

Moreno Valley Walmart

NOISE IMPACT ANALYSIS CITY OF MORENO VALLEY

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LIST OF ABBREVIATED TERMS

(1) Reference

ADT Average Daily Traffic

ANSI American National Standards Institute

Calveno California Vehicle Noise

CEQA California Environmental Quality Act
CNEL Community Noise Equivalent Level

dBA A-weighted decibels

EPA Environmental Protection Agency
FHWA Federal Highway Administration
FTA Federal Transit Administration

HVAC Heating, Ventilation and Air-Conditioning INCE Institute of Noise Control Engineering

Leq Equivalent continuous (average) sound level
Lmax Maximum level measured over the time interval
Lmin Minimum level measured over the time interval

mph Miles per hour

NLR Noise Level Reduction
Project Moreno Valley Walmart

RCNM Roadway Construction Noise Model
REMEL Reference Energy Mean Emission Level

STC Sound Transmission Class

VdB Vibration Decibels



1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed Moreno Valley Walmart ("Project"). This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, describes the local regulatory setting, provides the study methods and procedures for traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term operational noise impacts and short-term construction noise impacts.

1.1 SITE LOCATION

The proposed Moreno Valley Walmart development is located west of Perris Boulevard and south of Gentian Avenue in the City of Moreno Valley as shown on Exhibit 1-A. The Project site is currently vacant.



EXHIBIT 1-A: LOCATION MAP

1.2 STUDY AREA

The Project site is located within area developed mostly with residential and commercial land uses as shown on Exhibit 1-B. The existing residential community located approximately 1,500 west of the site across Indian Street includes a six-foot high masonry perimeter sound wall. The residential homes located approximately 700 feet north of the project site include a combination of fencing materials (wood and chain-link) that provide limited noise attenuation potential.

The March Middle School and Rainbow Ridge Elementary School are situated approximately 1,300 feet southwest of the Project site. The commercial land use located south the Project consists of an existing Home Depot. The land uses east of the Project site across Perris Boulevard include residential and a large parcel reserved for the use as the City Yard. To ensure that the noise analysis presents the worst-case future noise impacts associated with development of the Project, this analysis also identifies the impacts for the planned adjacent residential areas that are currently vacant to the north and west of the Project site.

1.3 PROJECT DESCRIPTION

The Project includes the development of a 185,761 square foot free-standing discount superstore and a 16 vehicle fueling position gas station with convenience market and car wash. It is assumed that the Project will be constructed and occupied by 2018. Exhibit 1-C illustrates a preliminary conceptual site plan



EXHIBIT 1-B: EXISTING LAND USES

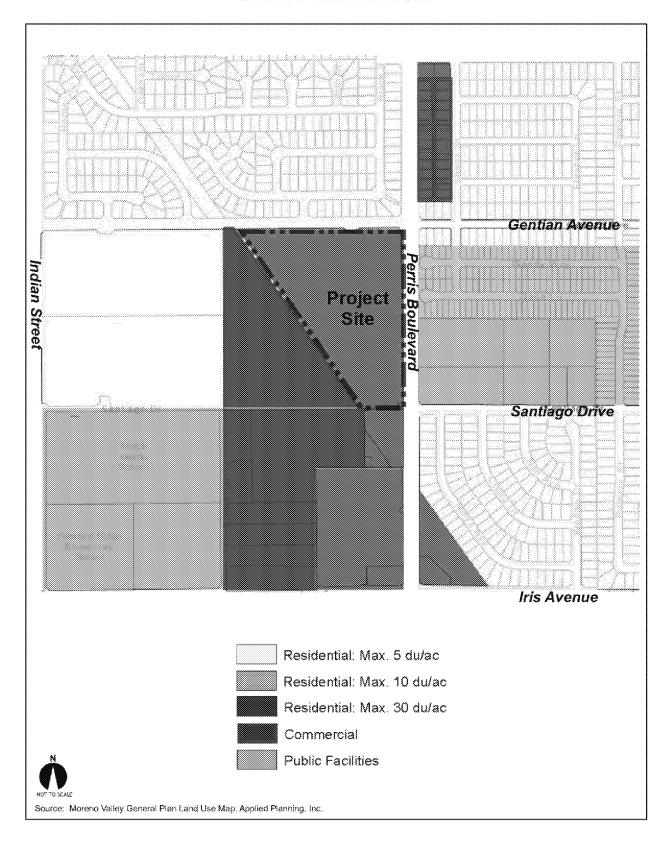
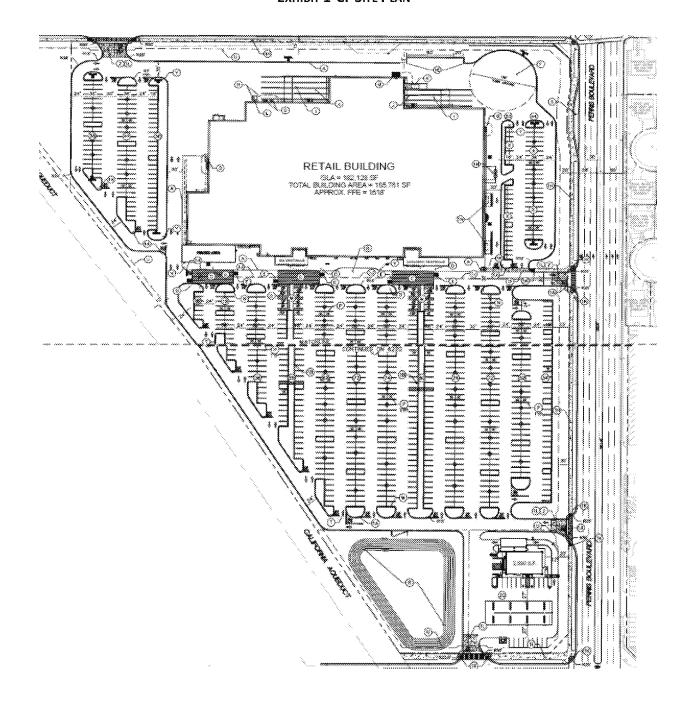




EXHIBIT 1-C: SITE PLAN



2 FUNDAMENTALS

Noise has been simply defined as "unwanted sound." Sound becomes unwanted when it interferes with normal activities, when it causes actual physical harm or when it has adverse effects on health. Noise is measured on a logarithmic scale of sound pressure level known as a decibel (dB). A-weighted decibels (dBA) approximate the subjective response of the human ear to broad frequency noise source by discriminating against very low and very high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies which are audible to the human ear. Exhibit 2-A presents a summary of the typical noise levels and their subjective loudness and effects that are described in more detail below.

EXHIBIT 2-A: TYPICAL NOISE LEVELS

COMMON OUTDOOR ACTIVITIES	COMMON INDOOR ACTIVITIES	A - WEIGHTED SOUND LEVEL dBA	SUBJECTIVE LOUDNESS	EFFECTS OF NOISE	
THRESHOLD OF PAIN		140			
NEAR JET ENGINE		130	INTOLERABLE OF		
		120	DEAFERING	HEARING LOSS	
JET FLY-OVER AT 300m (1000 ft)	ROCK BAND	110			
LOUD AUTO HORN		100			
GAS LAWN MOWER AT 1m (3 ft)		90	VERY NOISY		
DIESEL TRUCK AT 15m (50 ft), at 80 km/hr (50 mph)	FOOD BLENDER AT 1m (3 ft)	80			
NOISY URBAN AREA, DAYTIME	VACUUM CLEANER AT 3m (10 ft)	70	LOUD	SPEECH INTERFERENCE	
HEAVY TRAFFIC AT 90m (300 ft)	NORMAL SPEECH AT 1m (3 ft)	60			
QUIET URBAN DAYTIME	LARGE BUSINESS OFFICE	50	MODERATE	riren	
QUIET URBAN NIGHTTIME	THEATER, LARGE CONFERENCE ROOM (BACKGROUND)	40		SLEEP DISTURBANCE	
QUIET SUBURBAN NIGHTTIME	LIBRARY	30			
QUIET RURAL NIGHTTIME	BEDROOM AT NIGHT, CONCERT HALL (BACKGROUND)	20	FAINT		
	BROADCAST/RECORDING STUDIO	10	VERY FAINT	NO EFFECT	
LOWEST THRESHOLD OF HUMAN HEARING	LOWEST THRESHOLD OF HUMAN HEARING	0	VCN: PAINI		

Source: Environmental Protection Agency Office of Noise Abatement and Control, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (EPA/ONAC 550/9-74-004) March 1974.

2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud.(1) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA at approximately 100 feet, which can cause serious discomfort.(2) Another



important aspect of noise is the duration of the sound and the way it is described and distributed in time.

2.2 Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most commonly used figure is the equivalent level (Leq). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in A-weighted decibels (dBA). The equivalent sound level (Leq) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period.

Peak hour or average noise levels, while useful, do not completely describe a given noise environment. Noise levels lower than peak hour may be disturbing if they occur during times when quiet is most desirable, namely evening and nighttime (sleeping) hours. To account for this, the Community Noise Equivalent Level (CNEL), representing a composite twenty-four hour noise level is utilized. The CNEL is the weighted average of the intensity of a sound, with corrections for time of day, and averaged over 24 hours. The time of day corrections require the addition of 5 decibels to dBA Leq sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA Leq sound levels at night between 10:00 p.m. and 7:00 a.m. These additions are made to account for the noise sensitive time periods during the evening and night hours when sound appears louder. CNEL does not represent the actual sound level heard at any particular time, but rather represents the total sound exposure. The City of Moreno Valley relies on the 24-hour CNEL level to assess land use compatibility with transportation related noise sources.

2.3 SOUND PROPAGATION

When sound propagates over a distance, it changes in level and frequency content. The manner in which noise reduces with distance depends on the following factors.

2.3.1 GEOMETRIC SPREADING

Sound from a localized source (i.e., a stationary point source) propagates uniformly outward in a spherical pattern. The sound level attenuates (or decreases) at a rate of 6 dB for each doubling of distance from a point source. Highways consist of several localized noise sources on a defined path and hence can be treated as a line source, which approximates the effect of several point sources. Noise from a line source propagates outward in a cylindrical pattern, often referred to as cylindrical spreading. Sound levels attenuate at a rate of 3 dB for each doubling of distance from a line source.

2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receptor is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also



been expressed in terms of attenuation per doubling of distance. This approximation is usually sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receptor, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receptor such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source.

2.3.3 ATMOSPHERIC EFFECTS

Receptors located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 ft) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects.

2.3.4 SHIELDING

A large object or barrier in the path between a noise source and a receptor can substantially attenuate noise levels at the receptor. The amount of attenuation provided by shielding depends on the size of the object and the frequency content of the noise source. Shielding by trees and other such vegetation typically only has an "out of sight, out of mind" effect. That is, the perception of noise impact tends to decrease when vegetation blocks the line-of-sight to nearby resident. However, for vegetation to provide a substantial, or even noticeable, noise reduction, the vegetation area must be at least 15 feet in height, 100 feet wide and dense enough to completely obstruct the line-of sight between the source and the receptor. This size of vegetation may provide up to 5 dBA of noise reduction. The FHWA does not consider the planting of vegetation to be a noise abatement measure.

2.4 Traffic Noise Prediction

Vehicle noise is a combination of the noise produced by the engine, exhaust, and tires on the roadway. According to the *Highway Traffic Noise Analysis and Abatement Policy and Guidance*, provided by the Federal Highway Administration, the level of traffic noise depends on three primary factors: the volume of the traffic, the speed of the traffic, and the vehicle mix within the flow of traffic. Generally, the loudness of traffic noise is increased by heavier traffic volumes, higher speeds, and a greater number of trucks.(3) A doubling of the traffic volume, assuming that the speed and vehicle mix do not change, results in a noise level increase of 3 dBA. The vehicle mix on a given roadway may also have an effect on community noise levels. As the number of medium and heavy trucks increases and becomes a larger percentage of the vehicle mix, adjacent noise level impacts will increase.



2.5 Noise Control

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

2.6 Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receptor. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the view of the noise source. (3)

2.7 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches and residences are more sensitive to noise intrusion than are commercial or industrial activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process.

The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (4)

2.8 COMMUNITY RESPONSE TO NOISE

Community responses to noise may range from registering a complaint by telephone or letter, to initiating court action, depending upon each individual's susceptibility to noise and personal attitudes about noise. Several factors are related to the level of community annoyance including:

- Fear associated with noise producing activities;
- Socio-economic status and educational level of the receptor;
- Noise receptor's perception that they are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Receptor's belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Another twenty-five percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (5) Surveys have shown that about ten percent of the



people exposed to traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. (5)

Despite this variability in behavior on an individual level, the population as a whole can be expected to exhibit the following responses to changes in noise levels. An increase or decrease of 1 dBA cannot be perceived except in carefully controlled laboratory experiments, a change of 3 dBA are considered *barely perceptible*, and changes of 5 dBA are considered *readily perceptible*. (3)

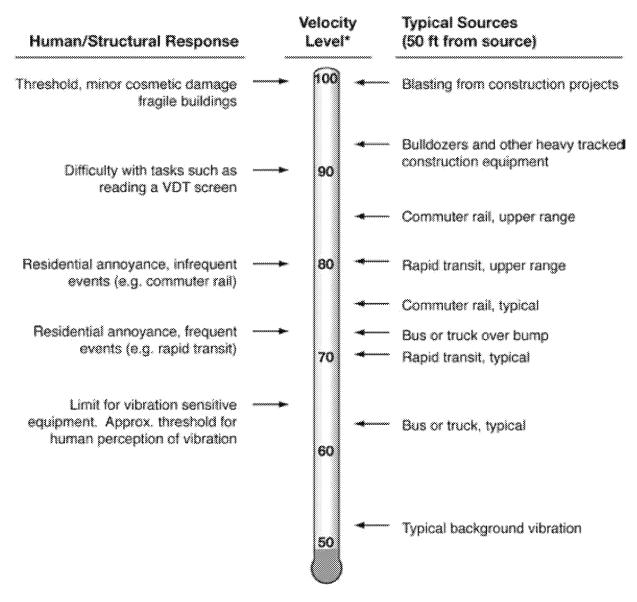
2.9 VIBRATION

According to the Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment (6), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency. Vibration is often described in units of velocity (inches per second), and discussed in decibel (dB) units in order to compress the range of numbers required to describe vibration. Vibration impacts are generally associated with activities such as train operations, construction and heavy truck movements.

The background vibration-velocity level in residential areas is generally 50 VdB. Ground-borne vibration is normally perceptible to humans at approximately 65 VdB. For most people, a vibration-velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels. Typical outdoor sources of perceptible ground-borne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the ground-borne vibration is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration-velocity level, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings. Exhibit 2-B illustrates common vibration sources and the human and structural response to ground-borne vibration.



EXHIBIT 2-B: TYPICAL LEVELS OF GROUND-BORNE VIBRATION



* RMS Vibration Velocity Level in VdB relative to 10⁻⁶ inches/second

Source: Federal Transit Administration (FTA) Transit Noise Impact and Vibration Assessment



3 REGULATORY SETTING

To limit population exposure to physically and/or psychologically damaging as well as intrusive noise levels, the federal government, the State of California, various county governments, and most municipalities in the state have established standards and ordinances to control noise. In most areas, automobile and truck traffic is the major source of environmental noise. Traffic activity generally produces an average sound level that remains fairly constant with time. Air and rail traffic, and commercial and industrial activities are also major sources of noise in some areas. Federal, state, and local agencies regulate different aspects of environmental noise. Federal and state agencies generally set noise standards for mobile sources such as aircraft and motor vehicles, while regulation of stationary sources is left to local agencies.

3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared according to guidelines adopted by the Governor's Office of Planning and Research. (7) The purpose of the Noise Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

3.2 STATE OF CALIFORNIA BUILDING CODE

The State of California's noise insulation standards are codified in the California Code of Regulations, Title 24, Building Standards Administrative Code, Part 2, and the California Building Code. These noise standards are applied to new construction in California for the purpose of controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when noise-sensitive structures, such as residential buildings, schools, or hospitals, are developed near major transportation noise sources, and where such noise sources create an exterior noise level of 60 dBA CNEL or higher. Acoustical studies that accompany building plans for noise-sensitive land uses must demonstrate that the structure has been designed to limit interior noise in habitable rooms to acceptable noise levels. For new residential buildings, schools, and hospitals, the acceptable interior noise limit for new construction is 45 dBA CNEL.

3.3 CITY OF MORENO VALLEY NOISE ELEMENT

The City Noise Element typically provides the standards for land use compatibility for community noise exposure. However, the City of Moreno Valley General Plan does not include a noise element or specific transportation related noise standards. Rather, noise is considered in the Environmental Safety section of the General Plan Safety Element included in Appendix 3.1. (8) While the General Plan provides background and noise fundamentals, it does not identify criteria to assess the impacts associated with off-site transportation related noise



impacts. Therefore, for the purpose of this analysis, the transportation noise criteria are derived from standards contained in the General Plan Guidelines, a publication of the California Office of Planning and Research. These land use / noise compatibility standards included on Figure 2 in Appendix 3.2 are used by many California cities and counties and specify the maximum noise levels allowable for new developments impacted by transportation noise sources

The purpose of the transportation noise criteria is to protect, create, and maintain an environment free from noise and vibration that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life. City General Policies (City of Moreno Valley General Plan, pp.9-31, 9-32) act to ensure that when exterior noise levels exceed 65 dBA CNEL at sensitive receptors, mitigation is provided to ensure that interior noise levels of 45 dBA CNEL are maintained. General Plan Policies in this regard are consistent with, and support, the California Building Code interior noise standards.

3.4 CITY OF MORENO VALLEY MUNICIPAL CODE STANDARDS

The Project operational stationary/area source noise impacts are governed by the City of Moreno Valley Municipal Code, Title 11, Chapter 11, Regulation (Sections 11.80.010 through 11.80.060). These limits are used to describe the time-varying character of the stationary/area source operational noise levels and they do not compare with the 24-hour total sound exposure transportation related CNEL noise level limits.

3.4.1 OPERATIONAL STATIONARY/AREA SOURCE NOISE

The Noise Ordinance included in the City of Moreno Valley Municipal Code provides performance standards and noise control guidelines for determining and mitigating non-transportation or stationary/area noise source impacts from operations at private properties. The maximum allowable stationary/area-source noise levels are regulated pursuant to the City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation (Sections 11.80.010 through 11.80.060). The City of Moreno Valley Noise Ordinance is included in Appendix 3.3.

To conform with applicable provisions of the Municipal Code, the maximum allowable noise generated by area/stationary sources when measured at 200 feet from any property line, shall not exceed 65dBA Leq during daytime hours (8:00 a.m. to 10:00 p.m. the same day); and shall not exceed 60 dBA Leq during nighttime hours (10:01 p.m. to 7:59 a.m. the following day).

