440										
SR-60 EB Onramp	12033	84.5%	4.2%	11.3%	10165	503	1364										
SR-60 EB Offramp	9126	84.0%	9.2%	6.8%	7666	843	617										
Euclid Ave. - SR-60 Ramps to Walnut Ave.	37472	86.2%	5.1%	8.7%	32310	1897	3265	47	351		1944	3616		85.2%	5.2%	9.7%	100.0%
Euclid Ave. - Walnut Ave. to Riverside Dr.	35219	85.2%	5.3%	9.4%	30018	1881	3320	47	351		1928	3671		84.1%	5.5%	10.4%	100.0%
Euclid Ave. - Riverside Dr. to Chino Ave.	31447	86.5%	5.6%	7.9%	27209	1751	2486	47	351		1798	2837		85.3%	5.7%	9.0%	100.0%
Euclid Ave. - Chino Ave. to Schaefer Ave.	33913	87.9%	5.2%	6.9%	29824	1762	2328	47	351		1809	2679		86.8%	5.3%	7.9%	100.0%
Euclid Ave. - Schaefer Ave. to Edison Ave.	33600	87.7%	5.4%	6.9%	29477	1800	2323	47	351		1847	2674		86.5%	5.5%	8.0%	100.0%
Edison Ave. - Euclid Ave. to Grove Ave.	11750	89.0%	5.1%	5.9%	10457	597	696										
Edison Ave. - West of Euclid Ave.	20211	86.9%	4.8%	8.3%	17568	961	1682										
Euclid Ave. - Edison Ave. to Eucalyptus Ave.	34635	88.3%	6.7%	5.0%	30583	2307	1745	47	351		2354	2096		87.2%	6.8%	6.1%	100.0%
Euclid Ave. - Eucalyptus Ave. to Project Driveway 1	35583	89.3%	6.4%	4.3%	31760	2285	1538	47	351		2332	1889		88.1%	6.6%	5.3%	100.0%
Eucalyptus Ave. - Euclid Ave. to Project Driveway 3	4827	94.2%	2.1%	3.7%	4546	100	180										
Euclid Ave. - Project Driveway 1 to Project Driveway 2	35407	89.3%	6.4%	4.3%	31603	2274	1530	47	351		2321	1881		88.1%	6.6%	5.3%	100.0%
Euclid Ave. - Project Driveway 2 to Merrill Ave.	35232	89.3%	2.3%	3.8%	31447	825	1352	19	140		844	1492		93.4%	2.4%	4.2%	100.0%
Euclid Ave. - Merrill Ave. to Kimball Ave.	35589	89.0%	6.8%	4.3%	31670	2403	1516	19	140		2422	1656		88.5%	6.8%	4.7%	100.0%
Euclid Ave. - Kimball Ave. to Bickmore Ave.	22414	88.5%	8.1%	3.4%	19835	1820	760	19	140		1839	900		87.8%	8.2%	4.0%	100.0%
Kimball Ave. - West of Euclid Ave.	21667	89.6%	5.5%	4.9%	19415	1183	1070										
Bickmore Ave. - West of Euclid Ave.	5542	78.1%	15.9%	5.9%	4329	884	330										
Euclid Ave. - Bickmore Ave. to Pine Ave.	18742	92.3%	4.1%	3.6%	17292	768	683	19	140		787	823		91.4%	4.2%	4.4%	100.0%
Merrill Ave. - Project Driveway 4 to Sultana Ave.	11242	90.5%	4.3%	5.2%	10178	478	586	28	211		506	797		88.4%	4.5%	7.1%	100.0%
Merrill Ave. - Euclid Ave. to Project Driveway 4	11417	90.5%	4.3%	5.2%	10337	486	595	28	211		514	806		88.4%	4.5%	7.1%	100.0%
Eucalyptus Ave. - Driveway 5 to Sultana Ave.	5329	94.2%	2.1%	3.7%	5019	111	199										
Eucalyptus Ave. - Driveway 3 to Driveway 5	5078	94.2%	2.1%	3.7%	4783	105	190										
Eucalyptus Ave. - Sultana Ave. to Bon View Ave.	4488	94.2%	2.1%	3.7%	4227	93	168										
Sultana Ave. - Project Driveway 6 to Eucalyptus Ave.	2373				0	0	0										
Merrill Ave. - Sultana Ave. to Bon View Ave.	11606	90.5%	4.3%	5.2%	10507	494	605	28	211		522	816		88.5%	4.5%	7.0%	100.0%
Bon View Ave. - North of Eucalyptus Ave.	2530	90.5%	5.0%	4.5%	2289	127	113										
Eucalyptus Ave. - Bon View Ave. to Grove Ave.	4959	89.3%	6.6%	4.1%	4428	329	201										
Grove Ave. - North of Edison Ave.	9045	86.4%	9.0%	4.6%	7816	814	414										
Edison Ave. - Grove Ave. to Walker Ave.	14167	89.1%	6.0%	4.9%	12627	844	696										
Grove Ave. - Edison Ave. to Eucalyptus Ave.	9742	87.7%	7.9%	4.4%	8544	767	431										
Eucalyptus Ave. - East of Grove Ave.	1676	82.9%	6.3%	10.8%	1389	106	181										
Merrill Ave. - Grove Ave. to Flight Ave.	14700	88.9%	4.5%	6.6%	13065	660	975	28	211		688	1186		87.3%	4.7%	8.1%	100.0%
Merrill Ave. - Bon View Ave. to Grove Ave.	13608	86.9%	6.1%	6.9%	11829	833	946	28	211		861	1157		85.2%	6.3%	8.5%	100.0%
Walker Ave. - North of Edison Ave.	1946	80.6%	9.3%	10.1%	1569	181	196										
Walker Ave. - South of Edison Ave.	1249	73.7%	9.2%	17.1%	920	115	214										
Edison Ave. - Walker Ave. to Vineyard Ave.	15384	89.4%	6.0%	4.6%	13756	924	704										
Merrill Ave. - Flight Ave. to Baker Ave.	14581	89.7%	3.6%	6.8%	13074	518	989	28	211		546	1200		88.0%	3.7%	8.2%	100.0%
Baker Ave. - South of Merrill Ave.	552	46.2%	23.1%	30.8%	255	127	170										
Merrill Ave. - Baker Ave. to Hellman Ave.	14719	89.5%	3.5%	7.0%	13176	519	1023	28	211		547	1234		87.9%	3.7%	8.4%	100.0%
Edison Ave. - Vineyard Ave. to Hellman Ave.	15384	89.4%	6.0%	4.6%	13756	924	704										
Merrill Ave. - Hellman Ave. to Carpenter Ave.	15209	87.9%	4.7%	7.4%	13363	716	1130	28	211		744	1341		86.3%	4.9%	8.8%	100.0%
Carpenter Ave. - North of Merrill Ave.	929	78.7%	9.8%	11.5%	731	91	107										
Carpenter Ave. - South of Merrill Ave.	2379	83.5%	5.7%	10.8%	1987	136	256										
Merrill Ave. - Carpenter Ave. to Archibald Ave.	16721	87.0%	5.1%	7.9%	14546	858	1318	28	211		886	1529		85.6%	5.3%	9.1%	100.0%
Edison Ave. - Hellman Ave. to Archibald Ave.	15384	89.4%	6.0%	4.6%	13756	924	704										
Edison Ave. - Archibald Ave. to Harrison Ave.	22396	89.8%	4.7%	5.4%	20121	1057	1218	19	140		1076	1358		89.1%	4.8%	6.1%	100.0%
Ontario Ranch Road - Harrison Ave. to Haven Ave.	21347	89.0%	4.9%	6.1%	18992	1052	1304	19	140		1071	1444		88.2%	5.0%	6.8%	100.0%
Ontario Ranch Road - Hamner Ave. to I-15 Ramps	32633	90.5%	4.8%	4.7%	29542	1553	1538	19	140		1572	1678		90.0%	4.8%	5.1%	100.0%
Ontario Ranch Road - Haven Ave. to Hamner Ave.	23657	88.7%	5.4%	5.9%	20980	1280	1398	19	140		1299	1538		88.0%	5.5%	6.5%	100.0%
I-15 NB Offramp	18441	89.4%	5.1%	5.5%	16492	938	1011										
Cantu-Galleano Ranch Rd. - East of I-15 Ramp	22992	86.8%	4.8%	8.4%	19952	1107	1933										