3.4.2 CONSTRUCTION NOISE

As a subset of its stationary/area-source noise regulations, the City Municipal Code establishes additional restrictions on construction-source noise. More specifically, Municipal Code Section 11.80.030.D.7, *Construction and Demolitions*, provides the following limits to the hours of general construction equipment operations:

No person shall operate or cause operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise



disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee.

However, grading operations shall be limited to the hours identified in Section 8.21.050 (O) of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on weekends and holidays or as approved by the City Engineer. In addition to the hours of operations limitations provided in the Noise Ordinance, Section 11.80.030 (C.), *Non-impulsive Sound Decibel Limits* states the following:

No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any non-impulsive sound which exceeds the limits set forth for the source land use category in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property. Any source of sound in violation of this subsection shall be deemed prima facie to be a noise disturbance. (9)

Even though the City of Moreno Valley Municipal Code does not identify specific construction noise limits; it does provide noise level limits for the source land use category when measured at a distance of 200 feet. Since the source land use (commercial) is other than residential, 65 dBA Leq at a distance of 200 feet is used as the limit for this analysis to assess the construction noise level impacts. Therefore, to conform with applicable provisions of the Municipal Code, the maximum allowable noise generated by on-site construction activities when measured at 200 feet from any property line, shall not exceed 65dBA Leq. To ensure that Project construction activities do not adversely affect ambient noise conditions during the nighttime hour of 7:00 a.m. to 8:00 a.m., and to demonstrate compliance with provisions of Municipal Code Section 11.80.030.D.7, noise-generating Project construction activities shall be prohibited between the hours of 8:00 p.m. to 8:00 a.m. for general construction operations. Grading operations shall be prohibited between the hours of 6:00 p.m. to 8:00 a.m. on weekdays, and 4:00 p.m. to 8:00 a.m. on weekends and holidays.

3.5 VIBRATION STANDARDS

The United States Department of Transportation Federal Transit Administration (FTA) provides guidelines (6) for maximum-acceptable vibration criteria for different types of land uses. These guidelines allow 80 VdB for residential uses and buildings where people normally sleep.

Construction activity can result in varying degrees of ground-borne vibration, depending on the equipment and methods used, distance to the affected structures and soil type. Construction vibration is generally associated with pile driving and rock blasting. Other construction equipment such as air compressors, light trucks, hydraulic loaders, etc., generates little or no ground vibration. Occasionally large bulldozers and loaded trucks can cause perceptible vibration levels at close proximity. The FTA guidelines of 80 VdB for sensitive land uses provide the basis for determining the relative significance of potential Project related vibration impacts.



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4 THRESHOLDS OF SIGNIFICANCE

This section outlines the applicable thresholds of significance that were used assess the potential project noise impacts.

4.1 STANDARDS OF SIGNIFICANCE

Based on the noise criteria presented in Section 3, and direction provided within the CEQA Guidelines as implemented by the City of Moreno Valley, Project noise impacts would be considered potentially significant if the Project is determined to result in or cause the following conditions:

- Exposure of persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies;
- A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project; or
- A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.
- Exposure of persons to, or generation of, excessive groundborne vibration or groundborne noise
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.
- For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

4.2 Noise Impact Significance Criteria

Noise impact significance criteria germane to the Project are discussed below.

Potential to expose persons to, or generate, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Project Stationary/Area-Source Noise Exceeding City Standards Would be Considered Potentially Significant. The City of Moreno Valley Municipal Code Chapter 11.80 Noise Regulation, Table 11.80.030-2 Maximum Sound Levels for Source Land Uses shown on Table 4-1 establishes the maximum acceptable noise levels that can be generated by stationary/area noise sources as received at off-site land uses.



As substantiated in the EIR Initial Study, the Project's potential impacts under the following topics are determined to be lessthan-significant, and are not further discussed in this Analysis:

For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the Project area to excessive noise levels.

For a project within the vicinity of a private airstrip, expose people residing or working in the Project area to excessive noise levels.

TABLE 4-1: MAXIMUM SOUND LEVELS (IN DBA((A)) FOR SOURCE LAND USES

Res	HALITER	CUI	nmercial
Daytime	Nighttime	Daytime	Nighttime
60	55	65	60

Source: City of Moreno Valley Municipal Code Chapter 11.80 Noise Regulation, Table 11.80.030-2

Notes: Nighttime: 10:01 p.m. to 7:59 a.m. the following day; Daytime: 8:00 a.m. to 10:00 p.m. the same day.

The City Municipal Code also establishes additional restrictions on construction-source noise. More specifically, Municipal Code Section 11.80.030.D.7, *Construction and Demolitions*, provides the following for general construction operations:

No person shall operate or cause operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee.

Grading operations shall be prohibited between the hours of 6:00 p.m. to 8:00 a.m. on weekdays, and 4:00 p.m. to 8:00 a.m. on weekends and holidays based on Section 8.21.050.0 of the Municipal Code.

Project Vehicular-Source Noise Exceeding City Standards Would be Considered Potentially Significant. City General Policies (City of Moreno Valley General Plan, pp.9-31, 9-32) establish parameters for vehicular source noise along City roadways. In this regard City General Plan Policies act to ensure that when exterior noise levels exceed 65 dBA CNEL at sensitive receptors mitigation is provided to ensure that interior noise levels of 45 dBA CNEL are maintained. Project vehicular-source noise that would cause or result in noise levels exceeding 65 dBA CNEL would potentially expose persons to noise levels in excess of standards established in the local general plan, and would therefore be potentially significant.

4.2.1 SIGNIFICANCE SUMMARY

Project stationary/area-source noise exceeding Municipal Code Noise Regulations identified at Table 11.80.030-2; or that would violate provisions of Municipal Code Section 11.80.030.D.7, *Construction and Demolitions* would potentially expose persons to, or generate, noise levels in excess of standards established in the local noise ordinance, and would therefore be potentially significant.

Additionally, Project vehicle-source noise that would result in exposure of land uses to noise levels greater than 65 dBA CNEL as established under City General Plan Policies, would potentially expose persons to, or generate, noise levels in excess of standards established in the local general plan, and would therefore be potentially significant.

• Potential to result in or cause a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project; or



 Potential to result in or cause a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Perceptible Project Stationary/Area-Source Noise Exceeding Maximum Acceptable Ambient Conditions Would be Considered Substantial and Potentially Significant. For the purposes of this analysis, the City's Maximum Sound Levels for Source Land Uses (65 dBA daytime/60 dBA nighttime) is also defined as the maximum acceptable ambient condition when considering stationary/area-source noise impacts. In this regard, the maximum acceptable ambient noise conditions established in this analysis reflect local standards for acceptable noise conditions; correlate with Policies established in the City General Plan; and are consistent with applicable California Office of Planning and Research (OPR) Land Use/Noise Compatibility Guidelines. (7)

When ambient noise conditions are within acceptable parameters (65 dBA daytime/60 dBA nighttime) and perceptible (3.0 dBA or greater) Project stationary/area-source noise (whether temporary/periodic or permanent) would individually or in combination with ambient noise levels, exceed 65 dBA daytime/60 dBA nighttime, Project-source increases in ambient conditions could adversely affect area land uses, and land use/noise compatibility standards may not be maintained. Project stationary/area-source noise of 3.0 dBA or greater that would cause ambient conditions to exceed 65 dBA daytime/60 dBA nighttime would on this basis be considered substantial and potentially significant.

Perceptible Project Vehicular-Source Noise Exceeding Maximum Acceptable Ambient Conditions Would be Considered Substantial and Potentially Significant. Similarly, when considering vehicular-source noise, the City's 65 dBA CNEL standard reflected in the City General Plan is defined as the maximum acceptable ambient condition when considering vehicular-source noise impacts. When ambient noise conditions are within acceptable parameters (65 dBA CNEL) and perceptible (3.0 dBA or greater) Project vehicular-source noise would, individually or in combination with ambient conditions, exceed 65 dBA CNEL, Project-source increases in ambient conditions could adversely affect area land uses, and land/use noise compatibility standards may not be maintained. Project vehicular-source noise of 3.0 dBA or greater that would cause ambient conditions to exceed 65dBA CNEL would on this basis be considered substantial and potentially significant.

When Noise Levels Exceed Maximum Acceptable Ambient Conditions, Project Stationary/Area-Source Noise Increases of 1.5 dBA or Greater Would be Considered Substantial and Potentially Significant. If however, ambient conditions already exceed minimum acceptable standards, subsequent increases in noise levels may be considered substantial as they would contribute to already deficient conditions. Neither the City nor the State have established a quantified incremental increase in noise levels that could be considered substantial in instances where ambient conditions may already be considered unacceptable. Guidance in this regard is however, provided at the federal level through the



Federal Interagency Committee on Noise (FICON). (10) In this regard, FICON guidance facilitates assessment of project-generated increases in noise levels that take into account ambient noise conditions. Although the FICON guidance was specifically developed to assess aircraft noise impacts, this guidance is broadly relevant to all environmental noise assessments in determining perceived effects of noise. Germane to this analysis, the FICON guidance indicates that when ambient noise conditions are at or above normally acceptable standards, increases in noise of 1.5 dBA or greater would contribute to existing deficiencies, potentially resulting in increased community annoyance, citizen complaints, and potential litigation.

FICON guidance as applied within this analysis would indicate that when ambient conditions equal or exceed the City's maximum acceptable standards for stationary/area-sources (65 dBA daytime/60 dBA nighttime), Project stationary/area-source noise increases of 1.5 dBA or greater in ambient conditions could result in increased community annoyance, citizen complaints, and potential litigation. For the purposes of this analysis then, when ambient conditions equal or exceed maximum acceptable standards for stationary/area-sources, Project stationary/area-source noise increases of 1.5 dBA more in ambient conditions would therefore be considered *substantial*, and therefore potentially significant.

When Noise Levels Exceed Maximum Acceptable Ambient Conditions, Project Vehicular-Source Noise Increases of 1.5 dBA or Greater Would be Considered Substantial and Potentially Significant. Similarly, when ambient noise conditions are at or above the City's normally acceptable standards for vehicular sources (65 dBA CNEL), Project vehicular-source increases of 1.5 dBA or greater in ambient conditions would contribute to existing deficiencies, and could result in increased community annoyance, citizen complaints, and potential litigation. For the purposes of this analysis then, when ambient conditions equal or exceed maximum acceptable standards for vehicular sources, Project vehicular-source noise increase of 1.5 dBA more in ambient conditions would therefore be considered *substantial* and therefore potentially significant.

In summary a substantial temporary or permanent increase in ambient noise conditions would occur if Project-source noise would:

- Result in an perceptible increase in noise levels (3.0 dBA or greater) that would cause the maximum acceptable ambient condition (65 dBA daytime/60 dBA nighttime for stationary/areasources; 65 dBA CNEL for vehicular sources) to be exceeded; or
- Result in an increase of 1.5 dBA in ambient conditions when the noise environment at receptor land uses already exceeds the maximum acceptable ambient noise condition (65 dBA daytime/60 dBA nighttime for stationary/area-sources; 65 dBA CNEL for vehicular sources).

4.3 VIBRATION IMPACT SIGNIFICANCE CRITERIA

The following vibration impact significance criteria are based on guidance provided by Appendix



G of the California Environmental Quality Act (CEQA) Guidelines.

• Potential to expose persons to, or generate, excessive groundborne vibration or groundborne noise levels.

Received vibration levels exceeding the FTA maximum acceptable vibration standard of 80 vibration decibels (VdB) for sensitive land uses would be considered excessive, and therefore potentially significant.



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5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, five long-term noise level measurements were taken at receptor locations in the Project study area. The noise level measurement locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. The noise level measurements were recorded by Urban Crossroads, Inc. on Wednesday, October 2, 2013 and Friday, October 4th, 2013. Appendix 5.1 includes study area photos.

5.1 MEASUREMENT PROCEDURE AND CRITERIA

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment meets American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-1983 (R2006)/ANSI S1.4a-1985 (R2006).(11)

5.2 Noise Measurement Locations

The long-term noise level measurements were positioned at the nearest noise sensitive receptor locations to assess the existing ambient hourly noise levels surrounding the Project site. It is not necessary to collect measurements at each individual building or residence, because each receptor measurement represents a group of buildings that share acoustical equivalence. In other words, the area represented by the receptor shares similar shielding, terrain, and geometric relationship to the reference noise source. While receptors represent a location of noise sensitive areas, they also represent noise modeling locations used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receptor locations allows for a comparison of the before and after Project noise levels.



EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS





LONG-TERM NOISE MEASUREMENT LOCATION



5.3 Noise Measurement Results

The results of the noise level measurements are presented in Table 5-1. Table 5-1 identifies the hourly daytime (8:00 a.m. to 10:00 p.m.) and nighttime (10:01 p.m. to 7:59 a.m.) noise levels at each noise level measurement location. Appendix 5.2 provides a summary of the existing hourly ambient noise levels described below:

- Located in front of the backyard wall of homes on Ninya Avenue, location LT-1 represents the off-site unmitigated exterior noise levels in front of the backyard wall at the southeast corner of the Project site. Based on the noise level measurements, the existing daytime hourly ambient noise levels ranged from 68.7 to 72.3 dBA Leq resulting in an energy (logarithmic) average daytime noise level of 70.2 dBA Leq. During the nighttime hours, the measured ambient noise levels ranged from 61.7 to 71.9 dBA Leq producing an energy (logarithmic) average nighttime noise level of 68.4 dBA Leq. The 24-hour noise level calculated at this location is 74.9 dBA CNEL which is considered normally unacceptable for single-family residential land use by the Land Use Compatibility criteria in the General Plan Guidelines.(7)
- Location LT-2 represents the adjacent residential homes located east of the Project site across
 Perris Boulevard on Wendy Way. The hourly noise levels measured at Location LT-2 ranged
 from 69.9 to 72.7 dBA Leq during the daytime hours and from 62.9 to 74.3 dBA Leq during the
 nighttime hours. The energy (logarithmic) average daytime noise level was calculated at 71.7
 dBA Leq with an average nighttime noise level of 70.4 dBA Leq. A review of the 24-hour
 Community Noise Equivalent Level (CNEL) at this location indicates that the overall unmitigated
 exterior noise level is 77.0 dBA CNEL which is considered normally acceptable for residential
 land use by the Land Use Compatibility General Plan Guidelines (Figure 2). (7)
- Location LT-3 represents the area north of the Project site near the adjacent residential land use with a combination of fencing materials (wood and chain-link). At Location LT-3, the homes are located some distance from the traffic noise level impacts of Indian Street and Perris Boulevard. As a result, the background ambient noise levels ranged from 41.4 to 50.0 dBA Leq during the daytime hours to levels of 39.0 to 43.3 dBA Leq during the nighttime hours. The energy (logarithmic) average daytime noise level was calculated at 44.1 dBA Leq with an average nighttime noise level of 41.0 dBA Leq. A review of the 24-hour Community Noise Equivalent Level (CNEL) indicates that the overall unmitigated exterior noise level is 48.3 dBA CNEL which is considered normally acceptable for residential land use by the Land Use Compatibility General Plan Guidelines (Figure 2). (7)
- To represent the existing ambient noise levels near the March Middle School and the Rainbow Ridge Elementary School, noise level measurement location LT-4 was placed north of the baseball diamond. At this location, the 24-hour noise level was calculated at 49.2 dBA CNEL, which is considered normally acceptable by the General Plan Guidelines.(7) The existing daytime hourly noise levels were measured at 42.0 to 54.2 dBA Leq with the nighttime hours ranging from 37.6 to 47.4 dBA Leq. The energy (logarithmic) average daytime noise level was calculated at 46.7 dBA Leq with an average nighttime noise level of 41.9 dBA Leq.
- Located west of the project site in an existing residential community, location LT-5 represents
 the off-site noise levels west of the project site across Indian Street. Based on the noise level
 measurements, the existing daytime hourly ambient noise levels ranged from 65.4 to 74.2 dBA
 Leq resulting in an energy (logarithmic) average daytime noise level of 69.0 dBA Leq. During the
 nighttime hours, the measured ambient noise levels ranged from 58.2 to 73.6 dBA Leq



producing an energy (logarithmic) average nighttime noise level of 66.7 dBA Leq. A review of the 24-hour Community Noise Equivalent Level (CNEL) indicates that the overall unmitigated exterior noise level is 72.4 dBA CNEL which is considered *normally unacceptable* for residential land use by the Land Use Compatibility General Plan Guidelines (Figure 2). However, with the existing six-foot high masonry perimeter sound wall and typical noise insulation features with standard building construction, the residential homes located across Indian Street are likely considered *conditionally acceptable*.

TABLE 5-1: LONG-TERM AMBIENT NOISE LEVEL MEASUREMENTS

			Hourly Noise L	evel (Leq dBA) ²	
Location ¹	Date	Description	Daytime (7am to 10pm)	Nighttime (10pm to 7am)	CNEL
LT-1	10/2/2013	Located east of the Project site in front of the backyard wall of homes located on Ninya Avenue.	70.2	68.4	74.9
LT-2	10/4/2013	Located east of the Project site in front of the backyard wall of homes located on Wendy Way.	71.7	70.4	77.0
LT-3	10/2/2013	Located north of the Project site in front of the backyard wall of homes located on Fay Avenue.	44.1	41.0	48.3
LT-4	10/2/2013	Located west of the Project site north of the baseball diamond at the March Middle School.	46.7	41.9	49.2
LT-5	10/4/2013	Located west of the Project site and Indian Street in front of the backyard of homes on Electra Court.	69.0	66.7	72.4

¹See Exhibit 5-A for the location of the monitoring sites.



² Energy (logarithmic) average hourly levels. The long-term measurements printouts are included in Appendix 5.2.

6 METHODS AND PROCEDURES

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

6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The estimated roadway noise impacts from vehicular traffic were calculated using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108.(12) The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels.(13) Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period.

6.2 TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the Project's off-site transportation noise impacts. Table 6-1 identifies the 105 study area roadway segments, the functional roadway classifications according to the General Plan Circulation Element, the number of lanes and the vehicle speeds. For the purpose of this analysis, soft site conditions were used to analyze the traffic noise impacts for the Project study area. Soft site conditions account for the sound propagation loss over natural surfaces such as normal earth and ground vegetation.

The Existing, Year 2018, and Year 2035 average daily traffic volumes used for this study are presented in Table 6-2 and were provided by the *Moreno Valley Walmart Traffic Impact Analysis* prepared by Urban Crossroads, Inc. (14) Table 6-3 presents the time of day vehicle splits and Table 6-4 presents the traffic flow distributions (vehicle mix) used for this analysis. The vehicle mix provides the hourly distribution percentages of automobile, medium trucks and heavy trucks for input into the FHWA noise prediction model.



TABLE 6-1: OFF-SITE ROADWAY PARAMETERS

ID	Roadway	Segment	Roadway Section	Vehicle Speed (MPH)
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	4D	55
2	Eucalyptus Avenue	East of Perris Boulevard	2U	40
3	Cottonwood Avenue	West of Indian Street	2D	45
4	Cottonwood Avenue	East of Indian Street	2D	45
5	Cottonwood Avenue	West of Perris Boulevard	2D	45
6	Cottonwood Avenue	East of Perris Boulevard	2U	40
7	Alessandro Boulevard	West of Heacock Street	5D	55
8	Alessandro Boulevard	East of Heacock Street	6D	55
9	Alessandro Boulevard	West of Indian Street	6D	55
10	Alessandro Boulevard	East of Indian Street	6D	55
11	Alessandro Boulevard	West of Perris Boulevard	6D	55
12	Alessandro Boulevard	East of Perris Boulevard	4D	55
13	Cactus Avenue	West of I-215 Freeway	4D	55
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	4D	55
15	Cactus Avenue	East of I-215 NB Ramps	4D	55
16	Cactus Avenue	West of Elsworth Street	4D	55
17	Cactus Avenue	East of Elsworth Street	5D	55
18	Cactus Avenue	West of Frederick Street	5D	55
19	Cactus Avenue	East of Frederick Street	5D	55
20	Cactus Avenue	West of Graham Street	5D	55
21	Cactus Avenue	East of Graham Street	5D	55
22	Cactus Avenue	West of Heacock Street	5D	55
23	Cactus Avenue	East of Heacock Street	4D	55
24	Cactus Avenue	West of Indian Street	4D	55
25	Cactus Avenue	East of Indian Street	4D	55
26	Cactus Avenue	West of Perris Boulevard	4D	55
27	Cactus Avenue	East of Perris Boulevard	4D	55
28	Cactus Avenue	East of Kitching Street	4D	55
29	John F. Kennedy Drive	West of Heacock Street	4D	55
30	John F. Kennedy Drive	East of Heacock Street	3D	55
31	John F. Kennedy Drive	West of Indian Street	4D	55
32	John F. Kennedy Drive	East of Indian Street	4D	55
33	John F. Kennedy Drive	West of Perris Boulevard	4D	55
34	John F. Kennedy Drive	East of Perris Boulevard	4D	55
35	John F. Kennedy Drive	West of Kitching Street	4D	55
36	John F. Kennedy Drive	East of Kitching Street	4D	55
37	Gentian Avenue	West of Indian Street	4U	45
38	Gentian Avenue	East of Perris Boulevard	2U	40



ID	Roadway	Segment	Roadway Section	Vehicle Speed (MPH)
39	Santiago Drive	East of Perris Boulevard	2U	40
40	Iris Avenue	West of Indian Street	2U	40
41	Iris Avenue	East of Indian Street	3D	55
42	Iris Avenue	West of Perris Boulevard	4D	55
43	Iris Avenue	East of Perris Boulevard	4D	55
44	Iris Avenue	West of Kitching Street	4D	55
45	Iris Avenue	East of Kitching Street	6D	55
46	Iris Avenue	West of Lasselle Street	6D	55
47	Iris Avenue	East of Lasselle Street	6D	55
48	Krameria Avenue	East of Indian Street	2D	45
49	Krameria Avenue	West of Perris Boulevard	2U	40
50	Krameria Avenue	East of Perris Boulevard	4D	55
51	Harley Knox Boulevard	West of Webster Avenue	2D	45
52	Harley Knox Boulevard	East of Webster Avenue	2D	45
53	Harley Knox Boulevard	West of Indian Street	3D	55
54	Harley Knox Boulevard	East of Indian Street	3D	55
55	Harley Knox Boulevard	West of Perris Boulevard	2D	45
56	Ramona Expressway	West of Perris Boulevard	6D	55
57	Ramona Expressway	East of Perris Boulevard	6D	55
58	Frederick Street	North of Cactus Avenue	4D	55
59	Heacock Street	North of Alessandro Boulevard	4D	55
60	Heacock Street	North of Cactus Avenue	4D	55
61	Indian Street	North of Cottonwood Avenue	2U	40
62	Indian Street	North of Alessandro Boulevard	3D	55
63	Indian Street	North of Cactus Avenue	4D	55
64	Indian Street	South of John F. Kennedy Drive	4D	55
65	Indian Street	North of Gentian Avenue	2U	40
66	Indian Street	South of Iris Avenue	2U	40
67	Indian Street	North of Krameria Avenue	2U	40
68	Indian Street	South of Krameria Avenue	2U	40
69	Indian Street	South of Harley Knox Boulevard	4D	55
70	Perris Boulevard	North of SR-60 WB Ramps	6D	55
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Boulevard	7D	55
72	Perris Boulevard	South of Sunnymead Boulevard	4D	55
73	Perris Boulevard	North of Eucalyptus Avenue	4D	55
74	Perris Boulevard	South of Eucalyptus Avenue	4D	55
75	Perris Boulevard	North of Cottonwood Avenue	4D	55
76	Perris Boulevard	South of Cottonwood Avenue	4D	55
77	Perris Boulevard	North of Alessandro Boulevard	4D	55



ID	Roadway	Segment	Roadway Section	Vehicle Speed (MPH)
78	Perris Boulevard	South of Alessandro Boulevard	4D	55
79	Perris Boulevard	North of Cactus Avenue	4D	55
80	Perris Boulevard	South of Cactus Avenue	6D	55
81	Perris Boulevard	North of John F. Kennedy Drive	6D	55
82	Perris Boulevard	South of John F. Kennedy Drive	6D	55
83	Perris Boulevard	North of Gentian Avenue	6D	55
84	Perris Boulevard	Gentian Avenue to Driveway 3	6D	55
85	Perris Boulevard	Driveway 3 to Driveway 4	6D	55
86	Perris Boulevard	Driveway 4 to Santiago Drive	6D	55
87	Perris Boulevard	Santiago Drive to Iris Avenue	6D	55
88	Perris Boulevard	South of Iris Avenue	6D	55
89	Perris Boulevard	North of Krameria Avenue	6D	55
90	Perris Boulevard	South of Krameria Avenue	6D	55
91	Perris Boulevard	North of San Michele Road	6D	55
92	Perris Boulevard	San Michele Road to Nandina Avenue	6D	55
93	Perris Boulevard	South of Nandina Avenue	6D	55
94	Perris Boulevard	North of Harley Knox Boulevard	2D	45
95	Perris Boulevard	South of Harley Knox Boulevard	2D	45
96	Perris Boulevard	North of Ramona Expressway	3D	55
97	Perris Boulevard	South of Ramona Expressway	5D	55
98	Kitching Street	North of Cactus Avenue	4D	55
99	Kitching Street	South of Cactus Avenue	2U	40
100	Kitching Street	North of John F. Kennedy Drive	2U	40
101	Kitching Street	South of John F. Kennedy Drive	2U	40
102	Kitching Street	North of Iris Avenue	4D	55
103	Kitching Street	South of Iris Avenue	4U	45
104	Lasselle Street	North of Iris Avenue	4D	55
105	Lasselle Street	South of Iris Avenue	4D	55



TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES

					Average D	aily Traffic		
	Roadway		Existing		Year 2018		Year 2035	
ID		Segment	No Project	With Project	No Project	With Project	No Project	With Project
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On- Ramp	17,160	17,256	21,348	21,444	29,000	29,096
2	Eucalyptus Avenue	East of Perris Boulevard	6,876	7,068	8,222	8,414	15,000	15,096
3	Cottonwood Avenue	West of Indian Street	9,720	9,912	10,878	11,070	15,760	15,952
4	Cottonwood Avenue	East of Indian Street	7,836	8,220	8,814	9,198	13,049	13,145
5	Cottonwood Avenue	West of Perris Boulevard	6,708	7,286	8,608	9,186	20,000	20,096
6	Cottonwood Avenue	East of Perris Boulevard	7,668	7,956	9,332	9,620	18,000	18,192
7	Alessandro Boulevard	West of Heacock Street	27,312	27,697	31,940	32,325	54,000	54,384
8	Alessandro Boulevard	East of Heacock Street	26,004	26,677	29,918	30,591	48,000	48,192
9	Alessandro Boulevard	West of Indian Street	23,424	24,098	27,333	28,007	46,000	46,192
10	Alessandro Boulevard	East of Indian Street	22,836	23,606	26,382	27,152	43,000	43,096
11	Alessandro Boulevard	West of Perris Boulevard	21,960	22,826	25,596	26,462	43,000	43,096
12	Alessandro Boulevard	East of Perris Boulevard	18,000	18,288	22,289	22,577	46,000	46,096
13	Cactus Avenue	West of I-215 Freeway	12,576	12,672	27,804	27,900	41,904	42,000
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	22,548	22,740	42,604	42,796	46,904	47,000
15	Cactus Avenue	East of I-215 NB Ramps	34,644	34,932	50,212	50,500	65,412	65,700
16	Cactus Avenue	West of Elsworth Street	34,092	34,380	57,312	57,600	63,112	63,400
17	Cactus Avenue	East of Elsworth Street	30,420	30,708	53,212	53,500	58,162	58,450
18	Cactus Avenue	West of Frederick Street	29,508	29,796	54,812	55,100	60,293	60,581
19	Cactus Avenue	East of Frederick Street	32,544	33,024	55,620	56,100	62,358	62,838
20	Cactus Avenue	West of Graham Street	31,536	32,018	53,718	54,200	59,090	59,572
21	Cactus Avenue	East of Graham Street	26,232	26,714	42,418	42,900	54,660	55,142
22	Cactus Avenue	West of Heacock Street	26,112	26,594	38,371	38,853	50,288	50,768
23	Cactus Avenue	East of Heacock Street	15,936	16,514	28,027	28,605	42,979	43,555
24	Cactus Avenue	West of Indian Street	15,468	16,046	25,148	25,726	38,986	39,564
25	Cactus Avenue	East of Indian Street	16,392	17,162	22,999	23,769	39,331	39,331
26	Cactus Avenue	West of Perris Boulevard	14,064	14,834	20,522	21,292	37,000	37,000
27	Cactus Avenue	East of Perris Boulevard	13,776	14,064	19,696	19,984	32,000	32,096
28	Cactus Avenue	East of Kitching Street	10,956	11,244	15,229	15,517	24,829	25,117
29	John F. Kennedy Drive	West of Heacock Street	8,040	8,136	9,414	9,510	16,000	16,096
30	John F. Kennedy Drive	East of Heacock Street	10,044	10,140	11,089	11,185	15,066	15,451
31	John F. Kennedy Drive	West of Indian Street	9,036	9,228	10,830	11,022	19,562	20,044
32	John F. Kennedy Drive	East of Indian Street	9,108	9,492	11,036	11,420	21,104	21,200
33	John F. Kennedy Drive	West of Perris Boulevard	9,048	9,530	11,481	11,963	25,800	25,800
34	John F. Kennedy Drive	East of Perris Boulevard	9,144	10,106	12,099	13,061	30,100	31,352
35	John F. Kennedy Drive	West of Kitching Street	8,280	9,242	11,096	12,058	28,872	30,026

					Average D	aily Traffic		
	Roadway	Segment	Exis	ting	Year 2018		Year 2035	
ID			No Project	With Project	No Project	With Project	No Project	With Project
36	John F. Kennedy Drive	East of Kitching Street	5,796	6,084	8,210	8,498	26,536	26,824
37	Gentian Avenue	West of Indian Street	1,584	1,680	1,870	1,966	3,000	3,288
38	Gentian Avenue	East of Perris Boulevard	1,968	2,160	2,675	2,867	7,500	7,596
39	Santiago Drive	East of Perris Boulevard	2,460	2,652	3,140	3,332	7,006	7,198
40	Iris Avenue	West of Indian Street	9,840	10,032	10,997	11,189	15,951	15,951
41	Iris Avenue	East of Indian Street	12,504	12,888	13,988	14,372	20,480	20,576
42	Iris Avenue	West of Perris Boulevard	11,988	12,566	14,392	14,970	26,600	26,792
43	Iris Avenue	East of Perris Boulevard	15,264	16,612	17,459	18,807	26,319	27,571
44	Iris Avenue	West of Kitching Street	18,480	19,634	20,967	22,121	31,148	32,206
45	Iris Avenue	East of Kitching Street	18,300	19,262	22,059	23,021	40,764	41,630
46	Iris Avenue	West of Lasselle Street	16,524	17,293	19,988	20,757	37,500	38,173
47	Iris Avenue	East of Lasselle Street	19,404	19,789	23,298	23,683	43,000	43,385
48	Krameria Avenue	East of Indian Street	2,640	2,736	3,406	3,502	8,000	8,096
49	Krameria Avenue	West of Perris Boulevard	3,300	3,396	4,482	4,578	12,593	12,689
50	Krameria Avenue	East of Perris Boulevard	7,560	7,752	9,042	9,234	16,429	16,621
51	Harley Knox Boulevard	West of Webster Avenue	9,300	9,588	32,903	33,191	39,000	39,288
52	Harley Knox Boulevard	East of Webster Avenue	9,300	9,876	32,925	33,501	39,000	39,576
53	Harley Knox Boulevard	West of Indian Street	9,552	10,130	31,100	31,678	36,410	36,988
54	Harley Knox Boulevard	East of Indian Street	5,388	6,062	12,600	13,274	34,500	34,694
55	Harley Knox Boulevard	West of Perris Boulevard	4,584	5,258	12,600	13,274	29,500	29,694
56	Ramona Expressway	West of Perris Boulevard	28,620	28,812	37,300	37,492	43,400	43,496
57	Ramona Expressway	East of Perris Boulevard	25,080	25,465	34,500	34,885	45,100	45,485
58	Frederick Street	North of Cactus Avenue	5,772	5,964	11,508	11,700	12,659	12,851
59	Heacock Street	North of Alessandro Boulevard	15,336	15,480	16,932	17,220	18,403	18,691
60	Heacock Street	North of Cactus Avenue	11,196	11,292	12,561	12,657	18,000	18,576
61	Indian Street	North of Cottonwood Avenue	7,716	7,908	8,651	8,843	12,570	12,762
62	Indian Street	North of Alessandro Boulevard	10,680	10,776	11,651	11,747	15,087	15,665
63	Indian Street	North of Cactus Avenue	10,992	11,184	12,424	12,616	17,785	18,843
64	Indian Street	South of John F. Kennedy Drive	8,016	8,208	9,156	9,348	12,178	14,392
65	Indian Street	North of Gentian Avenue	5,964	6,060	7,176	7,272	11,244	13,458
66	Indian Street	South of Iris Avenue	4,260	4,452	5,194	5,386	9,425	10,194
67	Indian Street	North of Krameria Avenue	4,392	4,584	5,656	5,848	12,600	13,368
68	Indian Street	South of Krameria Avenue	2,040	2,136	3,382	3,478	18,200	18,872
69	Indian Street	South of Harley Knox Boulevard	4,344	4,440	7,700	7,796	29,500	29,596
70	Perris Boulevard	North of SR-60 WB Ramps	30,480	30,672	34,739	34,931	54,000	54,192
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Boulevard	33,072	33,360	38,972	39,260	42,000	42,288
72	Perris Boulevard	South of Sunnymead Boulevard	24,324	24,708	28,304	28,688	47,000	47,384



					Average D	aily Traffic		
			Exis	ting	Year	2018	Year	2035
ID	Roadway	Segment	No Project	With Project	No Project	With Project	No Project	With Project
73	Perris Boulevard	North of Eucalyptus Avenue	20,160	20,545	24,363	24,748	46,000	46,385
74	Perris Boulevard	South of Eucalyptus Avenue	18,168	18,745	23,121	23,698	52,000	52,481
75	Perris Boulevard	North of Cottonwood Avenue	22,800	23,474	27,326	28,000	50,000	50,578
76	Perris Boulevard	South of Cottonwood Avenue	20,280	21,820	24,413	25,953	45,000	45,866
77	Perris Boulevard	North of Alessandro Boulevard	18,036	19,576	22,515	24,055	47,000	47,866
78	Perris Boulevard	South of Alessandro Boulevard	18,252	20,946	22,744	25,438	47,000	48,058
79	Perris Boulevard	North of Cactus Avenue	16,968	19,759	21,088	23,879	43,000	44,155
80	Perris Boulevard	South of Cactus Avenue	17,568	21,417	22,206	26,055	48,000	49,251
81	Perris Boulevard	North of John F. Kennedy Drive	15,312	19,162	19,704	23,554	45,000	46,444
82	Perris Boulevard	South of John F. Kennedy Drive	18,720	24,014	23,886	29,180	52,000	54,696
83	Perris Boulevard	North of Gentian Avenue	16,056	21,350	20,952	26,246	49,000	51,792
84	Perris Boulevard	Gentian Avenue to Driveway 3	16,008	21,014	20,799	25,805	47,000	50,658
85	Perris Boulevard	Driveway 3 to Driveway 4	16,008	19,666	20,727	24,385	47,000	49,887
86	Perris Boulevard	Driveway 4 to Santiago Drive	16,008	19,425	20,727	24,144	47,000	49,888
87	Perris Boulevard	Santiago Drive to Iris Avenue	15,240	19,188	20,255	24,201	50,297	53,281
88	Perris Boulevard	South of Iris Avenue	16,044	18,066	20,634	22,656	47,000	48,541
89	Perris Boulevard	North of Krameria Avenue	14,664	16,684	19,513	21,533	50,000	51,540
90	Perris Boulevard	South of Krameria Avenue	15,540	17,272	20,382	22,114	50,000	51,541
91	Perris Boulevard	North of San Michele Road	16,776	18,316	21,605	23,145	50,000	51,060
92	Perris Boulevard	San Michele Road to Nandina Avenue	15,888	17,428	21,152	22,692	55,000	55,964
93	Perris Boulevard	South of Nandina Avenue	15,828	17,368	26,908	28,448	53,000	53,868
94	Perris Boulevard	North of Harley Knox Boulevard	16,524	18,064	30,600	32,140	53,000	53,868
95	Perris Boulevard	South of Harley Knox Boulevard	15,156	16,022	26,100	26,966	41,000	41,674
96	Perris Boulevard	North of Ramona Expressway	13,572	14,437	24,300	25,165	40,000	40,673
97	Perris Boulevard	South of Ramona Expressway	14,280	14,568	25,500	25,788	31,000	31,192
98	Kitching Street	North of Cactus Avenue	6,276	6,468	7,915	8,107	17,130	17,418
99	Kitching Street	South of Cactus Avenue	7,668	8,148	9,287	9,767	17,235	17,811
100	Kitching Street	North of John F. Kennedy Drive	6,912	7,394	8,821	9,303	19,543	20,217
101	Kitching Street	South of John F. Kennedy Drive	8,340	8,532	9,968	10,160	18,085	18,277
102	Kitching Street	North of Iris Avenue	5,904	6,000	7,405	7,501	15,903	15,999
103	Kitching Street	South of Iris Avenue	7,068	7,164	9,231	9,327	22,790	22,886
104	Lasselle Street	North of Iris Avenue	18,276	18,468	20,373	20,565	29,380	29,476
105	Lasselle Street	South of Iris Avenue	26,292	26,484	28,129	28,321	35,200	35,392



TABLE 6-3: TIME OF DAY VEHICLE SPLITS

Time Period	Vehicle Type						
Time Perioa	Autos	Medium Trucks	Heavy Trucks				
Daytime (7am-7pm)	77.5%	84.8%	86.5%				
Evening (7pm-10pm)	12.9%	4.9%	2.7%				
Nighttime (10pm-7am)	9.6%	10.3%	10.8%				
Total:	100.0%	100.0%	100.0%				

Source: County of Riverside Office of Industrial Hygiene.