Traffic Noise Calculator: FHWA 77-108 **Project Title: ONT-05**

	Output						Inputs													Auto Inputs	
	dBA at 50 feet			Distance to CNEL Contour																	
ID	$L_{eq\text{-}24hr}$	L_{dn}	CNEL	70 dBA	65 dBA	60 dBA	Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Reciever	Ground Absorption	Lane Distance
1	68.5	71.3	72.0	79	251	794		SR-60 WB Offramp	10,382	45	0.0%	85.4%	5.7%	8.9%	75.0%	15.0%	10.0%	3	Hard	50	0	32
2	66.1	68.9	69.6	45	144	455		SR-60 WB Onramp	7,972	45	0.0%	88.5%	6.9%	4.6%	75.0%	15.0%	10.0%	1	Hard	50	0	6
3	68.5	71.3	72.0	79	248	785		SR-60 EB Onramp	9,302	45	0.0%	84.5%	4.2%	11.3%	75.0%	15.0%	10.0%	1	Hard	50	0	6
4	66.9	69.6	70.3	54	171	540		SR-60 EB Offramp	7,607	45	0.0%	84.0%	9.2%	6.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
5	74.6	77.4	78.0	318	1007	3184		Euclid Ave. - SR-60 Ramps to Walnut Ave.	30,254	55	0.0%	86.2%	5.1%	8.7%	75.0%	15.0%	10.0%	4	Hard	50	0	44
6	74.4	77.2	77.9	307	971	3070		Euclid Ave. - Walnut Ave. to Riverside Dr.	27,969	55	0.0%	85.2%	5.3%	9.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
7	73.6	76.4	77.1	257	812	2569		Euclid Ave. - Riverside Dr. to Chino Ave.	25,245	55	0.0%	86.5%	5.6%	7.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
8	73.8	76.6	77.2	265	837	2647		Euclid Ave. - Chino Ave. to Schaefer Ave.	27,794	55	0.0%	87.9%	5.2%	6.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
9	73.7	76.5	77.2	263	831	2627		Euclid Ave. - Schaefer Ave. to Edison Ave.	27,417	55	0.0%	87.7%	5.4%	6.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
10	68.4	71.2	71.8	76	242	764		Edison Ave. - Euclid Ave. to Grove Ave.	10,382	50	0.0%	89.0%	5.1%	5.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
11	71.2	74.0	74.7	147	464	1468		Edison Ave. - West of Euclid Ave.	16,897	50	0.0%	86.9%	4.8%	8.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
12	73.6	76.3	77.0	252	797	2519		Euclid Ave. - Edison Ave. to Eucalyptus Ave.	28,647	55	0.0%	88.3%	6.7%	5.0%	75.0%	15.0%	10.0%	4	Hard	50	0	44
13	73.7	76.5	77.2	260	821	2595		Euclid Ave. - Eucalyptus Ave. to Project Driveway 1	31,083	55	0.0%	89.3%	6.4%	4.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
14	61.0	63.8	64.5	14	44	140		Eucalyptus Ave. - Euclid Ave. to Project Driveway 3	3,025	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
15	73.7	76.5	77.2	260	821	2595		Euclid Ave. - Project Driveway 1 to Project Driveway 2	31,083	55	0.0%	89.3%	6.4%	4.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
16	73.0	75.7	76.4	220	695	2197		Euclid Ave. - Project Driveway 2 to Merrill Ave.	31,083	55	0.0%	89.3%	2.3%	3.8%	75.0%	15.0%	10.0%	4	Hard	50	0	44
17	73.7	76.5	77.2	262	828	2617		Euclid Ave. - Merrill Ave. to Kimball Ave.	31,233	55	0.0%	89.0%	6.8%	4.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
18	71.6	74.4	75.1	160	507	1602		Euclid Ave. - Kimball Ave. to Bickmore Ave.	19,634	55	0.0%	88.5%	8.1%	3.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
19	70.9	73.7	74.4	136	431	1364		Kimball Ave. - West of Euclid Ave.	19,320	50	0.0%	89.6%	5.5%	4.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
20	64.2	67.0	67.7	30	93	296		Bickmore Ave. - West of Euclid Ave.	4,645	40	0.0%	78.1%	15.9%	5.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
21	70.5	73.3	74.0	124	393	1244		Euclid Ave. - Bickmore Ave. to Pine Ave.	16,546	55	0.0%	92.3%	4.1%	3.6%	75.0%	15.0%	10.0%	4	Hard	50	0	44
22	67.5	70.3	71.0	63	198	628		Merrill Ave. - Project Driveway 4 to Sultana Ave.	9,152	50	0.0%	90.5%	4.3%	5.2%	75.0%	15.0%	10.0%	2	Hard	50	0	20
23	67.5	70.3	71.0	63	198	628		Merrill Ave. - Euclid Ave. to Project Driveway 4	9,152	50	0.0%	90.5%	4.3%	5.2%	75.0%	15.0%	10.0%	2	Hard	50	0	20
24	61.0	63.8	64.5	14	44	140		Eucalyptus Ave. - Driveway 5 to Sultana Ave.	3,025	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
25	61.0	63.8	64.5	14	44	140		Eucalyptus Ave. - Driveway 3 to Driveway 5	3,025	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
26	61.0	63.8	64.5	14	44	140		Eucalyptus Ave. - Sultana Ave. to Bon View Ave.	3,025	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
28	67.5	70.3	71.0	63	198	628		Merrill Ave. - Sultana Ave. to Bon View Ave.	9,152	50	0.0%	90.5%	4.3%	5.2%	75.0%	15.0%	10.0%	2	Hard	50	0	20
29	60.4	63.2	63.9	12	38	121		Bon View Ave. - North of Eucalyptus Ave.	2,247	45	0.0%	90.5%	5.0%	4.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
30	62.2	65.0	65.7	19	59	186		Eucalyptus Ave. - Bon View Ave. to Grove Ave.	3,402	45	0.0%	89.3%	6.6%	4.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
31	67.0	69.8	70.5	56	178	563		Grove Ave. - North of Edison Ave.	7,670	50	0.0%	86.4%	9.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
32	68.8	71.6	72.3	84	266	840		Edison Ave. - Grove Ave. to Walker Ave.	12,014	50	0.0%	89.1%	6.0%	4.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
33	66.9	69.7	70.3	54	171	542		Grove Ave. - Edison Ave. to Eucalyptus Ave.	7,658	50	0.0%	87.7%	7.9%	4.4%	75.0%	15.0%	10.0%	2	Hard	50	0	20
34	60.3	63.1	63.8	12	38	119		Eucalyptus Ave. - East of Grove Ave.	1,393	45	0.0%	82.9%	6.3%	10.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
35	69.1	71.8	72.5	89	283	894		Merrill Ave. - Grove Ave. to Flight Ave.	11,738	50	0.0%	88.9%	4.5%	6.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
36	68.9	71.7	72.3	86	271	859		Merrill Ave. - Bon View Ave. to Grove Ave.	10,658	50	0.0%	86.9%	6.1%	6.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
37	61.0	63.8	64.5	14	44	140		Walker Ave. - North of Edison Ave.	1,619	45	0.0%	80.6%	9.3%	10.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
38	60.1	62.9	63.6	11	36	114		Walker Ave. - South of Edison Ave.	954	45	0.0%	73.7%	9.2%	17.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
39	69.1	71.9	72.6	90	285	900		Edison Ave. - Walker Ave. to Vineyard Ave.	13,169	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
40	69.0	71.8	72.5	89	280	886		Merrill Ave. - Flight Ave. to Baker Ave.	11,662	50	0.0%	89.7%	3.6%	6.8%	75.0%	15.0%	10.0%	3	Hard	50	0	32
41	58.3	61.1	61.8	8	24	75		Baker Ave. - South of Merrill Ave.	326	50	0.0%	46.2%	23.1%	30.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
42	69.1	71.9	72.6	90	285	901		Merrill Ave. - Baker Ave. to Hellman Ave.	11,738	50	0.0%	89.5%	3.5%	7.0%	75.0%	15.0%	10.0%	3	Hard	50	0	32
43	69.1	71.9	72.6	90	285	900		Edison Ave. - Vineyard Ave. to Hellman Ave.	13,169	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
44	69.4	72.2	72.9	97	308	975		Merrill Ave. - Hellman Ave. to Carpenter Ave.	12,001	50	0.0%	87.9%	4.7%	7.4%	75.0%	15.0%	10.0%	3	Hard	50	0	32
45	57.4	60.2	60.8	6	19	61		Carpenter Ave. - North of Merrill Ave.	766	40	0.0%	78.7%	9.8%	11.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
46	61.0	63.8	64.5	14	45	141		Carpenter Ave. - South of Merrill Ave.	1,983	40	0.0%	83.5%	5.7%	10.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
47	70.0	72.8	73.4	110	349	1105		Merrill Ave. - Carpenter Ave. to Archibald Ave.	13,219	50	0.0%	87.0%	5.1%	7.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
48	69.1	71.9	72.6	90	285	900		Edison Ave. - Hellman Ave. to Archibald Ave.	13,169	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
49	70.9	73.7	74.4	138	436	1378		Edison Ave. - Archibald Ave. to Harrison Ave.	19,157	50	0.0%	89.8%	4.7%	5.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
50	70.9	73.7	74.4	137	433	1370		Ontario Ranch Road - Harrison Ave. to Haven Ave.	18,090	50	0.0%	89.0%	4.9%	6.1%	75.0%	15.0%	10.0%	4	Hard	50	0	44
51	73.3	76.1	76.8	237	750	2371		Ontario Ranch Road - Hamner Ave. to I-15 Ramps	28,760	55	0.0%	90.5%	4.8%	4.7%	75.0%	15.0%	10.0%	4	Hard	50	0	44
52	72.1	74.9	75.6	182	577	1824		Ontario Ranch Road - Haven Ave. to Hamner Ave.	20,186	55	0.0%	88.7%	5.4%	5.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
53	69.2	72.0	72.7	93	293	925		I-15 NB Offramp	15,792	45	0.0%	89.4%	5.1%	5.5%	75.0%	15.0%	10.0%	1	Hard	50	0	6
54	72.7	75.5	76.2	209	661	2091		Cantu-Galleano Ranch Rd. - East of I-15 Ramp	19,558	55	0.0%	86.8%	4.8%	8.4%	75.0%	15.0%	10.0%	6	Hard	50	0	68