TABLE 6-4: DISTRIBUTION OF TRAFFIC FLOW BY VEHICLE TYPE (VEHICLE MIX)

Autos	Total % Traffic Flow Medium Trucks	Heavy Trucks	Total
97.42%	1.84%	0.74%	100%

Source: County of Riverside Office of Industrial Hygiene.

6.3 VIBRATION ASSESSMENT

This analysis focuses on the potential ground-borne vibration associated with vehicular traffic and construction activities. Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.

However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 6-5. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the human response (annoyance) using the following vibration assessment methods defined by the FTA. To describe the human response (annoyance) associated with vibration impacts the FTA provides the following equation: $L_{VdB}(D) = L_{VdB}(25 \text{ ft}) - 30 \log(D/25)$



TABLE 6-5: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Vibration Decibels (VdB) at 25 feet ¹
Small bulldozer	58
Jackhammer	79
Loaded Trucks	86
Large bulldozer	87

¹Source::Federal Transit Administration, Transit Noise and Vibration Impact Assessment, May 2006.



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7 OFF-SITE TRANSPORTATION NOISE IMPACTS

To assess the off-site transportation CNEL noise level impacts associated with development of the proposed Project, noise contours were developed based on the *Moreno Valley Walmart Traffic Impact Analysis*.(14) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway. Noise contours were developed for the following traffic scenarios:

- <u>Existing Without / With Project</u>: This scenario refers to the existing present-day noise conditions, without the Project and with the construction of the proposed Project.
- Year (2018) Without / With Project: This scenario refers to the background noise conditions at future Year 2018 with and without the proposed Project. This scenario corresponds to 2018 conditions, and includes all cumulative projects identified in the Traffic Impact Analysis.
- <u>Year (2035) Without / With Project</u>: This scenario refers to the background noise conditions at future Year 2035 with and without the proposed Project. This scenario corresponds to 2035 conditions, and includes all cumulative projects identified in the Traffic Impact Analysis.

7.1 OFF-SITE TRAFFIC NOISE CONTOURS

To quantify the Project's traffic noise impacts on the surrounding areas, the changes in traffic noise levels on 105 roadway segments surrounding the Project were calculated based on the changes in the average daily traffic volumes. The noise contours were used to assess the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. Based on the noise impact significance criteria described in Section 4.2, a substantial temporary or permanent increase in ambient noise conditions would occur if Project-source noise would:

- Result in an perceptible increase in noise levels (3.0 dBA or greater) that would cause the maximum acceptable ambient condition (65 dBA daytime/60 dBA nighttime for stationary/areasources; 65 dBA CNEL for vehicular sources) to be exceeded; or
- Result in an increase of 1.5 dBA in ambient conditions when the noise environment at receptor land uses already exceeds the maximum acceptable ambient noise condition (65 dBA daytime/60 dBA nighttime for stationary/area-sources; 65 dBA CNEL for vehicular sources).

Noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, 60 and 55 dBA noise levels. The noise contours do not take into account the effect of any existing noise barriers or topography that may affect ambient noise levels. In addition, since the noise contours reflect modeling of vehicular noise along area roadways, they appropriately do not reflect noise contribution from the surrounding commercial and industrial uses within the Project study area. Tables 7-1 through 7-6 presents a summary of the unmitigated exterior traffic noise levels for the 105 study area roadway segments analyzed from the without Project to the with Project conditions in each of three timeframes: Existing; Year 2018 and Year 2035 conditions. Appendix 7.1 includes a summary of the traffic noise level contours for each of the six traffic scenarios.



TABLE 7-1: EXISTING WITHOUT PROJECT CONDITIONS NOISE CONTOURS

			CNEL at	Distance to Contour (Feet)				
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL	
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	66.6	59	128	275	593	
2	Eucalyptus Avenue	East of Perris Boulevard	59.1	RW	RW	87	187	
3	Cottonwood Avenue	West of Indian Street	61.9	RW	62	133	287	
4	Cottonwood Avenue	East of Indian Street	60.9	RW	RW	115	249	
5	Cottonwood Avenue	West of Perris Boulevard	60.3	RW	RW	104	224	
6	Cottonwood Avenue	East of Perris Boulevard	59.5	RW	RW	93	201	
7	Alessandro Boulevard	West of Heacock Street	69.4	91	197	424	913	
8	Alessandro Boulevard	East of Heacock Street	69.2	88	190	410	883	
9	Alessandro Boulevard	West of Indian Street	68.7	82	177	382	824	
10	Alessandro Boulevard	East of Indian Street	68.6	81	175	376	810	
11	Alessandro Boulevard	West of Perris Boulevard	68.5	79	170	366	789	
12	Alessandro Boulevard	East of Perris Boulevard	66.8	61	132	284	613	
13	Cactus Avenue	West of I-215 Freeway	65.3	RW	104	224	482	
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	67.8	71	153	330	712	
15	Cactus Avenue	East of I-215 NB Ramps	69.7	95	204	440	948	
16	Cactus Avenue	West of Elsworth Street	69.6	94	202	435	938	
17	Cactus Avenue	East of Elsworth Street	69.9	98	211	455	981	
18	Cactus Avenue	West of Frederick Street	69.7	96	207	446	961	
19	Cactus Avenue	East of Frederick Street	70.2	103	221	476	1,026	
20	Cactus Avenue	West of Graham Street	70.0	100	216	466	1,005	
21	Cactus Avenue	East of Graham Street	69.2	89	191	412	888	
22	Cactus Avenue	West of Heacock Street	69.2	89	191	411	886	
23	Cactus Avenue	East of Heacock Street	66.3	56	122	262	565	
24	Cactus Avenue	West of Indian Street	66.2	55	119	257	554	
25	Cactus Avenue	East of Indian Street	66.4	58	124	267	576	
26	Cactus Avenue	West of Perris Boulevard	65.7	RW	112	241	520	
27	Cactus Avenue	East of Perris Boulevard	65.6	RW	110	238	513	
28	Cactus Avenue	East of Kitching Street	64.7	RW	95	204	440	
29	John F. Kennedy Drive	West of Heacock Street	63.3	RW	77	166	358	
30	John F. Kennedy Drive	East of Heacock Street	64.3	RW	89	193	415	
31	John F. Kennedy Drive	West of Indian Street	63.8	RW	83	180	387	
32	John F. Kennedy Drive	East of Indian Street	63.9	RW	84	181	389	
33	John F. Kennedy Drive	West of Perris Boulevard	63.8	RW	83	180	387	
34	John F. Kennedy Drive	East of Perris Boulevard	63.9	RW	84	181	390	
35	John F. Kennedy Drive	West of Kitching Street	63.4	RW	79	169	365	
36	John F. Kennedy Drive	East of Kitching Street	61.9	RW	62	134	288	

			CNELat	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	CNEL CNEL CNEL RW RW RW RW RW RW RW 110 2 104 223 4 101 217 4 118 255 5 134 289 6 151 324 6 141 303 6 157 337 7 RW 56 1 RW RW 1 74 159 3 60 129 2 87 186 4 59 127 2 RW 81 1 203 437 9 186 400 8 62 133 2 119 256 5 96 207 4 RW 94 2 93 201 4	55 dBA CNEL	
37	Gentian Avenue	West of Indian Street	54.1	RW	RW	RW	86
38	Gentian Avenue	East of Perris Boulevard	53.6	RW	RW	RW	81
39	Santiago Drive	East of Perris Boulevard	54.6	RW	RW	RW	94
40	Iris Avenue	West of Indian Street	60.6	RW	RW	110	237
41	Iris Avenue	East of Indian Street	65.2	RW	104	223	481
42	Iris Avenue	West of Perris Boulevard	65.0	RW	101	217	467
43	Iris Avenue	East of Perris Boulevard	66.1	55	118	255	549
44	Iris Avenue	West of Kitching Street	66.9	62	134	289	624
45	Iris Avenue	East of Kitching Street	67.7	70	151	324	699
46	Iris Avenue	West of Lasselle Street	67.2	65	141	303	653
47	Iris Avenue	East of Lasselle Street	67.9	73	157	337	727
48	Krameria Avenue	East of Indian Street	56.2	RW	RW	56	120
49	Krameria Avenue	West of Perris Boulevard	55.9	RW	RW	RW	114
50	Krameria Avenue	East of Perris Boulevard	63.0	RW	74	159	344
51	Harley Knox Boulevard	West of Webster Avenue	61.7	RW	60	129	279
52	Harley Knox Boulevard	East of Webster Avenue	61.7	RW	60	129	279
53	Harley Knox Boulevard	West of Indian Street	64.1	RW	87	186	402
54	Harley Knox Boulevard	East of Indian Street	61.6	RW	59	127	274
55	Harley Knox Boulevard	West of Perris Boulevard	58.6	RW	RW	81	174
56	Ramona Expressway	West of Perris Boulevard	69.6	94	203	437	942
57	Ramona Expressway	East of Perris Boulevard	69.0	86	186	400	862
58	Frederick Street	North of Cactus Avenue	61.9	RW	62	133	287
59	Heacock Street	North of Alessandro Boulevard	66.1	55	119	256	551
60	Heacock Street	North of Cactus Avenue	64.7	RW	96	207	446
61	Indian Street	North of Cottonwood Avenue	59.6	RW	RW	94	201
62	Indian Street	North of Alessandro Boulevard	64.5	RW	93	201	433
63	Indian Street	North of Cactus Avenue	64.7	RW	95	205	441
64	Indian Street	South of John F. Kennedy Drive	63.3	RW	77	166	357
65	Indian Street	North of Gentian Avenue	58.4	RW	RW	79	170
66	Indian Street	South of Iris Avenue	57.0	RW	RW	63	136
67	Indian Street	North of Krameria Avenue	57.1	RW	RW	64	138
68	Indian Street	South of Krameria Avenue	53.8	RW	RW	RW	83
69	Indian Street	South of Harley Knox Boulevard	60.6	RW	RW	110	238
70	Perris Boulevard	North of SR-60 WB Ramps	69.9	98	212	456	982
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	70.2	104	223	481	1,037
72	Perris Boulevard	South of Sunnymead Boulevard	68.1	75	161	348	749
73	Perris Boulevard	North of Eucalyptus Avenue	67.3	66	142	307	661
74	Perris Boulevard	South of Eucalyptus Avenue	66.8	62	133	286	617



			CNEL at	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
75	Perris Boulevard	North of Cottonwood Avenue	67.8	72	155	333	717
76	Perris Boulevard	South of Cottonwood Avenue	67.3	66	143	308	663
77	Perris Boulevard	North of Alessandro Boulevard	66.8	61	132	285	614
78	Perris Boulevard	South of Alessandro Boulevard	66.9	62	133	287	618
79	Perris Boulevard	North of Cactus Avenue	66.6	59	127	273	589
80	Perris Boulevard	South of Cactus Avenue	67.5	68	147	316	680
81	Perris Boulevard	North of John F. Kennedy Drive	66.9	62	134	288	621
82	Perris Boulevard	South of John F. Kennedy Drive	67.8	71	153	329	710
83	Perris Boulevard	North of Gentian Avenue	67.1	64	138	297	640
84	Perris Boulevard	Gentian Avenue to Driveway 3	67.1	64	138	297	639
85	Perris Boulevard	Driveway 3 to Driveway 4	67.1	64	138	297	639
86	Perris Boulevard	Driveway 4 to Santiago Drive	67.1	64	138	297	639
87	Perris Boulevard	Santiago Drive to Iris Avenue	66.9	62	133	287	619
88	Perris Boulevard	South of Iris Avenue	67.1	64	138	297	640
89	Perris Boulevard	North of Krameria Avenue	66.7	60	130	280	603
90	Perris Boulevard	South of Krameria Avenue	67.0	63	135	291	627
91	Perris Boulevard	North of San Michele Road	67.3	66	142	306	659
92	Perris Boulevard	San Michele Road to Nandina Avenue	67.1	64	137	295	636
93	Perris Boulevard	South of Nandina Avenue	67.0	63	137	294	634
94	Perris Boulevard	North of Harley Knox Boulevard	64.2	RW	88	190	409
95	Perris Boulevard	South of Harley Knox Boulevard	63.8	RW	83	179	386
96	Perris Boulevard	North of Ramona Expressway	65.6	RW	109	236	508
97	Perris Boulevard	South of Ramona Expressway	66.6	59	128	275	592
98	Kitching Street	North of Cactus Avenue	62.2	RW	65	141	304
99	Kitching Street	South of Cactus Avenue	59.5	RW	RW	93	201
100	Kitching Street	North of John F. Kennedy Drive	59.1	RW	RW	87	187
101	Kitching Street	South of John F. Kennedy Drive	59.9	RW	RW	98	212
102	Kitching Street	North of Iris Avenue	62.0	RW	63	135	291
103	Kitching Street	South of Iris Avenue	60.5	RW	RW	109	234
104	Lasselle Street	North of Iris Avenue	66.9	62	133	287	619
105	Lasselle Street	South of Iris Avenue	68.5	79	170	366	789

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



TABLE 7-2: EXISTING WITH PROJECT CONDITIONS NOISE CONTOURS

			CNEL at	Distance to Contour (Feet)			
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	66.6	60	128	277	596
2	Eucalyptus Avenue	East of Perris Boulevard	59.2	RW	RW	88	190
3	Cottonwood Avenue	West of Indian Street	62.0	RW	63	135	291
4	Cottonwood Avenue	East of Indian Street	61.1	RW	55	119	257
5	Cottonwood Avenue	West of Perris Boulevard	60.6	RW	RW	110	237
6	Cottonwood Avenue	East of Perris Boulevard	59.7	RW	RW	95	206
7	Alessandro Boulevard	West of Heacock Street	69.5	92	198	428	921
8	Alessandro Boulevard	East of Heacock Street	69.3	90	194	417	898
9	Alessandro Boulevard	West of Indian Street	68.9	84	181	390	840
10	Alessandro Boulevard	East of Indian Street	68.8	83	178	384	828
11	Alessandro Boulevard	West of Perris Boulevard	68.6	81	174	376	810
12	Alessandro Boulevard	East of Perris Boulevard	66.9	62	133	287	619
13	Cactus Avenue	West of I-215 Freeway	65.3	RW	104	225	485
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	67.8	72	154	332	716
15	Cactus Avenue	East of I-215 NB Ramps	69.7	95	205	442	953
16	Cactus Avenue	West of Elsworth Street	69.6	94	203	438	943
17	Cactus Avenue	East of Elsworth Street	69.9	99	213	458	987
18	Cactus Avenue	West of Frederick Street	69.8	97	208	449	967
19	Cactus Avenue	East of Frederick Street	70.2	104	223	481	1,036
20	Cactus Avenue	West of Graham Street	70.1	101	219	471	1,015
21	Cactus Avenue	East of Graham Street	69.3	90	194	417	899
22	Cactus Avenue	West of Heacock Street	69.3	90	193	416	897
23	Cactus Avenue	East of Heacock Street	66.4	58	125	269	579
24	Cactus Avenue	West of Indian Street	66.3	57	122	263	568
25	Cactus Avenue	East of Indian Street	66.6	59	128	275	594
26	Cactus Avenue	West of Perris Boulevard	66.0	RW	116	250	539
27	Cactus Avenue	East of Perris Boulevard	65.7	RW	112	241	520
28	Cactus Avenue	East of Kitching Street	64.8	RW	96	208	448
29	John F. Kennedy Drive	West of Heacock Street	63.4	RW	78	168	361
30	John F. Kennedy Drive	East of Heacock Street	64.3	RW	90	194	418
31	John F. Kennedy Drive	West of Indian Street	63.9	RW	85	182	392
32	John F. Kennedy Drive	East of Indian Street	64.0	RW	86	186	400
33	John F. Kennedy Drive	West of Perris Boulevard	64.0	RW	86	186	401
34	John F. Kennedy Drive	East of Perris Boulevard	64.3	RW	90	194	417
35	John F. Kennedy Drive	West of Kitching Street	63.9	RW	85	182	393
36	John F. Kennedy Drive	East of Kitching Street	62.1	RW	64	138	297