Traffic Noise Calculator: FHWA 77-108 **Project Title: ONT-05**

	Output						Inputs													Auto Inputs	
	dBA at 50 feet			Distance to CNEL Contour																	
ID	$L_{eq\text{-}24hr}$	L_{dn}	CNEL	70 dBA	65 dBA	60 dBA	Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Reciever	Ground Absorption	Lane Distance
1	69.3	72.1	72.8	95	301	953		SR-60 WB Offramp	12,459	45	0.0%	85.4%	5.7%	8.9%	75.0%	15.0%	10.0%	3	Hard	50	0	32
2	66.9	69.7	70.4	55	174	549		SR-60 WB Onramp	9,629	45	0.0%	88.5%	6.9%	4.6%	75.0%	15.0%	10.0%	1	Hard	50	0	6
3	69.6	72.4	73.1	102	321	1016		SR-60 EB Onramp	12,033	45	0.0%	84.5%	4.2%	11.3%	75.0%	15.0%	10.0%	1	Hard	50	0	6
4	67.7	70.4	71.1	65	205	648		SR-60 EB Offramp	9,126	45	0.0%	84.0%	9.2%	6.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
5	75.7	78.5	79.2	415	1312	4149		Euclid Ave. - SR-60 Ramps to Walnut Ave.	37,472	55	0.0%	85.2%	5.2%	9.7%	75.0%	15.0%	10.0%	4	Hard	50	0	44
6	75.6	78.4	79.1	407	1287	4070		Euclid Ave. - Walnut Ave. to Riverside Dr.	35,219	55	0.0%	84.1%	5.5%	10.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
7	74.9	77.6	78.3	340	1077	3404		Euclid Ave. - Riverside Dr. to Chino Ave.	31,447	55	0.0%	85.3%	5.7%	9.0%	75.0%	15.0%	10.0%	4	Hard	50	0	44
8	74.9	77.7	78.4	343	1086	3434		Euclid Ave. - Chino Ave. to Schaefer Ave.	33,913	55	0.0%	86.8%	5.3%	7.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
9	74.9	77.7	78.4	342	1083	3424		Euclid Ave. - Schaefer Ave. to Edison Ave.	33,600	55	0.0%	86.5%	5.5%	8.0%	75.0%	15.0%	10.0%	4	Hard	50	0	44
10	68.9	71.7	72.4	86	273	865		Edison Ave. - Euclid Ave. to Grove Ave.	11,750	50	0.0%	89.0%	5.1%	5.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
11	72.0	74.8	75.5	176	555	1756		Edison Ave. - West of Euclid Ave.	20,211	50	0.0%	86.9%	4.8%	8.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
12	74.7	77.4	78.1	325	1028	3250		Euclid Ave. - Edison Ave. to Eucalyptus Ave.	34,635	55	0.0%	87.2%	6.8%	6.1%	75.0%	15.0%	10.0%	4	Hard	50	0	44
13	74.6	77.3	78.0	318	1004	3175		Euclid Ave. - Eucalyptus Ave. to Project Driveway 1	35,583	55	0.0%	88.1%	6.6%	5.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
14	63.0	65.8	66.5	22	71	223		Eucalyptus Ave. - Euclid Ave. to Project Driveway 3	4,827	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
15	74.5	77.3	78.0	316	999	3160		Euclid Ave. - Project Driveway 1 to Project Driveway 2	35,407	55	0.0%	88.1%	6.6%	5.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
16	73.8	76.6	77.2	265	837	2647		Euclid Ave. - Project Driveway 2 to Merrill Ave.	35,232	55	0.0%	93.4%	2.4%	4.2%	75.0%	15.0%	10.0%	4	Hard	50	0	44
17	74.4	77.2	77.9	306	969	3064		Euclid Ave. - Merrill Ave. to Kimball Ave.	35,589	55	0.0%	88.5%	6.8%	4.7%	75.0%	15.0%	10.0%	4	Hard	50	0	44
18	72.4	75.1	75.8	191	604	1911		Euclid Ave. - Kimball Ave. to Bickmore Ave.	22,414	55	0.0%	87.8%	8.2%	4.0%	75.0%	15.0%	10.0%	4	Hard	50	0	44
19	71.4	74.2	74.9	153	484	1530		Kimball Ave. - West of Euclid Ave.	21,667	50	0.0%	89.6%	5.5%	4.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
20	65.0	67.8	68.5	35	112	353		Bickmore Ave. - West of Euclid Ave.	5,542	40	0.0%	78.1%	15.9%	5.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
21	71.3	74.1	74.7	149	471	1490		Euclid Ave. - Bickmore Ave. to Pine Ave.	18,742	55	0.0%	91.4%	4.2%	4.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
22	69.0	71.8	72.5	88	279	883		Merrill Ave. - Project Driveway 4 to Sultana Ave.	11,242	50	0.0%	88.4%	4.5%	7.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
23	69.1	71.8	72.5	89	283	895		Merrill Ave. - Euclid Ave. to Project Driveway 4	11,417	50	0.0%	88.4%	4.5%	7.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
24	63.5	66.2	66.9	25	78	247		Eucalyptus Ave. - Driveway 5 to Sultana Ave.	5,329	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
25	63.2	66.0	66.7	23	74	235		Eucalyptus Ave. - Driveway 3 to Driveway 5	5,078	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