			CNELat	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	NEL CNEL C W RW W RW W RW W 111 06 228 04 224 40 301 56 336 45 312 59 342 W 57 W RW 25 162 33 135 26 138 27 208 40 439 88 404 88 404 83 136 19 257 20 20 20 20 20 207	55 dBA CNEL
37	Gentian Avenue	West of Indian Street	54.3	RW	RW	RW	90
38	Gentian Avenue	East of Perris Boulevard	54.0	RW	RW	RW	86
39	Santiago Drive	East of Perris Boulevard	54.9	RW	RW	RW	99
40	Iris Avenue	West of Indian Street	60.7	RW	RW	111	240
41	Iris Avenue	East of Indian Street	65.4	RW	106	228	490
42	Iris Avenue	West of Perris Boulevard	65.2	RW	104	224	482
43	Iris Avenue	East of Perris Boulevard	66.5	58	125	270	581
44	Iris Avenue	West of Kitching Street	67.2	65	140	301	649
45	Iris Avenue	East of Kitching Street	67.9	72	156	336	723
46	Iris Avenue	West of Lasselle Street	67.4	67	145	312	673
47	Iris Avenue	East of Lasselle Street	68.0	74	159	342	736
48	Krameria Avenue	East of Indian Street	56.4	RW	RW	57	123
49	Krameria Avenue	West of Perris Boulevard	56.0	RW	RW	RW	117
50	Krameria Avenue	East of Perris Boulevard	63.2	RW	75	162	349
51	Harley Knox Boulevard	West of Webster Avenue	61.8	RW	61	132	285
52	Harley Knox Boulevard	East of Webster Avenue	61.9	RW	63	135	290
53	Harley Knox Boulevard	West of Indian Street	64.3	RW	90	194	418
54	Harley Knox Boulevard	East of Indian Street	62.1	RW	64	138	297
55	Harley Knox Boulevard	West of Perris Boulevard	59.2	RW	RW	88	191
56	Ramona Expressway	West of Perris Boulevard	69.6	95	204	439	946
57	Ramona Expressway	East of Perris Boulevard	69.1	87	188	404	871
58	Frederick Street	North of Cactus Avenue	62.0	RW	63	136	293
59	Heacock Street	North of Alessandro Boulevard	66.2	55	119	257	554
60	Heacock Street	North of Cactus Avenue	64.8	RW	97	208	449
61	Indian Street	North of Cottonwood Avenue	59.7	RW	RW	95	205
62	Indian Street	North of Alessandro Boulevard	64.6	RW	94	202	435
63	Indian Street	North of Cactus Avenue	64.7	RW	96	207	446
64	Indian Street	South of John F. Kennedy Drive	63.4	RW	78	168	363
65	Indian Street	North of Gentian Avenue	58.5	RW	RW	80	171
66	Indian Street	South of Iris Avenue	57.2	RW	RW	65	140
67	Indian Street	North of Krameria Avenue	57.3	RW	RW	66	142
68	Indian Street	South of Krameria Avenue	54.0	RW	RW	RW	86
69	Indian Street	South of Harley Knox Boulevard	60.7	RW	RW	112	241
70	Perris Boulevard	North of SR-60 WB Ramps	69.9	99	212	458	986
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	70.3	104	225	484	1,043
72	Perris Boulevard	South of Sunnymead Boulevard	68.2	76	163	351	757
73	Perris Boulevard	North of Eucalyptus Avenue	67.4	67	144	311	669
74	Perris Boulevard	South of Eucalyptus Avenue	67.0	63	136	292	630



			CNEL at	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
75	Perris Boulevard	North of Cottonwood Avenue	68.0	73	158	339	731
76	Perris Boulevard	South of Cottonwood Avenue	67.6	70	150	323	697
77	Perris Boulevard	North of Alessandro Boulevard	67.2	65	140	301	648
78	Perris Boulevard	South of Alessandro Boulevard	67.5	68	146	315	678
79	Perris Boulevard	North of Cactus Avenue	67.2	65	140	303	652
80	Perris Boulevard	South of Cactus Avenue	68.3	78	167	360	776
81	Perris Boulevard	North of John F. Kennedy Drive	67.9	72	155	334	721
82	Perris Boulevard	South of John F. Kennedy Drive	68.8	84	180	389	838
83	Perris Boulevard	North of Gentian Avenue	68.3	77	167	359	774
84	Perris Boulevard	Gentian Avenue to Driveway 3	68.3	77	165	356	766
85	Perris Boulevard	Driveway 3 to Driveway 4	68.0	73	158	340	733
86	Perris Boulevard	Driveway 4 to Santiago Drive	67.9	73	157	338	727
87	Perris Boulevard	Santiago Drive to Iris Avenue	67.9	72	155	335	721
88	Perris Boulevard	South of Iris Avenue	67.6	69	149	322	693
89	Perris Boulevard	North of Krameria Avenue	67.3	66	142	305	657
90	Perris Boulevard	South of Krameria Avenue	67.4	67	145	312	672
91	Perris Boulevard	North of San Michele Road	67.7	70	151	325	699
92	Perris Boulevard	San Michele Road to Nandina Avenue	67.5	68	146	314	676
93	Perris Boulevard	South of Nandina Avenue	67.4	67	145	313	675
94	Perris Boulevard	North of Harley Knox Boulevard	64.6	RW	94	201	434
95	Perris Boulevard	South of Harley Knox Boulevard	64.0	RW	86	186	401
96	Perris Boulevard	North of Ramona Expressway	65.9	RW	114	246	529
97	Perris Boulevard	South of Ramona Expressway	66.7	60	129	279	600
98	Kitching Street	North of Cactus Avenue	62.4	RW	67	144	310
99	Kitching Street	South of Cactus Avenue	59.8	RW	RW	97	209
100	Kitching Street	North of John F. Kennedy Drive	59.4	RW	RW	91	196
101	Kitching Street	South of John F. Kennedy Drive	60.0	RW	RW	100	215
102	Kitching Street	North of Iris Avenue	62.0	RW	63	137	295
103	Kitching Street	South of Iris Avenue	60.6	RW	RW	110	236
104	Lasselle Street	North of Iris Avenue	66.9	62	134	289	623
105	Lasselle Street	South of Iris Avenue	68.5	79	171	368	793

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



TABLE 7-3: YEAR 2018 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

			CNELat	Dis	Distance to Contou		
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	67.5	69	148	319	687
2	Eucalyptus Avenue	East of Perris Boulevard	59.8	RW	RW	98	210
3	Cottonwood Avenue	West of Indian Street	62.4	RW	67	144	310
4	Cottonwood Avenue	East of Indian Street	61.4	RW	58	125	269
5	Cottonwood Avenue	West of Perris Boulevard	61.3	RW	57	123	265
6	Cottonwood Avenue	East of Perris Boulevard	60.4	RW	RW	106	229
7	Alessandro Boulevard	West of Heacock Street	70.1	101	218	470	1,013
8	Alessandro Boulevard	East of Heacock Street	69.8	97	209	450	970
9	Alessandro Boulevard	West of Indian Street	69.4	91	197	424	913
10	Alessandro Boulevard	East of Indian Street	69.3	89	192	414	892
11	Alessandro Boulevard	West of Perris Boulevard	69.1	87	188	406	874
12	Alessandro Boulevard	East of Perris Boulevard	67.7	71	152	328	707
13	Cactus Avenue	West of I-215 Freeway	68.7	82	176	380	819
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	70.6	109	234	505	1,088
15	Cactus Avenue	East of I-215 NB Ramps	71.3	121	262	564	1,214
16	Cactus Avenue	West of Elsworth Street	71.8	133	286	616	1,326
17	Cactus Avenue	East of Elsworth Street	72.3	142	307	661	1,424
18	Cactus Avenue	West of Frederick Street	72.4	145	313	674	1,452
19	Cactus Avenue	East of Frederick Street	72.5	147	316	681	1,466
20	Cactus Avenue	West of Graham Street	72.3	143	309	665	1,433
21	Cactus Avenue	East of Graham Street	71.3	122	264	568	1,224
22	Cactus Avenue	West of Heacock Street	70.9	114	247	531	1,145
23	Cactus Avenue	East of Heacock Street	68.7	82	177	382	823
24	Cactus Avenue	West of Indian Street	68.3	77	165	355	766
25	Cactus Avenue	East of Indian Street	67.9	72	155	335	721
26	Cactus Avenue	West of Perris Boulevard	67.4	67	144	310	669
27	Cactus Avenue	East of Perris Boulevard	67.2	65	140	302	651
28	Cactus Avenue	East of Kitching Street	66.1	55	118	254	548
29	John F. Kennedy Drive	West of Heacock Street	64.0	RW	86	185	398
30	John F. Kennedy Drive	East of Heacock Street	64.7	RW	96	206	444
31	John F. Kennedy Drive	West of Indian Street	64.6	RW	94	203	437
32	John F. Kennedy Drive	East of Indian Street	64.7	RW	95	205	442
33	John F. Kennedy Drive	West of Perris Boulevard	64.9	RW	98	211	454
34	John F. Kennedy Drive	East of Perris Boulevard	65.1	RW	101	218	470
35	John F. Kennedy Drive	West of Kitching Street	64.7	RW	96	206	444
36	John F. Kennedy Drive	East of Kitching Street	63.4	RW	78	169	363

			CNELat	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
37	Gentian Avenue	West of Indian Street	54.8	RW	RW	RW	97
38	Gentian Avenue	East of Perris Boulevard	55.0	RW	RW	RW	99
39	Santiago Drive	East of Perris Boulevard	55.7	RW	RW	RW	111
40	Iris Avenue	West of Indian Street	61.1	RW	55	118	255
41	Iris Avenue	East of Indian Street	65.7	RW	112	240	518
42	Iris Avenue	West of Perris Boulevard	65.8	RW	114	245	528
43	Iris Avenue	East of Perris Boulevard	66.7	60	129	279	600
44	Iris Avenue	West of Kitching Street	67.5	68	146	315	678
45	Iris Avenue	East of Kitching Street	68.5	79	171	367	792
46	Iris Avenue	West of Lasselle Street	68.0	74	160	344	741
47	Iris Avenue	East of Lasselle Street	68.7	82	177	381	821
48	Krameria Avenue	East of Indian Street	57.3	RW	RW	66	143
49	Krameria Avenue	West of Perris Boulevard	57.2	RW	RW	65	140
50	Krameria Avenue	East of Perris Boulevard	63.8	RW	83	180	387
51	Harley Knox Boulevard	West of Webster Avenue	67.2	65	139	300	647
52	Harley Knox Boulevard	East of Webster Avenue	67.2	65	140	301	648
53	Harley Knox Boulevard	West of Indian Street	69.2	88	190	409	882
54	Harley Knox Boulevard	East of Indian Street	65.3	RW	104	224	483
55	Harley Knox Boulevard	West of Perris Boulevard	63.0	RW	74	158	341
56	Ramona Expressway	West of Perris Boulevard	70.8	112	242	521	1,123
57	Ramona Expressway	East of Perris Boulevard	70.4	107	230	495	1,067
58	Frederick Street	North of Cactus Avenue	64.9	RW	98	211	455
59	Heacock Street	North of Alessandro Boulevard	66.5	59	127	273	588
60	Heacock Street	North of Cactus Avenue	65.2	RW	104	224	482
61	Indian Street	North of Cottonwood Avenue	60.1	RW	RW	101	217
62	Indian Street	North of Alessandro Boulevard	64.9	RW	99	213	458
63	Indian Street	North of Cactus Avenue	65.2	RW	103	222	479
64	Indian Street	South of John F. Kennedy Drive	63.9	RW	84	181	390
65	Indian Street	North of Gentian Avenue	59.2	RW	RW	89	192
66	Indian Street	South of Iris Avenue	57.8	RW	RW	72	155
67	Indian Street	North of Krameria Avenue	58.2	RW	RW	76	164
68	Indian Street	South of Krameria Avenue	56.0	RW	RW	RW	116
69	Indian Street	South of Harley Knox Boulevard	63.1	RW	75	161	348
70	Perris Boulevard	North of SR-60 WB Ramps	70.4	107	231	497	1,071
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	70.9	116	249	537	1,157
72	Perris Boulevard	South of Sunnymead Boulevard	68.8	83	179	385	829
73	Perris Boulevard	North of Eucalyptus Avenue	68.1	75	162	348	750
74	Perris Boulevard	South of Eucalyptus Avenue	67.9	72	156	336	724



			CNEL at	Dis	tance to C	Distance to Contour (Feet)				
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL			
75	Perris Boulevard	North of Cottonwood Avenue	68.6	81	174	376	809			
76	Perris Boulevard	South of Cottonwood Avenue	68.1	75	162	348	751			
77	Perris Boulevard	North of Alessandro Boulevard	67.8	71	153	330	711			
78	Perris Boulevard	South of Alessandro Boulevard	67.8	72	154	332	716			
79	Perris Boulevard	North of Cactus Avenue	67.5	68	147	316	681			
80	Perris Boulevard	South of Cactus Avenue	68.5	80	171	369	795			
81	Perris Boulevard	North of John F. Kennedy Drive	68.0	73	158	341	734			
82	Perris Boulevard	South of John F. Kennedy Drive	68.8	83	180	387	835			
83	Perris Boulevard	North of Gentian Avenue	68.3	76	165	355	765			
84	Perris Boulevard	Gentian Avenue to Driveway 3	68.2	76	164	353	761			
85	Perris Boulevard	Driveway 3 to Driveway 4	68.2	76	164	352	759			
86	Perris Boulevard	Driveway 4 to Santiago Drive	68.2	76	164	352	759			
87	Perris Boulevard	Santiago Drive to Iris Avenue	68.1	75	161	347	748			
88	Perris Boulevard	South of Iris Avenue	68.2	76	163	351	757			
89	Perris Boulevard	North of Krameria Avenue	67.9	73	157	339	729			
90	Perris Boulevard	South of Krameria Avenue	68.1	75	162	349	751			
91	Perris Boulevard	North of San Michele Road	68.4	78	168	362	781			
92	Perris Boulevard	San Michele Road to Nandina Avenue	68.3	77	166	357	770			
93	Perris Boulevard	South of Nandina Avenue	69.3	90	195	419	904			
94	Perris Boulevard	North of Harley Knox Boulevard	66.9	62	133	286	617			
95	Perris Boulevard	South of Harley Knox Boulevard	66.2	55	120	257	555			
96	Perris Boulevard	North of Ramona Expressway	68.1	75	161	347	748			
97	Perris Boulevard	South of Ramona Expressway	69.1	87	188	405	872			
98	Kitching Street	North of Cactus Avenue	63.2	RW	76	164	354			
99	Kitching Street	South of Cactus Avenue	60.4	RW	RW	106	228			
100	Kitching Street	North of John F. Kennedy Drive	60.1	RW	RW	102	220			
101	Kitching Street	South of John F. Kennedy Drive	60.7	RW	RW	111	239			
102	Kitching Street	North of Iris Avenue	63.0	RW	73	157	339			
103	Kitching Street	South of Iris Avenue	61.7	RW	60	130	280			
104	Lasselle Street	North of Iris Avenue	67.3	67	143	309	665			
105	Lasselle Street	South of Iris Avenue	68.7	83	178	383	825			

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



TABLE 7-4: YEAR 2018 WITH PROJECT CONDITIONS NOISE CONTOURS

			CNEL at	Dis	tance to C	ontour (Fi	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	67.6	69	148	320	689
2	Eucalyptus Avenue	East of Perris Boulevard	59.9	RW	RW	99	213
3	Cottonwood Avenue	West of Indian Street	62.4	RW	67	145	313
4	Cottonwood Avenue	East of Indian Street	61.6	RW	60	128	277
5	Cottonwood Avenue	West of Perris Boulevard	61.6	RW	60	128	277
6	Cottonwood Avenue	East of Perris Boulevard	60.5	RW	RW	108	233
7	Alessandro Boulevard	West of Heacock Street	70.1	102	220	474	1,021
8	Alessandro Boulevard	East of Heacock Street	69.9	98	212	457	984
9	Alessandro Boulevard	West of Indian Street	69.5	93	200	431	928
10	Alessandro Boulevard	East of Indian Street	69.4	91	196	422	909
11	Alessandro Boulevard	West of Perris Boulevard	69.3	89	193	415	894
12	Alessandro Boulevard	East of Perris Boulevard	67.8	71	154	331	713
13	Cactus Avenue	West of I-215 Freeway	68.7	82	177	381	821
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	70.6	109	235	507	1,091
15	Cactus Avenue	East of I-215 NB Ramps	71.3	122	263	566	1,219
16	Cactus Avenue	West of Elsworth Street	71.9	133	287	618	1,331
17	Cactus Avenue	East of Elsworth Street	72.3	143	308	663	1,429
18	Cactus Avenue	West of Frederick Street	72.5	146	314	676	1,457
19	Cactus Avenue	East of Frederick Street	72.5	147	318	685	1,475
20	Cactus Avenue	West of Graham Street	72.4	144	311	669	1,441
21	Cactus Avenue	East of Graham Street	71.4	123	266	572	1,233
22	Cactus Avenue	West of Heacock Street	70.9	115	249	536	1,154
23	Cactus Avenue	East of Heacock Street	68.8	83	180	387	834
24	Cactus Avenue	West of Indian Street	68.4	78	167	361	777
25	Cactus Avenue	East of Indian Street	68.0	74	159	342	737
26	Cactus Avenue	West of Perris Boulevard	67.5	69	148	318	685
27	Cactus Avenue	East of Perris Boulevard	67.3	66	142	305	657
28	Cactus Avenue	East of Kitching Street	66.2	55	120	258	555
29	John F. Kennedy Drive	West of Heacock Street	64.0	RW	86	186	400
30	John F. Kennedy Drive	East of Heacock Street	64.7	RW	96	207	446
31	John F. Kennedy Drive	West of Indian Street	64.7	RW	95	205	442
32	John F. Kennedy Drive	East of Indian Street	64.8	RW	97	210	452
33	John F. Kennedy Drive	West of Perris Boulevard	65.0	RW	101	217	467
34	John F. Kennedy Drive	East of Perris Boulevard	65.4	RW	107	230	495
35	John F. Kennedy Drive	West of Kitching Street	65.1	RW	101	218	469
36	John F. Kennedy Drive	East of Kitching Street	63.5	RW	80	172	371

			CNELat	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
37	Gentian Avenue	West of Indian Street	55.0	RW	RW	RW	100
38	Gentian Avenue	East of Perris Boulevard	55.3	RW	RW	RW	104
39	Santiago Drive	East of Perris Boulevard	55.9	RW	RW	RW	115
40	Iris Avenue	West of Indian Street	61.2	RW	56	120	258
41	Iris Avenue	East of Indian Street	65.8	RW	114	245	527
42	Iris Avenue	West of Perris Boulevard	66.0	RW	117	252	542
43	Iris Avenue	East of Perris Boulevard	67.0	63	136	293	631
44	Iris Avenue	West of Kitching Street	67.7	70	151	326	703
45	Iris Avenue	East of Kitching Street	68.7	81	175	378	814
46	Iris Avenue	West of Lasselle Street	68.2	76	164	353	760
47	Iris Avenue	East of Lasselle Street	68.8	83	179	385	830
48	Krameria Avenue	East of Indian Street	57.4	RW	RW	67	145
49	Krameria Avenue	West of Perris Boulevard	57.3	RW	RW	66	142
50	Krameria Avenue	East of Perris Boulevard	63.9	RW	85	182	393
51	Harley Knox Boulevard	West of Webster Avenue	67.2	65	140	302	651
52	Harley Knox Boulevard	East of Webster Avenue	67.2	66	141	304	655
53	Harley Knox Boulevard	West of Indian Street	69.3	89	192	415	893
54	Harley Knox Boulevard	East of Indian Street	65.5	RW	108	232	500
55	Harley Knox Boulevard	West of Perris Boulevard	63.2	RW	76	164	353
56	Ramona Expressway	West of Perris Boulevard	70.8	113	243	523	1,127
57	Ramona Expressway	East of Perris Boulevard	70.5	107	231	499	1,074
58	Frederick Street	North of Cactus Avenue	64.9	RW	99	213	460
59	Heacock Street	North of Alessandro Boulevard	66.6	59	128	276	595
60	Heacock Street	North of Cactus Avenue	65.3	RW	104	225	485
61	Indian Street	North of Cottonwood Avenue	60.2	RW	RW	102	221
62	Indian Street	North of Alessandro Boulevard	65.0	RW	99	214	461
63	Indian Street	North of Cactus Avenue	65.3	RW	104	224	483
64	Indian Street	South of John F. Kennedy Drive	64.0	RW	85	184	396
65	Indian Street	North of Gentian Avenue	59.3	RW	RW	90	194
66	Indian Street	South of Iris Avenue	58.0	RW	RW	74	159
67	Indian Street	North of Krameria Avenue	58.4	RW	RW	78	167
68	Indian Street	South of Krameria Avenue	56.1	RW	RW	55	118
69	Indian Street	South of Harley Knox Boulevard	63.2	RW	76	163	351
70	Perris Boulevard	North of SR-60 WB Ramps	70.5	108	232	499	1,075
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	71.0	116	250	540	1,162
72	Perris Boulevard	South of Sunnymead Boulevard	68.8	84	180	388	836
73	Perris Boulevard	North of Eucalyptus Avenue	68.2	76	163	352	758
74	Perris Boulevard	South of Eucalyptus Avenue	68.0	74	159	342	736



			CNELat	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
75	Perris Boulevard	North of Cottonwood Avenue	68.7	82	177	382	823
76	Perris Boulevard	South of Cottonwood Avenue	68.4	78	168	363	782
77	Perris Boulevard	North of Alessandro Boulevard	68.1	74	160	345	743
78	Perris Boulevard	South of Alessandro Boulevard	68.3	77	166	358	772
79	Perris Boulevard	North of Cactus Avenue	68.0	74	159	343	740
80	Perris Boulevard	South of Cactus Avenue	69.2	88	191	411	884
81	Perris Boulevard	North of John F. Kennedy Drive	68.8	83	178	384	827
82	Perris Boulevard	South of John F. Kennedy Drive	69.7	95	206	443	954
83	Perris Boulevard	North of Gentian Avenue	69.2	89	191	413	889
84	Perris Boulevard	Gentian Avenue to Driveway 3	69.2	88	189	408	879
85	Perris Boulevard	Driveway 3 to Driveway 4	68.9	85	182	393	846
86	Perris Boulevard	Driveway 4 to Santiago Drive	68.9	84	181	390	841
87	Perris Boulevard	Santiago Drive to Iris Avenue	68.9	84	181	391	842
88	Perris Boulevard	South of Iris Avenue	68.6	81	174	374	806
89	Perris Boulevard	North of Krameria Avenue	68.4	78	168	362	779
90	Perris Boulevard	South of Krameria Avenue	68.5	79	171	368	793
91	Perris Boulevard	North of San Michele Road	68.7	82	176	379	817
92	Perris Boulevard	San Michele Road to Nandina Avenue	68.6	81	174	374	807
93	Perris Boulevard	South of Nandina Avenue	69.6	94	202	435	938
94	Perris Boulevard	North of Harley Knox Boulevard	67.1	64	137	296	637
95	Perris Boulevard	South of Harley Knox Boulevard	66.3	57	122	263	567
96	Perris Boulevard	North of Ramona Expressway	68.3	77	165	356	766
97	Perris Boulevard	South of Ramona Expressway	69.2	88	189	408	878
98	Kitching Street	North of Cactus Avenue	63.3	RW	78	167	360
99	Kitching Street	South of Cactus Avenue	60.6	RW	RW	109	236
100	Kitching Street	North of John F. Kennedy Drive	60.4	RW	RW	106	228
101	Kitching Street	South of John F. Kennedy Drive	60.8	RW	RW	112	242
102	Kitching Street	North of Iris Avenue	63.0	RW	74	159	342
103	Kitching Street	South of Iris Avenue	61.8	RW	61	131	282
104	Lasselle Street	North of Iris Avenue	67.4	67	144	311	670
105	Lasselle Street	South of Iris Avenue	68.8	83	179	385	829

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



TABLE 7-5: YEAR 2035 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

			CNELat	Dis	tance to C	Distance to Contour (Feet)				
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL			
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	68.9	84	181	391	842			
2	Eucalyptus Avenue	East of Perris Boulevard	62.4	RW	68	146	314			
3	Cottonwood Avenue	West of Indian Street	64.0	RW	85	184	396			
4	Cottonwood Avenue	East of Indian Street	63.2	RW	75	162	349			
5	Cottonwood Avenue	West of Perris Boulevard	65.0	RW	100	216	465			
6	Cottonwood Avenue	East of Perris Boulevard	63.2	RW	76	164	354			
7	Alessandro Boulevard	West of Heacock Street	72.4	144	310	667	1,438			
8	Alessandro Boulevard	East of Heacock Street	71.9	133	286	617	1,329			
9	Alessandro Boulevard	West of Indian Street	71.7	129	278	600	1,292			
10	Alessandro Boulevard	East of Indian Street	71.4	124	266	573	1,235			
11	Alessandro Boulevard	West of Perris Boulevard	71.4	124	266	573	1,235			
12	Alessandro Boulevard	East of Perris Boulevard	70.9	115	247	532	1,145			
13	Cactus Avenue	West of I-215 Freeway	70.5	108	232	500	1,076			
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	71.0	116	250	539	1,160			
15	Cactus Avenue	East of I-215 NB Ramps	72.4	145	312	672	1,448			
16	Cactus Avenue	West of Elsworth Street	72.3	141	305	656	1,414			
17	Cactus Avenue	East of Elsworth Street	72.7	151	325	701	1,511			
18	Cactus Avenue	West of Frederick Street	72.8	155	333	718	1,547			
19	Cactus Avenue	East of Frederick Street	73.0	158	341	735	1,583			
20	Cactus Avenue	West of Graham Street	72.8	153	329	709	1,527			
21	Cactus Avenue	East of Graham Street	72.4	145	312	673	1,449			
22	Cactus Avenue	West of Heacock Street	72.1	137	295	636	1,371			
23	Cactus Avenue	East of Heacock Street	70.6	109	236	508	1,095			
24	Cactus Avenue	West of Indian Street	70.2	103	221	476	1,026			
25	Cactus Avenue	East of Indian Street	70.2	103	222	479	1,032			
26	Cactus Avenue	West of Perris Boulevard	69.9	99	213	460	991			
27	Cactus Avenue	East of Perris Boulevard	69.3	90	194	417	899			
28	Cactus Avenue	East of Kitching Street	68.2	76	164	352	759			
29	John F. Kennedy Drive	West of Heacock Street	66.3	57	122	263	566			
30	John F. Kennedy Drive	East of Heacock Street	66.0	RW	117	253	544			
31	John F. Kennedy Drive	West of Indian Street	67.2	65	140	301	648			
32	John F. Kennedy Drive	East of Indian Street	67.5	68	147	316	681			
33	John F. Kennedy Drive	West of Perris Boulevard	68.4	78	168	362	779			
34	John F. Kennedy Drive	East of Perris Boulevard	69.0	86	186	401	863			
35	John F. Kennedy Drive	West of Kitching Street	68.9	84	181	390	840			
36	John F. Kennedy Drive	East of Kitching Street	68.5	79	171	368	794			

			CNELat	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
37	Gentian Avenue	West of Indian Street	56.8	RW	RW	61	132
38	Gentian Avenue	East of Perris Boulevard	59.4	RW	RW	92	198
39	Santiago Drive	East of Perris Boulevard	59.1	RW	RW	88	189
40	Iris Avenue	West of Indian Street	62.7	RW	70	152	327
41	Iris Avenue	East of Indian Street	67.4	67	144	310	668
42	Iris Avenue	West of Perris Boulevard	68.5	79	171	369	795
43	Iris Avenue	East of Perris Boulevard	68.5	79	170	366	789
44	Iris Avenue	West of Kitching Street	69.2	88	190	410	883
45	Iris Avenue	East of Kitching Street	71.1	119	257	553	1,192
46	Iris Avenue	West of Lasselle Street	70.8	113	243	523	1,127
47	Iris Avenue	East of Lasselle Street	71.4	124	266	573	1,235
48	Krameria Avenue	East of Indian Street	61.0	RW	RW	117	252
49	Krameria Avenue	West of Perris Boulevard	61.7	RW	60	130	279
50	Krameria Avenue	East of Perris Boulevard	66.4	58	124	268	577
51	Harley Knox Boulevard	West of Webster Avenue	67.9	73	156	337	725
52	Harley Knox Boulevard	East of Webster Avenue	67.9	73	156	337	725
53	Harley Knox Boulevard	West of Indian Street	69.9	98	211	455	980
54	Harley Knox Boulevard	East of Indian Street	69.6	95	204	439	945
55	Harley Knox Boulevard	West of Perris Boulevard	66.7	60	130	279	602
56	Ramona Expressway	West of Perris Boulevard	71.4	124	268	577	1,243
57	Ramona Expressway	East of Perris Boulevard	71.6	128	275	592	1,275
58	Frederick Street	North of Cactus Avenue	65.3	RW	104	225	485
59	Heacock Street	North of Alessandro Boulevard	66.9	62	134	289	622
60	Heacock Street	North of Cactus Avenue	66.8	61	132	284	613
61	Indian Street	North of Cottonwood Avenue	61.7	RW	60	129	279
62	Indian Street	North of Alessandro Boulevard	66.0	RW	117	253	545
63	Indian Street	North of Cactus Avenue	66.8	61	131	282	608
64	Indian Street	South of John F. Kennedy Drive	65.1	RW	102	219	472
65	Indian Street	North of Gentian Avenue	61.2	RW	56	120	259
66	Indian Street	South of Iris Avenue	60.4	RW	RW	107	230
67	Indian Street	North of Krameria Avenue	61.7	RW	60	130	279
68	Indian Street	South of Krameria Avenue	63.3	RW	77	166	357
69	Indian Street	South of Harley Knox Boulevard	69.0	85	183	395	852
70	Perris Boulevard	North of SR-60 WB Ramps	72.4	144	310	667	1,438
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	71.3	122	262	564	1,216
72	Perris Boulevard	South of Sunnymead Boulevard	71.0	116	250	539	1,162
73	Perris Boulevard	North of Eucalyptus Avenue	70.9	115	247	532	1,145
74	Perris Boulevard	South of Eucalyptus Avenue	71.4	124	268	577	1,243



			CNEL at	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
75	Perris Boulevard	North of Cottonwood Avenue	71.2	121	261	562	1,211
76	Perris Boulevard	South of Cottonwood Avenue	70.8	113	243	524	1,129
77	Perris Boulevard	North of Alessandro Boulevard	71.0	116	250	539	1,162
78	Perris Boulevard	South of Alessandro Boulevard	71.0	116	250	539	1,162
79	Perris Boulevard	North of Cactus Avenue	70.6	109	236	508	1,095
80	Perris Boulevard	South of Cactus Avenue	71.9	133	286	617	1,329
81	Perris Boulevard	North of John F. Kennedy Drive	71.6	127	274	591	1,273
82	Perris Boulevard	South of John F. Kennedy Drive	72.2	140	302	651	1,402
83	Perris Boulevard	North of Gentian Avenue	71.9	135	290	625	1,348
84	Perris Boulevard	Gentian Avenue to Driveway 3	71.8	131	282	608	1,311
85	Perris Boulevard	Driveway 3 to Driveway 4	71.8	131	282	608	1,311
86	Perris Boulevard	Driveway 4 to Santiago Drive	71.8	131	282	608	1,311
87	Perris Boulevard	Santiago Drive to Iris Avenue	72.1	137	295	636	1,371
88	Perris Boulevard	South of Iris Avenue	71.8	131	282	608	1,311
89	Perris Boulevard	North of Krameria Avenue	72.0	137	294	634	1,366
90	Perris Boulevard	South of Krameria Avenue	72.0	137	294	634	1,366
91	Perris Boulevard	North of San Michele Road	72.0	137	294	634	1,366
92	Perris Boulevard	San Michele Road to Nandina Avenue	72.4	146	314	676	1,455
93	Perris Boulevard	South of Nandina Avenue	72.3	142	306	659	1,420
94	Perris Boulevard	North of Harley Knox Boulevard	69.2	89	192	413	890
95	Perris Boulevard	South of Harley Knox Boulevard	68.1	75	162	348	750
96	Perris Boulevard	North of Ramona Expressway	70.3	104	225	484	1,043
97	Perris Boulevard	South of Ramona Expressway	70.0	99	214	461	993
98	Kitching Street	North of Cactus Avenue	66.6	59	128	275	593
99	Kitching Street	South of Cactus Avenue	63.1	RW	74	160	344
100	Kitching Street	North of John F. Kennedy Drive	63.6	RW	81	174	374
101	Kitching Street	South of John F. Kennedy Drive	63.3	RW	77	165	355
102	Kitching Street	North of Iris Avenue	66.3	56	122	262	564
103	Kitching Street	South of Iris Avenue	65.6	RW	110	237	511
104	Lasselle Street	North of Iris Avenue	68.9	85	183	394	849
105	Lasselle Street	South of Iris Avenue	69.7	96	206	445	958

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



TABLE 7-6: YEAR 2035 WITH PROJECT CONDITIONS NOISE CONTOURS

	Road	Segment	CNELat	Dis	tance to C	ontour (F	eet)
ID			100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	68.9	84	182	392	844
2	Eucalyptus Avenue	East of Perris Boulevard	62.5	RW	68	146	315
3	Cottonwood Avenue	West of Indian Street	64.0	RW	86	185	400
4	Cottonwood Avenue	East of Indian Street	63.2	RW	76	163	351
5	Cottonwood Avenue	West of Perris Boulevard	65.0	RW	100	216	466
6	Cottonwood Avenue	East of Perris Boulevard	63.3	RW	77	166	357
7	Alessandro Boulevard	West of Heacock Street	72.4	144	311	671	1,445
8	Alessandro Boulevard	East of Heacock Street	71.9	133	287	619	1,333
9	Alessandro Boulevard	West of Indian Street	71.7	130	279	601	1,296
10	Alessandro Boulevard	East of Indian Street	71.4	124	267	574	1,237
11	Alessandro Boulevard	West of Perris Boulevard	71.4	124	267	574	1,237
12	Alessandro Boulevard	East of Perris Boulevard	70.9	115	247	532	1,147
13	Cactus Avenue	West of I-215 Freeway	70.5	108	232	500	1,078
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	71.0	116	250	539	1,162
15	Cactus Avenue	East of I-215 NB Ramps	72.4	145	313	674	1,453
16	Cactus Avenue	West of Elsworth Street	72.3	142	306	658	1,418
17	Cactus Avenue	East of Elsworth Street	72.7	152	327	704	1,516
18	Cactus Avenue	West of Frederick Street	72.9	155	334	721	1,552
19	Cactus Avenue	East of Frederick Street	73.0	159	343	738	1,591
20	Cactus Avenue	West of Graham Street	72.8	154	331	712	1,535
21	Cactus Avenue	East of Graham Street	72.5	146	314	677	1,458
22	Cactus Avenue	West of Heacock Street	72.1	138	297	640	1,380
23	Cactus Avenue	East of Heacock Street	70.6	110	238	513	1,104
24	Cactus Avenue	West of Indian Street	70.2	104	223	481	1,036
25	Cactus Avenue	East of Indian Street	70.2	103	222	479	1,032
26	Cactus Avenue	West of Perris Boulevard	69.9	99	213	460	991
27	Cactus Avenue	East of Perris Boulevard	69.3	90	194	418	901
28	Cactus Avenue	East of Kitching Street	68.3	77	165	355	765
29	John F. Kennedy Drive	West of Heacock Street	66.3	57	123	264	569
30	John F. Kennedy Drive	East of Heacock Street	66.1	55	119	257	553
31	John F. Kennedy Drive	West of Indian Street	67.3	66	142	306	658
32	John F. Kennedy Drive	East of Indian Street	67.5	68	147	317	683
33	John F. Kennedy Drive	West of Perris Boulevard	68.4	78	168	362	779
34	John F. Kennedy Drive	East of Perris Boulevard	69.2	89	191	412	887
35	John F. Kennedy Drive	West of Kitching Street	69.0	86	186	400	862
36	John F. Kennedy Drive	East of Kitching Street	68.5	80	172	371	799

			CNELat	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
37	Gentian Avenue	West of Indian Street	57.2	RW	RW	65	141
38	Gentian Avenue	East of Perris Boulevard	59.5	RW	RW	93	199
39	Santiago Drive	East of Perris Boulevard	59.3	RW	RW	89	192
40	Iris Avenue	West of Indian Street	62.7	RW	70	152	327
41	Iris Avenue	East of Indian Street	67.4	67	144	311	670
42	Iris Avenue	West of Perris Boulevard	68.5	80	172	371	799
43	Iris Avenue	East of Perris Boulevard	68.7	81	175	378	814
44	Iris Avenue	West of Kitching Street	69.3	90	195	419	903
45	Iris Avenue	East of Kitching Street	71.2	121	260	561	1,209
46	Iris Avenue	West of Lasselle Street	70.9	114	246	530	1,141
47	Iris Avenue	East of Lasselle Street	71.4	124	268	577	1,243
48	Krameria Avenue	East of Indian Street	61.1	RW	55	118	254
49	Krameria Avenue	West of Perris Boulevard	61.7	RW	60	130	281
50	Krameria Avenue	East of Perris Boulevard	66.5	58	125	270	581
51	Harley Knox Boulevard	West of Webster Avenue	67.9	73	157	338	729
52	Harley Knox Boulevard	East of Webster Avenue	68.0	73	158	340	732
53	Harley Knox Boulevard	West of Indian Street	69.9	99	213	460	990
54	Harley Knox Boulevard	East of Indian Street	69.7	95	204	440	949
55	Harley Knox Boulevard	West of Perris Boulevard	66.7	60	130	281	605
56	Ramona Expressway	West of Perris Boulevard	71.4	124	268	578	1,245
57	Ramona Expressway	East of Perris Boulevard	71.6	128	276	595	1,282
58	Frederick Street	North of Cactus Avenue	65.3	RW	105	227	489
59	Heacock Street	North of Alessandro Boulevard	67.0	63	135	292	628
60	Heacock Street	North of Cactus Avenue	66.9	63	135	290	626
61	Indian Street	North of Cottonwood Avenue	61.7	RW	61	131	282
62	Indian Street	North of Alessandro Boulevard	66.2	56	120	259	559
63	Indian Street	North of Cactus Avenue	67.0	63	136	293	632
64	Indian Street	South of John F. Kennedy Drive	65.8	RW	114	245	528
65	Indian Street	North of Gentian Avenue	62.0	RW	63	135	292
66	Indian Street	South of Iris Avenue	60.8	RW	RW	113	243
67	Indian Street	North of Krameria Avenue	61.9	RW	63	135	291
68	Indian Street	South of Krameria Avenue	63.4	RW	79	170	366
69	Indian Street	South of Harley Knox Boulevard	69.0	85	184	396	854
70	Perris Boulevard	North of SR-60 WB Ramps	72.4	144	310	669	1,441
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	71.3	122	263	567	1,222
72	Perris Boulevard	South of Sunnymead Boulevard	71.0	117	252	542	1,168
73	Perris Boulevard	North of Eucalyptus Avenue	70.9	115	248	535	1,152
74	Perris Boulevard	South of Eucalyptus Avenue	71.5	125	269	580	1,250