26	62.7	65.5	66.2	21	66	208		Eucalyptus Ave. - Sultana Ave. to Bon View Ave.	4,488	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
28	69.1	71.9	72.6	91	287	908		Merrill Ave. - Sultana Ave. to Bon View Ave.	11,606	50	0.0%	88.5%	4.5%	7.0%	75.0%	15.0%	10.0%	2	Hard	50	0	20
29	60.9	63.7	64.4	14	43	137		Bon View Ave. - North of Eucalyptus Ave.	2,530	45	0.0%	90.5%	5.0%	4.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
30	63.9	66.6	67.3	27	86	270		Eucalyptus Ave. - Bon View Ave. to Grove Ave.	4,959	45	0.0%	89.3%	6.6%	4.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
31	67.8	70.5	71.2	66	210	664		Grove Ave. - North of Edison Ave.	9,045	50	0.0%	86.4%	9.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
32	69.5	72.3	73.0	99	313	991		Edison Ave. - Grove Ave. to Walker Ave.	14,167	50	0.0%	89.1%	6.0%	4.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
33	67.9	70.7	71.4	69	218	689		Grove Ave. - Edison Ave. to Eucalyptus Ave.	9,742	50	0.0%	87.7%	7.9%	4.4%	75.0%	15.0%	10.0%	2	Hard	50	0	20
34	61.1	63.9	64.6	14	45	143		Eucalyptus Ave. - East of Grove Ave.	1,676	45	0.0%	82.9%	6.3%	10.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
35	70.4	73.2	73.9	123	389	1231		Merrill Ave. - Grove Ave. to Flight Ave.	14,700	50	0.0%	87.3%	4.7%	8.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
36	70.4	73.1	73.8	121	382	1208		Merrill Ave. - Bon View Ave. to Grove Ave.	13,608	50	0.0%	85.2%	6.3%	8.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
37	61.8	64.6	65.3	17	53	168		Walker Ave. - North of Edison Ave.	1,946	45	0.0%	80.6%	9.3%	10.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
38	61.3	64.1	64.7	15	47	149		Walker Ave. - South of Edison Ave.	1,249	45	0.0%	73.7%	9.2%	17.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
39	69.8	72.5	73.2	105	332	1051		Edison Ave. - Walker Ave. to Vineyard Ave.	15,384	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
40	70.4	73.2	73.9	122	386	1220		Merrill Ave. - Flight Ave. to Baker Ave.	14,581	50	0.0%	88.0%	3.7%	8.2%	75.0%	15.0%	10.0%	3	Hard	50	0	32
41	60.6	63.4	64.0	13	40	127		Baker Ave. - South of Merrill Ave.	552	50	0.0%	46.2%	23.1%	30.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
42	70.5	73.3	74.0	124	393	1243		Merrill Ave. - Baker Ave. to Hellman Ave.	14,719	50	0.0%	87.9%	3.7%	8.4%	75.0%	15.0%	10.0%	3	Hard	50	0	32
43	69.8	72.5	73.2	105	332	1051		Edison Ave. - Vineyard Ave. to Hellman Ave.	15,384	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
44	70.8	73.6	74.3	135	426	1348		Merrill Ave. - Hellman Ave. to Carpenter Ave.	15,209	50	0.0%	86.3%	4.9%	8.8%	75.0%	15.0%	10.0%	3	Hard	50	0	32
45	58.2	61.0	61.7	7	23	74		Carpenter Ave. - North of Merrill Ave.	929	40	0.0%	78.7%	9.8%	11.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
46	61.8	64.6	65.3	17	53	169		Carpenter Ave. - South of Merrill Ave.	2,379	40	0.0%	83.5%	5.7%	10.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
47	71.3	74.1	74.8	151	477	1509		Merrill Ave. - Carpenter Ave. to Archibald Ave.	16,721	50	0.0%	85.6%	5.3%	9.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
48	69.8	72.5	73.2	105	332	1051		Edison Ave. - Hellman Ave. to Archibald Ave.	15,384	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
49	71.8	74.6	75.3	169	533	1686		Edison Ave. - Archibald Ave. to Harrison Ave.	22,396	50	0.0%	89.1%	4.8%	6.1%	75.0%	15.0%	10.0%	4	Hard	50	0	44
50	71.8	74.6	75.3	169	535	1692		Ontario Ranch Road - Harrison Ave. to Haven Ave.	21,347	50	0.0%	88.2%	5.0%	6.8%	75.0%	15.0%	10.0%	4	Hard	50	0	44
51	74.0	76.8	77.4	277	876	2771		Ontario Ranch Road - Hamner Ave. to I-15 Ramps	32,633	55	0.0%	90.0%	4.8%	5.1%	75.0%	15.0%	10.0%	4	Hard	50	0	44
52	73.0	75.8	76.5	222	702	2219		Ontario Ranch Road - Haven Ave. to Hamner Ave.	23,657	55	0.0%	88.0%	5.5%	6.5%	75.0%	15.0%	10.0%	4	Hard	50	0	44
53	69.9	72.7	73.3	108	342	1081		I-15 NB Offramp	18,441	45	0.0%	89.4%	5.1%	5.5%	75.0%	15.0%	10.0%	1	Hard	50	0	6
54	73.4	76.2	76.9	246	777	2458		Cantu-Galleano Ranch Rd. - East of I-15 Ramp	22,992	55	0.0%	86.8%	4.8%	8.4%	75.0%	15.0%	10.0%	6	Hard	50	0	68