			CNEL at	Dis	tance to C	ontour (F	eet)
ID	Road	Segment	100 Feet (dBA)	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
75	Perris Boulevard	North of Cottonwood Avenue	71.3	122	263	566	1,220
76	Perris Boulevard	South of Cottonwood Avenue	70.9	114	246	531	1,143
77	Perris Boulevard	North of Alessandro Boulevard	71.1	118	253	546	1,176
78	Perris Boulevard	South of Alessandro Boulevard	71.1	118	254	547	1,179
79	Perris Boulevard	North of Cactus Avenue	70.7	111	240	517	1,114
80	Perris Boulevard	South of Cactus Avenue	72.0	135	291	628	1,352
81	Perris Boulevard	North of John F. Kennedy Drive	71.7	130	280	604	1,300
82	Perris Boulevard	South of John F. Kennedy Drive	72.4	145	312	673	1,450
83	Perris Boulevard	North of Gentian Avenue	72.2	140	301	649	1,398
84	Perris Boulevard	Gentian Avenue to Driveway 3	72.1	138	297	640	1,378
85	Perris Boulevard	Driveway 3 to Driveway 4	72.0	136	294	633	1,364
86	Perris Boulevard	Driveway 4 to Santiago Drive	72.0	136	294	633	1,364
87	Perris Boulevard	Santiago Drive to Iris Avenue	72.3	142	307	661	1,425
88	Perris Boulevard	South of Iris Avenue	71.9	134	289	622	1,339
89	Perris Boulevard	North of Krameria Avenue	72.2	139	300	647	1,394
90	Perris Boulevard	South of Krameria Avenue	72.2	139	300	647	1,394
91	Perris Boulevard	North of San Michele Road	72.1	139	298	643	1,385
92	Perris Boulevard	San Michele Road to Nandina Avenue	72.5	147	317	683	1,472
93	Perris Boulevard	South of Nandina Avenue	72.4	144	309	666	1,435
94	Perris Boulevard	North of Harley Knox Boulevard	69.3	90	194	417	899
95	Perris Boulevard	South of Harley Knox Boulevard	68.2	76	163	352	758
96	Perris Boulevard	North of Ramona Expressway	70.3	106	227	490	1,055
97	Perris Boulevard	South of Ramona Expressway	70.0	100	215	463	997
98	Kitching Street	North of Cactus Avenue	66.7	60	129	278	599
99	Kitching Street	South of Cactus Avenue	63.2	RW	76	163	352
100	Kitching Street	North of John F. Kennedy Drive	63.7	RW	82	178	383
101	Kitching Street	South of John F. Kennedy Drive	63.3	RW	77	166	358
102	Kitching Street	North of Iris Avenue	66.3	57	122	263	566
103	Kitching Street	South of Iris Avenue	65.7	RW	111	238	513
104	Lasselle Street	North of Iris Avenue	69.0	85	183	395	851
105	Lasselle Street	South of Iris Avenue	69.7	96	207	446	962

[&]quot;RW" = Location of the respective noise contour falls within the right-of-way of the road.



TABLE 7-7: EXISTING OFF-SITE PROJECT RELATED TRAFFIC NOISE IMPACTS

			CNEL	at 100 Feet	t (dBA)	Potential	
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact?	
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	66.6	66.6	0.0	No	
2	Eucalyptus Avenue	East of Perris Boulevard	59.1	59.2	0.1	No	
3	Cottonwood Avenue	West of Indian Street	61.9	62.0	0.1	No	
4	Cottonwood Avenue	East of Indian Street	60.9	61.1	0.2	No	
5	Cottonwood Avenue	West of Perris Boulevard	60.3	60.6	0.4	No	
6	Cottonwood Avenue	East of Perris Boulevard	59.5	59.7	0.2	No	
7	Alessandro Boulevard	West of Heacock Street	69.4	69.5	0.1	No	
8	Alessandro Boulevard	East of Heacock Street	69.2	69.3	0.1	No	
9	Alessandro Boulevard	West of Indian Street	68.7	68.9	0.1	No	
10	Alessandro Boulevard	East of Indian Street	68.6	68.8	0.1	No	
11	Alessandro Boulevard	West of Perris Boulevard	68.5	68.6	0.2	No	
12	Alessandro Boulevard	East of Perris Boulevard	66.8	66.9	0.1	No	
13	Cactus Avenue	West of I-215 Freeway	65.3	65.3	0.0	No	
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	67.8	67.8	0.0	No	
15	Cactus Avenue	East of I-215 NB Ramps	69.7	69.7	0.0	No	
16	Cactus Avenue	West of Elsworth Street	69.6	69.6	0.0	No	
17	Cactus Avenue	East of Elsworth Street	69.9	69.9	0.0	No	
18	Cactus Avenue	West of Frederick Street	69.7	69.8	0.0	No	
19	Cactus Avenue	East of Frederick Street	70.2	70.2	0.1	No	
20	Cactus Avenue	West of Graham Street	70.0	70.1	0.1	No	
21	Cactus Avenue	East of Graham Street	69.2	69.3	0.1	No	
22	Cactus Avenue	West of Heacock Street	69.2	69.3	0.1	No	
23	Cactus Avenue	East of Heacock Street	66.3	66.4	0.2	No	
24	Cactus Avenue	West of Indian Street	66.2	66.3	0.2	No	
25	Cactus Avenue	East of Indian Street	66.4	66.6	0.2	No	
26	Cactus Avenue	West of Perris Boulevard	65.7	66.0	0.2	No	
27	Cactus Avenue	East of Perris Boulevard	65.6	65.7	0.1	No	
28	Cactus Avenue	East of Kitching Street	64.7	64.8	0.1	No	
29	John F. Kennedy Drive	West of Heacock Street	63.3	63.4	0.1	No	
30	John F. Kennedy Drive	East of Heacock Street	64.3	64.3	0.0	No	
31	John F. Kennedy Drive	West of Indian Street	63.8	63.9	0.1	No	
32	John F. Kennedy Drive	East of Indian Street	63.9	64.0	0.2	No	
33	John F. Kennedy Drive	West of Perris Boulevard	63.8	64.0	0.2	No	
34	John F. Kennedy Drive	East of Perris Boulevard	63.9	64.3	0.4	No	
35	John F. Kennedy Drive	West of Kitching Street	63.4	63.9	0.5	No	
36	John F. Kennedy Drive	East of Kitching Street	61.9	62.1	0.2	No	
37	Gentian Avenue	West of Indian Street	54.1	54.3	0.3	No	



			CNEL	at 100 Feet	(dBA)	Potential
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact?
38	Gentian Avenue	East of Perris Boulevard	53.6	54.0	0.4	No
39	Santiago Drive	East of Perris Boulevard	54.6	54.9	0.3	No
40	Iris Avenue	West of Indian Street	60.6	60.7	0.1	No
41	Iris Avenue	East of Indian Street	65.2	65.4	0.1	No
42	Iris Avenue	West of Perris Boulevard	65.0	65.2	0.2	No
43	Iris Avenue	East of Perris Boulevard	66.1	66.5	0.4	No
44	Iris Avenue	West of Kitching Street	66.9	67.2	0.3	No
45	Iris Avenue	East of Kitching Street	67.7	67.9	0.2	No
46	Iris Avenue	West of Lasselle Street	67.2	67.4	0.2	No
47	Iris Avenue	East of Lasselle Street	67.9	68.0	0.1	No
48	Krameria Avenue	East of Indian Street	56.2	56.4	0.2	No
49	Krameria Avenue	West of Perris Boulevard	55.9	56.0	0.1	No
50	Krameria Avenue	East of Perris Boulevard	63.0	63.2	0.1	No
51	Harley Knox Boulevard	West of Webster Avenue	61.7	61.8	0.1	No
52	Harley Knox Boulevard	East of Webster Avenue	61.7	61.9	0.3	No
53	Harley Knox Boulevard	West of Indian Street	64.1	64.3	0.3	No
54	Harley Knox Boulevard	East of Indian Street	61.6	62.1	0.5	No
55	Harley Knox Boulevard	West of Perris Boulevard	58.6	59.2	0.6	No
56	Ramona Expressway	West of Perris Boulevard	69.6	69.6	0.0	No
57	Ramona Expressway	East of Perris Boulevard	69.0	69.1	0.1	No
58	Frederick Street	North of Cactus Avenue	61.9	62.0	0.1	No
59	Heacock Street	North of Alessandro Boulevard	66.1	66.2	0.0	No
60	Heacock Street	North of Cactus Avenue	64.7	64.8	0.0	No
61	Indian Street	North of Cottonwood Avenue	59.6	59.7	0.1	No
62	Indian Street	North of Alessandro Boulevard	64.5	64.6	0.0	No
63	Indian Street	North of Cactus Avenue	64.7	64.7	0.1	No
64	Indian Street	South of John F. Kennedy Drive	63.3	63.4	0.1	No
65	Indian Street	North of Gentian Avenue	58.4	58.5	0.1	No
66	Indian Street	South of Iris Avenue	57.0	57.2	0.2	No
67	Indian Street	North of Krameria Avenue	57.1	57.3	0.2	No
68	Indian Street	South of Krameria Avenue	53.8	54.0	0.2	No
69	Indian Street	South of Harley Knox Boulevard	60.6	60.7	0.1	No
70	Perris Boulevard	North of SR-60 WB Ramps	69.9	69.9	0.0	No
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	70.2	70.3	0.0	No
72	Perris Boulevard	South of Sunnymead Boulevard	68.1	68.2	0.1	No
73	Perris Boulevard	North of Eucalyptus Avenue	67.3	67.4	0.1	No
74	Perris Boulevard	South of Eucalyptus Avenue	66.8	67.0	0.1	No
75	Perris Boulevard	North of Cottonwood Avenue	67.8	68.0	0.1	No



			CNEL	at 100 Feet	t (dBA)	Potential Significant Impact? No
ID	Road	Segment	No Project	With Project	Project Addition	
76	Perris Boulevard	South of Cottonwood Avenue	67.3	67.6	0.3	No
77	Perris Boulevard	North of Alessandro Boulevard	66.8	67.2	0.4	No
78	Perris Boulevard	South of Alessandro Boulevard	66.9	67.5	0.6	No
79	Perris Boulevard	North of Cactus Avenue	66.6	67.2	0.7	No
80	Perris Boulevard	South of Cactus Avenue	67.5	68.3	0.9	No
81	Perris Boulevard	North of John F. Kennedy Drive	66.9	67.9	1.0	No
82	Perris Boulevard	South of John F. Kennedy Drive	67.8	68.8	1.1	No
83	Perris Boulevard	North of Gentian Avenue	67.1	68.3	1.2	No
84	Perris Boulevard	Gentian Avenue to Driveway 3	67.1	68.3	1.2	No
85	Perris Boulevard	Driveway 3 to Driveway 4	67.1	68.0	0.9	No
86	Perris Boulevard	Driveway 4 to Santiago Drive	67.1	67.9	0.8	No
87	Perris Boulevard	Santiago Drive to Iris Avenue	66.9	67.9	1.0	No
88	Perris Boulevard	South of Iris Avenue	67.1	67.6	0.5	No
89	Perris Boulevard	North of Krameria Avenue	66.7	67.3	0.6	No
90	Perris Boulevard	South of Krameria Avenue	67.0	67.4	0.5	No
91	Perris Boulevard	North of San Michele Road	67.3	67.7	0.4	No
92	Perris Boulevard	San Michele Road to Nandina Avenue	67.1	67.5	0.4	No
93	Perris Boulevard	South of Nandina Avenue	67.0	67.4	0.4	No
94	Perris Boulevard	North of Harley Knox Boulevard	64.2	64.6	0.4	No
95	Perris Boulevard	South of Harley Knox Boulevard	63.8	64.0	0.2	No
96	Perris Boulevard	North of Ramona Expressway	65.6	65.9	0.3	No
97	Perris Boulevard	South of Ramona Expressway	66.6	66.7	0.1	No
98	Kitching Street	North of Cactus Avenue	62.2	62.4	0.1	No
99	Kitching Street	South of Cactus Avenue	59.5	59.8	0.3	No
100	Kitching Street	North of John F. Kennedy Drive	59.1	59.4	0.3	No
101	Kitching Street	South of John F. Kennedy Drive	59.9	60.0	0.1	No
102	Kitching Street	North of Iris Avenue	62.0	62.0	0.1	No
103	Kitching Street	South of Iris Avenue	60.5	60.6	0.1	No
104	Lasselle Street	North of Iris Avenue	66.9	66.9	0.0	No
105	Lasselle Street	South of Iris Avenue	68.5	68.5	0.0	No

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TABLE 7-8: YEAR 2018 OFF-SITE PROJECT RELATED TRAFFIC NOISE IMPACTS

			CNEL	at 100 Feet	t (dBA)	Potential
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact?
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	67.5	67.6	0.0	No
2	Eucalyptus Avenue	East of Perris Boulevard	59.8	59.9	0.1	No
3	Cottonwood Avenue	West of Indian Street	62.4	62.4	0.1	No
4	Cottonwood Avenue	East of Indian Street	61.4	61.6	0.2	No
5	Cottonwood Avenue	West of Perris Boulevard	61.3	61.6	0.3	No
6	Cottonwood Avenue	East of Perris Boulevard	60.4	60.5	0.1	No
7	Alessandro Boulevard	West of Heacock Street	70.1	70.1	0.1	No
8	Alessandro Boulevard	East of Heacock Street	69.8	69.9	0.1	No
9	Alessandro Boulevard	West of Indian Street	69.4	69.5	0.1	No
10	Alessandro Boulevard	East of Indian Street	69.3	69.4	0.1	No
11	Alessandro Boulevard	West of Perris Boulevard	69.1	69.3	0.1	No
12	Alessandro Boulevard	East of Perris Boulevard	67.7	67.8	0.1	No
13	Cactus Avenue	West of I-215 Freeway	68.7	68.7	0.0	No
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	70.6	70.6	0.0	No
15	Cactus Avenue	East of I-215 NB Ramps	71.3	71.3	0.0	No
16	Cactus Avenue	West of Elsworth Street	71.8	71.9	0.0	No
17	Cactus Avenue	East of Elsworth Street	72.3	72.3	0.0	No
18	Cactus Avenue	West of Frederick Street	72.4	72.5	0.0	No
19	Cactus Avenue	East of Frederick Street	72.5	72.5	0.0	No
20	Cactus Avenue	West of Graham Street	72.3	72.4	0.0	No
21	Cactus Avenue	East of Graham Street	71.3	71.4	0.0	No
22	Cactus Avenue	West of Heacock Street	70.9	70.9	0.1	No
23	Cactus Avenue	East of Heacock Street	68.7	68.8	0.1	No
24	Cactus Avenue	West of Indian Street	68.3	68.4	0.1	No
25	Cactus Avenue	East of Indian Street	67.9	68.0	0.1	No
26	Cactus Avenue	West of Perris Boulevard	67.4	67.5	0.2	No
27	Cactus Avenue	East of Perris Boulevard	67.2	67.3	0.1	No
28	Cactus Avenue	East of Kitching Street	66.1	66.2	0.1	No
29	John F. Kennedy Drive	West of Heacock Street	64.0	64.0	0.0	No
30	John F. Kennedy Drive	East of Heacock Street	64.7	64.7	0.0	No
31	John F. Kennedy Drive	West of Indian Street	64.6	64.7	0.1	No
32	John F. Kennedy Drive	East of Indian Street	64.7	64.8	0.1	No
33	John F. Kennedy Drive	West of Perris Boulevard	64.9	65.0	0.1	No
34	John F. Kennedy Drive	East of Perris Boulevard	65.1	65.4	0.3	No
35	John F. Kennedy Drive	West of Kitching Street	64.7	65.1	0.4	No
36	John F. Kennedy Drive	East of Kitching Street	63.4	63.5	0.1	No
37	Gentian Avenue	West of Indian Street	54.8	55.0	0.2	No



	Road Segment	CNEL at 100 Feet (dBA)			Potential	
ID		Segment	No Project	With Project	Project Addition	Significant Impact?
38	Gentian Avenue	East of Perris Boulevard	55.0	55.3	0.3	No
39	Santiago Drive	East of Perris Boulevard	55.7	55.9	0.3	No
40	Iris Avenue	West of Indian Street	61.1	61.2	0.1	No
41	Iris Avenue	East of Indian Street	65.7	65.8	0.1	No
42	Iris Avenue	West of Perris Boulevard	65.8	66.0	0.2	No
43	Iris Avenue	East of Perris Boulevard	66.7	67.0	0.3	No
44	Iris Avenue	West of Kitching Street	67.5	67.7	0.2	No
45	Iris Avenue	East of Kitching Street	68.5	68.7	0.2	No
46	Iris Avenue	West of Lasselle Street	68.0	68.2	0.2	No
47	Iris Avenue	East of Lasselle Street	68.7	68.8	0.1	No
48	Krameria Avenue	East of Indian Street	57.3	57.4	0.1	No
49	Krameria Avenue	West of Perris Boulevard	57.2	57.3	0.1	No
50	Krameria Avenue	East of Perris Boulevard	63.8	63.9	0.1	No
51	Harley Knox Boulevard	West of Webster Avenue	67.2	67.2	0.0	No
52	Harley Knox Boulevard	East of Webster Avenue	67.2	67.2	0.1	No
53	Harley Knox Boulevard	West of Indian Street	69.2	69.3	0.1	No
54	Harley Knox Boulevard	East of Indian Street	65.3	65.5	0.2	No
55	Harley Knox Boulevard	West of Perris Boulevard	63.0	63.2	0.2	No
56	Ramona Expressway	West of Perris Boulevard	70.8	70.8	0.0	No
57	Ramona Expressway	East of Perris Boulevard	70.4	70.5	0.0	No
58	Frederick Street	North of Cactus Avenue	64.9	64.9	0.1	No
59	Heacock Street	North of Alessandro Boulevard	66.5	66.6	0.1	No
60	Heacock Street	North of Cactus Avenue	65.2	65.3	0.0	No
61	Indian Street	North of Cottonwood Avenue	60.1	60.2	0.1	No
62	Indian Street	North of Alessandro Boulevard	64.9	65.0	0.1	No
63	Indian Street	North of Cactus Avenue	65.2	65.3	0.1	No
64	Indian Street	South of John F. Kennedy Drive	63.9	64.0	0.1	No
65	Indian Street	North of Gentian Avenue	59.2	59.3	0.1	No
66	Indian Street	South of Iris Avenue	57.8	58.0	0.2	No
67	Indian Street	North of Krameria Avenue	58.2	58.4	0.1	No
68	Indian Street	South of Krameria Avenue	56.0	56.1	0.1	No
69	Indian Street	South of Harley Knox Boulevard	63.1	63.2	0.1	No
70	Perris Boulevard	North of SR-60 WB Ramps	70.4	70.5	0.0	No
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	70.9	71.0	0.0	No
72	Perris Boulevard	South of Sunnymead Boulevard	68.8	68.8	0.1	No
73	Perris Boulevard	North of Eucalyptus Avenue	68.1	68.2	0.1	No
74	Perris Boulevard	South of Eucalyptus Avenue	67.9	68.0	0.1	No
75	Perris Boulevard	North of Cottonwood Avenue	68.6	68.7	0.1	No