Traffic Noise Calculator: FHWA 77-108 **Project Title: ONT-05**

	Output						Inputs													Auto Inputs	
	dBA at 50 feet			Distance to CNEL Contour																	
ID	$L_{eq\text{-}24hr}$	L_{dn}	CNEL	70 dBA	65 dBA	60 dBA	Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Reciever	Ground Absorption	Lane Distance
1	70.4	73.2	73.9	122	385	1216		SR-60 WB Offramp	15,904	45	0.0%	85.4%	5.7%	8.9%	75.0%	15.0%	10.0%	3	Hard	50	0	32
2	68.8	71.5	72.2	84	264	835		SR-60 WB Onramp	14,640	45	0.0%	88.5%	6.9%	4.6%	75.0%	15.0%	10.0%	1	Hard	50	0	6
3	70.6	73.4	74.1	129	407	1285		SR-60 EB Onramp	15,232	45	0.0%	84.5%	4.2%	11.3%	75.0%	15.0%	10.0%	1	Hard	50	0	6
4	69.2	72.0	72.6	92	290	918		SR-60 EB Offramp	12,941	45	0.0%	84.0%	9.2%	6.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
5	77.1	79.8	80.5	564	1783	5639		Euclid Ave. - SR-60 Ramps to Walnut Ave.	53,574	55	0.0%	86.2%	5.1%	8.7%	75.0%	15.0%	10.0%	4	Hard	50	0	44
6	76.9	79.7	80.3	541	1710	5406		Euclid Ave. - Walnut Ave. to Riverside Dr.	49,253	55	0.0%	85.2%	5.3%	9.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
7	76.2	79.0	79.7	464	1468	4644		Euclid Ave. - Riverside Dr. to Chino Ave.	45,633	55	0.0%	86.5%	5.6%	7.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
8	76.9	79.7	80.3	542	1714	5419		Euclid Ave. - Chino Ave. to Schaefer Ave.	56,902	55	0.0%	87.9%	5.2%	6.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
9	76.4	79.2	79.8	483	1527	4828		Euclid Ave. - Schaefer Ave. to Edison Ave.	50,385	55	0.0%	87.7%	5.4%	6.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
10	74.2	77.0	77.7	293	925	2927		Edison Ave. - Euclid Ave. to Grove Ave.	39,770	50	0.0%	89.0%	5.1%	5.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
11	74.7	77.5	78.2	331	1046	3307		Edison Ave. - West of Euclid Ave.	38,059	50	0.0%	86.9%	4.8%	8.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
12	76.0	78.8	79.5	442	1396	4415		Euclid Ave. - Edison Ave. to Eucalyptus Ave.	50,202	55	0.0%	88.3%	6.7%	5.0%	75.0%	15.0%	10.0%	4	Hard	50	0	44
13	76.5	79.2	79.9	492	1554	4915		Euclid Ave. - Eucalyptus Ave. to Project Driveway 1	58,875	55	0.0%	89.3%	6.4%	4.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
14	69.0	71.8	72.5	89	281	889		Eucalyptus Ave. - Euclid Ave. to Project Driveway 3	19,216	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
15	76.5	79.2	79.9	492	1554	4915		Euclid Ave. - Project Driveway 1 to Project Driveway 2	58,875	55	0.0%	89.3%	6.4%	4.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
16	75.7	78.5	79.2	416	1316	4162		Euclid Ave. - Project Driveway 2 to Merrill Ave.	58,875	55	0.0%	89.3%	2.3%	3.8%	75.0%	15.0%	10.0%	4	Hard	50	0	44
17	77.0	79.8	80.5	559	1767	5589		Euclid Ave. - Merrill Ave. to Kimball Ave.	66,697	55	0.0%	89.0%	6.8%	4.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
18	74.8	77.6	78.3	339	1074	3395		Euclid Ave. - Kimball Ave. to Bickmore Ave.	41,593	55	0.0%	88.5%	8.1%	3.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
19	73.4	76.2	76.9	245	776	2455		Kimball Ave. - West of Euclid Ave.	34,762	50	0.0%	89.6%	5.5%	4.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
20	67.5	70.3	71.0	63	200	632		Bickmore Ave. - West of Euclid Ave.	9,942	40	0.0%	78.1%	15.9%	5.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
21	74.2	77.0	77.7	292	924	2921		Euclid Ave. - Bickmore Ave. to Pine Ave.	38,862	55	0.0%	92.3%	4.1%	3.6%	75.0%	15.0%	10.0%	4	Hard	50	0	44
22	72.3	75.1	75.8	190	600	1897		Merrill Ave. - Project Driveway 4 to Sultana Ave.	27,664	50	0.0%	90.5%	4.3%	5.2%	75.0%	15.0%	10.0%	2	Hard	50	0	20
23	72.3	75.1	75.8	190	600	1897		Merrill Ave. - Euclid Ave. to Project Driveway 4	27,664	50	0.0%	90.5%	4.3%	5.2%	75.0%	15.0%	10.0%	2	Hard	50	0	20
24	69.0	71.8	72.5	89	281	889		Eucalyptus Ave. - Driveway 5 to Sultana Ave.	19,216	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
25	69.0	71.8	72.5	89	281	889		Eucalyptus Ave. - Driveway 3 to Driveway 5	19,216	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
26	69.0	71.8	72.5	89	281	889		Eucalyptus Ave. - Sultana Ave. to Bon View Ave.	19,216	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
28	72.3	75.1	75.8	190	600	1897		Merrill Ave. - Sultana Ave. to Bon View Ave.	27,664	50	0.0%	90.5%	4.3%	5.2%	75.0%	15.0%	10.0%	2	Hard	50	0	20
29	65.5	68.3	69.0	40	126	399		Bon View Ave. - North of Eucalyptus Ave.	7,384	45	0.0%	90.5%	5.0%	4.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
30	68.6	71.4	72.1	81	255	808		Eucalyptus Ave. - Bon View Ave. to Grove Ave.	14,811	45	0.0%	89.3%	6.6%	4.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
31	71.1	73.9	74.6	143	451	1427		Grove Ave. - North of Edison Ave.	19,433	50	0.0%	86.4%	9.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
32	74.6	77.4	78.1	324	1025	3240		Edison Ave. - Grove Ave. to Walker Ave.	46,323	50	0.0%	89.1%	6.0%	4.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
33	71.7	74.5	75.2	165	520	1646		Grove Ave. - Edison Ave. to Eucalyptus Ave.	23,265	50	0.0%	87.7%	7.9%	4.4%	75.0%	15.0%	10.0%	2	Hard	50	0	20
34	69.4	72.2	72.9	97	307	971		Eucalyptus Ave. - East of Grove Ave.	11,361	45	0.0%	82.9%	6.3%	10.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
35	72.9	75.7	76.3	216	682	2156		Merrill Ave. - Grove Ave. to Flight Ave.	28,308	50	0.0%	88.9%	4.5%	6.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
36	72.9	75.7	76.3	215	680	2152		Merrill Ave. - Bon View Ave. to Grove Ave.	26,714	50	0.0%	86.9%	6.1%	6.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
37	68.7	71.5	72.2	83	261	826		Walker Ave. - North of Edison Ave.	9,553	45	0.0%	80.6%	9.3%	10.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
38	71.0	73.8	74.5	140	442	1398		Walker Ave. - South of Edison Ave.	11,738	45	0.0%	73.7%	9.2%	17.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
39	74.8	77.6	78.3	336	1062	3357		Edison Ave. - Walker Ave. to Vineyard Ave.	49,135	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
40	72.7	75.5	76.2	209	661	2091		Merrill Ave. - Flight Ave. to Baker Ave.	27,536	50	0.0%	89.7%	3.6%	6.8%	75.0%	15.0%	10.0%	3	Hard	50	0	32
41	65.3	68.1	68.8	38	120	380		Baker Ave. - South of Merrill Ave.	1,654	50	0.0%	46.2%	23.1%	30.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
42	72.7	75.5	76.2	208	657	2079		Merrill Ave. - Baker Ave. to Hellman Ave.	27,077	50	0.0%	89.5%	3.5%	7.0%	75.0%	15.0%	10.0%	3	Hard	50	0	32
43	76.0	78.8	79.5	444	1405	4442		Edison Ave. - Vineyard Ave. to Hellman Ave.	65,002	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
44	73.5	76.2	76.9	246	779	2464		Merrill Ave. - Hellman Ave. to Carpenter Ave.	30,335	50	0.0%	87.9%	4.7%	7.4%	75.0%	15.0%	10.0%	3	Hard	50	0	32
45	64.9	67.6	68.3	34	108	341		Carpenter Ave. - North of Merrill Ave.	4,296	40	0.0%	78.7%	9.8%	11.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
46	64.5	67.3	68.0	31	99	314		Carpenter Ave. - South of Merrill Ave.	4,414	40	0.0%	83.5%	5.7%	10.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
47	73.7	76.4	77.1	258	816	2581		Merrill Ave. - Carpenter Ave. to Archibald Ave.	30,883	50	0.0%	87.0%	5.1%	7.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
48	76.0	78.8	79.4	440	1392	4403		Edison Ave. - Hellman Ave. to Archibald Ave.	64,437	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
49	75.6	78.3	79.0	399	1263	3993		Edison Ave. - Archibald Ave. to Harrison Ave.	55,519	50	0.0%	89.8%	4.7%	5.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
50	75.5	78.3	79.0	398	1258	3977		Ontario Ranch Road - Harrison Ave. to Haven Ave.	52,505	50	0.0%	89.0%	4.9%	6.1%	75.0%	15.0%	10.0%	4	Hard	50	0	44
51	76.3	79.1	79.8	479	1515	4790		Ontario Ranch Road - Hamner Ave. to I-15 Ramps	58,119	55	0.0%	90.5%	4.8%	4.7%	75.0%	15.0%	10.0%	4	Hard	50	0	44
52	76.1	78.9	79.6	453	1431	4526		Ontario Ranch Road - Haven Ave. to Hamner Ave.	50,101	55	0.0%	88.7%	5.4%	5.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
53	72.2	75.0	75.6	183	579	1830		I-15 NB Offramp	31,234	45	0.0%	89.4%	5.1%	5.5%	75.0%	15.0%	10.0%	1	Hard	50	0	6
54	74.9	77.7	78.4	346	1095	3462		Cantu-Galleano Ranch Rd. - East of I-15 Ramp	32,376	55	0.0%	86.8%	4.8%	8.4%	75.0%	15.0%	10.0%	6	Hard	50	0	68

Traffic Noise Calculator: FHWA 77-108 **Project Title: ONT-05**

	Output						Inputs													Auto Inputs	
	dBA at 50 feet			Distance to CNEL Contour																	
ID	$L_{eq\text{-}24hr}$	L_{dn}	CNEL	70 dBA	65 dBA	60 dBA	Roadway	Segment	ADT	Posted Speed Limit	Grade	% Autos	% Med Trucks	% Heavy Trucks	% Daytime	% Evening	% Night	Number of Lanes	Site Condition	Distance to Reciever	Ground Absorption	Lane Distance
1	70.4	73.2	73.9	123	389	1230		SR-60 WB Offramp	16,080	45	0.0%	85.4%	5.7%	8.9%	75.0%	15.0%	10.0%	3	Hard	50	0	32
2	68.9	71.7	72.4	87	276	873		SR-60 WB Onramp	15,293	45	0.0%	88.5%	6.9%	4.6%	75.0%	15.0%	10.0%	1	Hard	50	0	6
3	70.8	73.6	74.2	133	420	1329		SR-60 EB Onramp	15,746	45	0.0%	84.5%	4.2%	11.3%	75.0%	15.0%	10.0%	1	Hard	50	0	6
4	69.2	72.0	72.7	93	296	935		SR-60 EB Offramp	13,167	45	0.0%	84.0%	9.2%	6.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
5	77.4	80.2	80.9	611	1932	6110		Euclid Ave. - SR-60 Ramps to Walnut Ave.	55,193	55	0.0%	85.2%	5.2%	9.7%	75.0%	15.0%	10.0%	4	Hard	50	0	44
6	77.2	80.0	80.7	588	1861	5885		Euclid Ave. - Walnut Ave. to Riverside Dr.	50,923	55	0.0%	84.1%	5.5%	10.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
7	76.6	79.4	80.1	513	1623	5133		Euclid Ave. - Riverside Dr. to Chino Ave.	47,416	55	0.0%	85.3%	5.7%	9.0%	75.0%	15.0%	10.0%	4	Hard	50	0	44
8	77.3	80.1	80.8	595	1881	5948		Euclid Ave. - Chino Ave. to Schaefer Ave.	58,735	55	0.0%	86.8%	5.3%	7.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
9	76.8	79.6	80.3	533	1684	5326		Euclid Ave. - Schaefer Ave. to Edison Ave.	52,268	55	0.0%	86.5%	5.5%	8.0%	75.0%	15.0%	10.0%	4	Hard	50	0	44
10	74.2	77.0	77.7	293	925	2927		Edison Ave. - Euclid Ave. to Grove Ave.	39,770	50	0.0%	89.0%	5.1%	5.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
11	74.8	77.6	78.3	335	1059	3350		Edison Ave. - West of Euclid Ave.	38,562	50	0.0%	86.9%	4.8%	8.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
12	76.5	79.3	79.9	493	1560	4934		Euclid Ave. - Edison Ave. to Eucalyptus Ave.	52,574	55	0.0%	87.2%	6.8%	6.1%	75.0%	15.0%	10.0%	4	Hard	50	0	44
13	76.8	79.6	80.3	535	1692	5350		Euclid Ave. - Eucalyptus Ave. to Project Driveway 1	59,955	55	0.0%	88.1%	6.6%	5.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
14	69.4	72.1	72.8	96	303	959		Eucalyptus Ave. - Euclid Ave. to Project Driveway 3	20,735	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
15	76.8	79.6	80.3	533	1687	5335		Euclid Ave. - Project Driveway 1 to Project Driveway 2	59,767	55	0.0%	88.1%	6.6%	5.3%	75.0%	15.0%	10.0%	4	Hard	50	0	44
16	76.0	78.8	79.5	448	1415	4475		Euclid Ave. - Project Driveway 2 to Merrill Ave.	59,553	55	0.0%	93.4%	2.4%	4.2%	75.0%	15.0%	10.0%	4	Hard	50	0	44
17	77.2	80.0	80.6	581	1836	5806		Euclid Ave. - Merrill Ave. to Kimball Ave.	67,438	55	0.0%	88.5%	6.8%	4.7%	75.0%	15.0%	10.0%	4	Hard	50	0	44
18	75.1	77.9	78.6	360	1140	3605		Euclid Ave. - Kimball Ave. to Bickmore Ave.	42,283	55	0.0%	87.8%	8.2%	4.0%	75.0%	15.0%	10.0%	4	Hard	50	0	44
19	73.4	76.2	76.9	246	777	2458		Kimball Ave. - West of Euclid Ave.	34,812	50	0.0%	89.6%	5.5%	4.9%	75.0%	15.0%	10.0%	4	Hard	50	0	44
20	67.5	70.3	71.0	63	200	632		Bickmore Ave. - West of Euclid Ave.	9,942	40	0.0%	78.1%	15.9%	5.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
21	74.5	77.3	78.0	315	995	3145		Euclid Ave. - Bickmore Ave. to Pine Ave.	39,553	55	0.0%	91.4%	4.2%	4.4%	75.0%	15.0%	10.0%	4	Hard	50	0	44
22	73.0	75.8	76.5	224	708	2240		Merrill Ave. - Project Driveway 4 to Sultana Ave.	28,530	50	0.0%	88.4%	4.5%	7.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
23	73.1	75.8	76.5	225	711	2249		Merrill Ave. - Euclid Ave. to Project Driveway 4	28,706	50	0.0%	88.4%	4.5%	7.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
24	69.5	72.2	72.9	98	310	980		Eucalyptus Ave. - Driveway 5 to Sultana Ave.	21,187	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
25	69.4	72.2	72.9	97	307	969		Eucalyptus Ave. - Driveway 3 to Driveway 5	20,949	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
26	69.3	72.1	72.8	95	300	948		Eucalyptus Ave. - Sultana Ave. to Bon View Ave.	20,484	45	0.0%	94.2%	2.1%	3.7%	75.0%	15.0%	10.0%	2	Hard	50	0	20
28	73.1	75.9	76.6	229	724	2289		Merrill Ave. - Sultana Ave. to Bon View Ave.	29,271	50	0.0%	88.5%	4.5%	7.0%	75.0%	15.0%	10.0%	2	Hard	50	0	20
29	65.6	68.4	69.1	40	127	402		Bon View Ave. - North of Eucalyptus Ave.	7,434	45	0.0%	90.5%	5.0%	4.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
30	69.0	71.7	72.4	87	277	875		Eucalyptus Ave. - Bon View Ave. to Grove Ave.	16,042	45	0.0%	89.3%	6.6%	4.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
31	71.2	73.9	74.6	145	458	1449		Grove Ave. - North of Edison Ave.	19,734	50	0.0%	86.4%	9.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
32	74.7	77.5	78.2	330	1045	3305		Edison Ave. - Grove Ave. to Walker Ave.	47,252	50	0.0%	89.1%	6.0%	4.9%	75.0%	15.0%	10.0%	2	Hard	50	0	20
33	71.9	74.7	75.4	173	548	1733		Grove Ave. - Edison Ave. to Eucalyptus Ave.	24,495	50	0.0%	87.7%	7.9%	4.4%	75.0%	15.0%	10.0%	2	Hard	50	0	20
34	69.4	72.2	72.9	97	307	971		Eucalyptus Ave. - East of Grove Ave.	11,361	45	0.0%	82.9%	6.3%	10.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
35	73.5	76.3	77.0	250	792	2505		Merrill Ave. - Grove Ave. to Flight Ave.	29,902	50	0.0%	87.3%	4.7%	8.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
36	73.5	76.3	77.0	251	795	2513		Merrill Ave. - Bon View Ave. to Grove Ave.	28,308	50	0.0%	85.2%	6.3%	8.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
37	68.7	71.5	72.2	83	263	831		Walker Ave. - North of Edison Ave.	9,603	45	0.0%	80.6%	9.3%	10.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
38	71.0	73.8	74.5	140	442	1398		Walker Ave. - South of Edison Ave.	11,738	45	0.0%	73.7%	9.2%	17.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
39	74.9	77.7	78.3	342	1081	3418		Edison Ave. - Walker Ave. to Vineyard Ave.	50,026	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
40	73.4	76.2	76.9	243	769	2431		Merrill Ave. - Flight Ave. to Baker Ave.	29,055	50	0.0%	88.0%	3.7%	8.2%	75.0%	15.0%	10.0%	3	Hard	50	0	32
41	65.3	68.1	68.8	38	120	380		Baker Ave. - South of Merrill Ave.	1,654	50	0.0%	46.2%	23.1%	30.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
42	73.4	76.2	76.8	241	763	2414		Merrill Ave. - Baker Ave. to Hellman Ave.	28,596	50	0.0%	87.9%	3.7%	8.4%	75.0%	15.0%	10.0%	3	Hard	50	0	32
43	76.1	78.9	79.5	450	1423	4499		Edison Ave. - Vineyard Ave. to Hellman Ave.	65,843	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
44	74.0	76.8	77.5	281	889	2810		Merrill Ave. - Hellman Ave. to Carpenter Ave.	31,716	50	0.0%	86.3%	4.9%	8.8%	75.0%	15.0%	10.0%	3	Hard	50	0	32
45	64.9	67.6	68.3	34	108	341		Carpenter Ave. - North of Merrill Ave.	4,296	40	0.0%	78.7%	9.8%	11.5%	75.0%	15.0%	10.0%	2	Hard	50	0	20
46	64.5	67.3	68.0	31	99	314		Carpenter Ave. - South of Merrill Ave.	4,414	40	0.0%	83.5%	5.7%	10.8%	75.0%	15.0%	10.0%	2	Hard	50	0	20
47	74.2	77.0	77.7	291	921	2912		Merrill Ave. - Carpenter Ave. to Archibald Ave.	32,264	50	0.0%	85.6%	5.3%	9.1%	75.0%	15.0%	10.0%	2	Hard	50	0	20
48	76.0	78.8	79.5	446	1410	4458		Edison Ave. - Hellman Ave. to Archibald Ave.	65,241	50	0.0%	89.4%	6.0%	4.6%	75.0%	15.0%	10.0%	2	Hard	50	0	20
49	75.8	78.6	79.3	426	1347	4259		Edison Ave. - Archibald Ave. to Harrison Ave.	56,561	50	0.0%	89.1%	4.8%	6.1%	75.0%	15.0%	10.0%	4	Hard	50	0	44
50	75.8	78.6	79.3	424	1341	4241		Ontario Ranch Road - Harrison Ave. to Haven Ave.	53,497	50	0.0%	88.2%	5.0%	6.8%	75.0%	15.0%	10.0%	4	Hard	50	0	44
51	76.5	79.3	80.0	501	1584	5009		Ontario Ranch Road - Hamner Ave. to I-15 Ramps	58,985	55	0.0%	90.0%	4.8%	5.1%	75.0%	15.0%	10.0%	4	Hard	50	0	44
52	76.3	79.1	79.8	478	1513	4785		Ontario Ranch Road - Haven Ave. to Hamner Ave.	51,018	55	0.0%	88.0%	5.5%	6.5%	75.0%	15.0%	10.0%	4	Hard	50	0	44
53	72.2	75.0	75.7	187	590	1866		I-15 NB Offramp	31,849	45	0.0%	89.4%	5.1%	5.5%	75.0%	15.0%	10.0%	1	Hard	50	0	6
54	74.9	77.7	78.4	347	1096	3467		Cantu-Galleano Ranch Rd. - East of I-15 Ramp	32,426	55	0.0%	86.8%	4.8%	8.4%	75.0%	15.0%	10.0%	6	Hard	50	0	68

LOADING DOCK NOISE MODELING

ONT-05 Loading Dock/Truck Noise Calculations

Receptor: Ontario, across Eucalyptus								
		Reference Adjusted (@ 50 ft)		Distance Attenuation		Barrier Attenuation		
		12 docks	7 docks	12 docks	7 docks	12 docks	7 docks	
Metric	Ref @ 50 ft	12 docks	7 docks	350	750 feet	-8 dB	-3 dB	**Total (dBA)**
L50	40.0	50.8	53.2	33.9	29.7	25.9	26.7	**29.3**
L25	42.0	52.8	55.2	35.9	31.7	27.9	28.7	**31.3**
L8	53.0	63.8	66.2	46.9	42.7	38.9	39.7	**42.3**
L2	54.0	64.8	67.2	47.9	43.7	39.9	40.7	**43.3**
Lmax	75.0	85.8	88.2	68.9	64.7	60.9	61.7	**64.3**

Receptor: Chino, across Euclid					
	Reference Adjusted (@ 50 ft)		Distance Attenuation	Barrier Attenuation	
		21 docks	21 docks	21 docks	
Metric	Ref @ 50 ft		475 feet	-8 dB	**Total (dBA)**
L50	40.0	53.2	33.7	25.7	**25.7**
L25	42.0	55.2	35.7	27.7	**27.7**
L8	53.0	66.2	46.7	38.7	**38.7**
L2	54.0	67.2	47.7	39.7	**39.7**
Lmax	75.0	88.2	68.7	60.7	**60.7**

RCNM Appendix A: Practices for Calculating Estimated Shielding (fwha.dot.gov)

Atten (dB)	Instance
3	If a noise barrier or other obstruction (like a dirt mound) just barely breaks the line-of-sight between the noise source and the receptor
5	If the noise source is in a enclosure and/or barrier that has some gaps in it
5	If a noise source is enclosed or shielded with heavy vinyl noise curtain material (e.g., SoundSeal BBC-13-2" or equivalent)
8	If the noise source is completely enclosed OR completely shielded with a solid barrier located close to the source
10	If the noise source is completely enclosed AND completely shielded with a solid barrier located close to the source

References

1. Roadway Construction Noise Model User's Guide. Federal Highway Administration. FHWA-HEP-05-054.January 2006

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3. Thalheimer, Erich. "Construction Noise Control Program and Mitigation Strategy at the Central Artery/Tunnel Project". Noise Control Engineering Journal, Vol. 48, No. 5, pp 157-165, September - October 2000.

4. "Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety", Environmental Protection Agency, ONAC 550/9-74-004. Washington, DC, March 1974.

5. "Power Plant Construction Noise Guide". Bolt, Beranek, and Newman Inc. and Empire State Electric Energy Research Corp., Report No. 3321. New York, NY May 1977.