			CNEL at 100 Feet (dBA)			Potential
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact?
76	Perris Boulevard	South of Cottonwood Avenue	68.1	68.4	0.3	No
77	Perris Boulevard	North of Alessandro Boulevard	67.8	68.1	0.3	No
78	Perris Boulevard	South of Alessandro Boulevard	67.8	68.3	0.5	No
79	Perris Boulevard	North of Cactus Avenue	67.5	68.0	0.5	No
80	Perris Boulevard	South of Cactus Avenue	68.5	69.2	0.7	No
81	Perris Boulevard	North of John F. Kennedy Drive	68.0	68.8	0.8	No
82	Perris Boulevard	South of John F. Kennedy Drive	68.8	69.7	0.9	No
83	Perris Boulevard	North of Gentian Avenue	68.3	69.2	1.0	No
84	Perris Boulevard	Gentian Avenue to Driveway 3	68.2	69.2	0.9	No
85	Perris Boulevard	Driveway 3 to Driveway 4	68.2	68.9	0.7	No
86	Perris Boulevard	Driveway 4 to Santiago Drive	68.2	68.9	0.7	No
87	Perris Boulevard	Santiago Drive to Iris Avenue	68.1	68.9	0.8	No
88	Perris Boulevard	South of Iris Avenue	68.2	68.6	0.4	No
89	Perris Boulevard	North of Krameria Avenue	67.9	68.4	0.4	No
90	Perris Boulevard	South of Krameria Avenue	68.1	68.5	0.4	No
91	Perris Boulevard	North of San Michele Road	68.4	68.7	0.3	No
92	Perris Boulevard	San Michele Road to Nandina Avenue	68.3	68.6	0.3	No
93	Perris Boulevard	South of Nandina Avenue	69.3	69.6	0.2	No
94	Perris Boulevard	North of Harley Knox Boulevard	66.9	67.1	0.2	No
95	Perris Boulevard	South of Harley Knox Boulevard	66.2	66.3	0.1	No
96	Perris Boulevard	North of Ramona Expressway	68.1	68.3	0.2	No
97	Perris Boulevard	South of Ramona Expressway	69.1	69.2	0.0	No
98	Kitching Street	North of Cactus Avenue	63.2	63.3	0.1	No
99	Kitching Street	South of Cactus Avenue	60.4	60.6	0.2	No
100	Kitching Street	North of John F. Kennedy Drive	60.1	60.4	0.2	No
101	Kitching Street	South of John F. Kennedy Drive	60.7	60.8	0.1	No
102	Kitching Street	North of Iris Avenue	63.0	63.0	0.1	No
103	Kitching Street	South of Iris Avenue	61.7	61.8	0.0	No
104	Lasselle Street	North of Iris Avenue	67.3	67.4	0.0	No
105	Lasselle Street	South of Iris Avenue	68.7	68.8	0.0	No



TABLE 7-9: YEAR 2035 OFF-SITE PROJECT RELATED TRAFFIC NOISE IMPACTS

			CNEL at 100 Feet (dBA)			Potential
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact?
1	Sunnymead Boulevard	Perris Boulevard to SR-60 EB On-Ramp	68.9	68.9	0.0	No
2	Eucalyptus Avenue	East of Perris Boulevard	62.4	62.5	0.0	No
3	Cottonwood Avenue	West of Indian Street	64.0	64.0	0.1	No
4	Cottonwood Avenue	East of Indian Street	63.2	63.2	0.0	No
5	Cottonwood Avenue	West of Perris Boulevard	65.0	65.0	0.0	No
6	Cottonwood Avenue	East of Perris Boulevard	63.2	63.3	0.0	No
7	Alessandro Boulevard	West of Heacock Street	72.4	72.4	0.0	No
8	Alessandro Boulevard	East of Heacock Street	71.9	71.9	0.0	No
9	Alessandro Boulevard	West of Indian Street	71.7	71.7	0.0	No
10	Alessandro Boulevard	East of Indian Street	71.4	71.4	0.0	No
11	Alessandro Boulevard	West of Perris Boulevard	71.4	71.4	0.0	No
12	Alessandro Boulevard	East of Perris Boulevard	70.9	70.9	0.0	No
13	Cactus Avenue	West of I-215 Freeway	70.5	70.5	0.0	No
14	Cactus Avenue	I-215 SB Ramps to I-215 NB Ramps	71.0	71.0	0.0	No
15	Cactus Avenue	East of I-215 NB Ramps	72.4	72.4	0.0	No
16	Cactus Avenue	West of Elsworth Street	72.3	72.3	0.0	No
17	Cactus Avenue	East of Elsworth Street	72.7	72.7	0.0	No
18	Cactus Avenue	West of Frederick Street	72.8	72.9	0.0	No
19	Cactus Avenue	East of Frederick Street	73.0	73.0	0.0	No
20	Cactus Avenue	West of Graham Street	72.8	72.8	0.0	No
21	Cactus Avenue	East of Graham Street	72.4	72.5	0.0	No
22	Cactus Avenue	West of Heacock Street	72.1	72.1	0.0	No
23	Cactus Avenue	East of Heacock Street	70.6	70.6	0.1	No
24	Cactus Avenue	West of Indian Street	70.2	70.2	0.1	No
25	Cactus Avenue	East of Indian Street	70.2	70.2	0.0	No
26	Cactus Avenue	West of Perris Boulevard	69.9	69.9	0.0	No
27	Cactus Avenue	East of Perris Boulevard	69.3	69.3	0.0	No
28	Cactus Avenue	East of Kitching Street	68.2	68.3	0.1	No
29	John F. Kennedy Drive	West of Heacock Street	66.3	66.3	0.0	No
30	John F. Kennedy Drive	East of Heacock Street	66.0	66.1	0.1	No
31	John F. Kennedy Drive	West of Indian Street	67.2	67.3	0.1	No
32	John F. Kennedy Drive	East of Indian Street	67.5	67.5	0.0	No
33	John F. Kennedy Drive	West of Perris Boulevard	68.4	68.4	0.0	No
34	John F. Kennedy Drive	East of Perris Boulevard	69.0	69.2	0.2	No
35	John F. Kennedy Drive	West of Kitching Street	68.9	69.0	0.2	No
36	John F. Kennedy Drive	East of Kitching Street	68.5	68.5	0.0	No
37	Gentian Avenue	West of Indian Street	56.8	57.2	0.4	No



	Road	Segment	CNEL	at 100 Feet	: (dBA)	Potential Significant Impact?
ID			No Project	With Project	Project Addition	
38	Gentian Avenue	East of Perris Boulevard	59.4	59.5	0.1	No
39	Santiago Drive	East of Perris Boulevard	59.1	59.3	0.1	No
40	Iris Avenue	West of Indian Street	62.7	62.7	0.0	No
41	Iris Avenue	East of Indian Street	67.4	67.4	0.0	No
42	Iris Avenue	West of Perris Boulevard	68.5	68.5	0.0	No
43	Iris Avenue	East of Perris Boulevard	68.5	68.7	0.2	No
44	Iris Avenue	West of Kitching Street	69.2	69.3	0.1	No
45	Iris Avenue	East of Kitching Street	71.1	71.2	0.1	No
46	Iris Avenue	West of Lasselle Street	70.8	70.9	0.1	No
47	Iris Avenue	East of Lasselle Street	71.4	71.4	0.0	No
48	Krameria Avenue	East of Indian Street	61.0	61.1	0.1	No
49	Krameria Avenue	West of Perris Boulevard	61.7	61.7	0.0	No
50	Krameria Avenue	East of Perris Boulevard	66.4	66.5	0.1	No
51	Harley Knox Boulevard	West of Webster Avenue	67.9	67.9	0.0	No
52	Harley Knox Boulevard	East of Webster Avenue	67.9	68.0	0.1	No
53	Harley Knox Boulevard	West of Indian Street	69.9	69.9	0.1	No
54	Harley Knox Boulevard	East of Indian Street	69.6	69.7	0.0	No
55	Harley Knox Boulevard	West of Perris Boulevard	66.7	66.7	0.0	No
56	Ramona Expressway	West of Perris Boulevard	71.4	71.4	0.0	No
57	Ramona Expressway	East of Perris Boulevard	71.6	71.6	0.0	No
58	Frederick Street	North of Cactus Avenue	65.3	65.3	0.1	No
59	Heacock Street	North of Alessandro Boulevard	66.9	67.0	0.1	No
60	Heacock Street	North of Cactus Avenue	66.8	66.9	0.1	No
61	Indian Street	North of Cottonwood Avenue	61.7	61.7	0.1	No
62	Indian Street	North of Alessandro Boulevard	66.0	66.2	0.2	No
63	Indian Street	North of Cactus Avenue	66.8	67.0	0.3	No
64	Indian Street	South of John F. Kennedy Drive	65.1	65.8	0.7	No
65	Indian Street	North of Gentian Avenue	61.2	62.0	0.8	No
66	Indian Street	South of Iris Avenue	60.4	60.8	0.3	No
67	Indian Street	North of Krameria Avenue	61.7	61.9	0.3	No
68	Indian Street	South of Krameria Avenue	63.3	63.4	0.2	No
69	Indian Street	South of Harley Knox Boulevard	69.0	69.0	0.0	No
70	Perris Boulevard	North of SR-60 WB Ramps	72.4	72.4	0.0	No
71	Perris Boulevard	SR-60 WB Ramps to Sunnymead Blvd.	71.3	71.3	0.0	No
72	Perris Boulevard	South of Sunnymead Boulevard	71.0	71.0	0.0	No
73	Perris Boulevard	North of Eucalyptus Avenue	70.9	70.9	0.0	No
74	Perris Boulevard	South of Eucalyptus Avenue	71.4	71.5	0.0	No
75	Perris Boulevard	North of Cottonwood Avenue	71.2	71.3	0.0	No



			CNEL	at 100 Feet	t (dBA)	Potential
ID	Road	Segment	No Project	With Project	Project Addition	Significant Impact?
76	Perris Boulevard	South of Cottonwood Avenue	70.8	70.9	0.1	No
77	Perris Boulevard	North of Alessandro Boulevard	71.0	71.1	0.1	No
78	Perris Boulevard	South of Alessandro Boulevard	71.0	71.1	0.1	No
79	Perris Boulevard	North of Cactus Avenue	70.6	70.7	0.1	No
80	Perris Boulevard	South of Cactus Avenue	71.9	72.0	0.1	No
81	Perris Boulevard	North of John F. Kennedy Drive	71.6	71.7	0.1	No
82	Perris Boulevard	South of John F. Kennedy Drive	72.2	72.4	0.2	No
83	Perris Boulevard	North of Gentian Avenue	71.9	72.2	0.2	No
84	Perris Boulevard	Gentian Avenue to Driveway 3	71.8	72.1	0.3	No
85	Perris Boulevard	Driveway 3 to Driveway 4	71.8	72.0	0.3	No
86	Perris Boulevard	Driveway 4 to Santiago Drive	71.8	72.0	0.3	No
87	Perris Boulevard	Santiago Drive to Iris Avenue	72.1	72.3	0.3	No
88	Perris Boulevard	South of Iris Avenue	71.8	71.9	0.1	No
89	Perris Boulevard	North of Krameria Avenue	72.0	72.2	0.1	No
90	Perris Boulevard	South of Krameria Avenue	72.0	72.2	0.1	No
91	Perris Boulevard	North of San Michele Road	72.0	72.1	0.1	No
92	Perris Boulevard	San Michele Road to Nandina Avenue	72.4	72.5	0.1	No
93	Perris Boulevard	South of Nandina Avenue	72.3	72.4	0.1	No
94	Perris Boulevard	North of Harley Knox Boulevard	69.2	69.3	0.1	No
95	Perris Boulevard	South of Harley Knox Boulevard	68.1	68.2	0.1	No
96	Perris Boulevard	North of Ramona Expressway	70.3	70.3	0.1	No
97	Perris Boulevard	South of Ramona Expressway	70.0	70.0	0.0	No
98	Kitching Street	North of Cactus Avenue	66.6	66.7	0.1	No
99	Kitching Street	South of Cactus Avenue	63.1	63.2	0.1	No
100	Kitching Street	North of John F. Kennedy Drive	63.6	63.7	0.1	No
101	Kitching Street	South of John F. Kennedy Drive	63.3	63.3	0.0	No
102	Kitching Street	North of Iris Avenue	66.3	66.3	0.0	No
103	Kitching Street	South of Iris Avenue	65.6	65.7	0.0	No
104	Lasselle Street	North of Iris Avenue	68.9	69.0	0.0	No
105	Lasselle Street	South of Iris Avenue	69.7	69.7	0.0	No



7.2 Existing Project Traffic Noise Level Contributions

Table 7-7 presents a comparison of the existing without and with Project conditions CNEL noise levels. From this we can see that the unmitigated exterior noise levels are expected to range from 53.6 to 70.2 dBA CNEL. Existing with Project noise level contours are expected to range from 54.0 to 70.3 dBA CNEL. Overall the Project is expected to generate an unmitigated maximum exterior noise level increase of up to 1.2 dBA CNEL. In no instances would Project vehicular-source noise result in or cause noise levels along potentially affected roadway segments to transition from an acceptable ambient noise environment (<65 dBA CNEL) to a noise environment greater than 65 dBA CNEL.

7.3 YEAR 2018 PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 7-8 presents a comparison of the Year 2018 without and with Project conditions CNEL noise levels. Table 7-3 shows that the unmitigated exterior noise levels are expected to range from 54.8 to 72.5 dBA CNEL. Table 7-4 presents the Year 2018 with Project conditions noise level contours that are expected to range from 55.0 to 72.5 dBA CNEL. As shown on Table 7-8 the Project is expected to generate an unmitigated exterior noise level increase of up to 1.0 dBA CNEL. In no instances would the Project generate perceptible (3.0 dBA or greater) vehicular-source noise that would result in or cause noise levels along potentially affected roadway segments to transition from an acceptable ambient noise environment (<65 dBA CNEL) to a noise environment greater than 65 dBA CNEL.

7.4 YEAR 2035 PROJECT TRAFFIC NOISE LEVEL CONTRIBUTIONS

Table 7-9 presents a comparison of the Year 2035 without and with Project conditions CNEL noise levels. Table 7-5 shows that the unmitigated exterior noise levels are expected to range from 56.8 to 73.0 dBA CNEL. Table 7-6 presents the Year 2035 with Project conditions noise level contours that are expected to range from 57.2 to 73.0 dBA CNEL. As shown on Table 7-9 the Project is expected to generate an unmitigated exterior noise level increase of up to 0.8 dBA CNEL. In no instances would the Project generate perceptible vehicular-source noise that would result in or cause noise levels along potentially affected roadway segments to transition from an acceptable ambient noise environment (<65 dBA CNEL) to a noise environment greater than 65 dBA CNEL.



7.5 Project Traffic Noise Impacts

The off-site traffic noise analysis shows that the Project will create noise level increases of up to 1.2 dBA CNEL for Existing with Project conditions. This increase is expected to decrease to 1.0 dBA CNEL by Year 2018 conditions and to 0.8 dBA CNEL by Year 2035 conditions. Generally, the Project's incremental traffic-related noise level increases at land uses adjacent to roadways conveying Project traffic will diminish over time. This occurs as the background traffic on the study area roadway segments increases and the Project represents a smaller percentage of the overall traffic volume. This analysis shows that the Project will not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards, and therefore, no off-site traffic noise mitigation is required.

In no instances would the Project generate perceptible vehicular-source noise that would result in or cause noise levels along potentially affected roadway segments to transition from an acceptable ambient noise environment (<65 dBA CNEL) to a noise environment greater than 65 dBA CNEL. On this basis, Project vehicular-source noise would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan, and potential impacts in this regard would be less-than-significant.



8 SENSITIVE RECEPTORS

To assess the long-term operational and short-term construction noise impacts, the following eleven sensitive receptor locations as shown on Exhibit 8-A were identified. Sensitive receptors are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise sensitive land uses are generally considered to include: schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. Moderately noise-sensitive land uses typically include: multi-family dwellings, hotels, motels, dormitories, out-patient clinics, cemeteries, golf courses, country clubs, athletic/tennis clubs, and equestrian clubs. Land uses which are considered relatively insensitive to noise include business, commercial, and professional developments. Land uses that are typically not affected by noise include: industrial, manufacturing, utilities, agriculture, natural open space, undeveloped land, parking lots, warehousing, liquid and solid waste facilities, salvage yards, and transit terminals.

Sensitive receptors in the vicinity of the Project site include the existing single-family residential development tracts located at receptor locations R1 to R3, R5, and R7 to R9. Future residential development in the Project study area is represented by receptor locations R10 and R11. The closest noise-sensitive receptor is represented by location R9 where an existing single-family residential dwelling is located east of the Project site across Perris Boulevard.

- R1: Located approximately 750 feet north of the Project site, R1 represents the existing single-family residential dwellings along Fay Avenue.
- R2: Location R2 represents the existing single-family residential dwellings along Fay Avenue located roughly 710 feet north of the Project Site. A long-term noise level measurement was taken at this location, LT-3, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing single-family residential dwellings situated approximately 1,540 feet west of the Project site. A long-term noise level measurement was taken at this location, LT-5, to describe the existing ambient noise environment.
- R4: Location R4 represents March Middle School located approximately 1,180 feet southwest of the Project site. Long-term noise level measurement Lt-4 is used to describe the existing ambient noise conditions at this location.
- R5: At a distance of approximately 750 feet southwest of the Project site, location R5 represents the existing single-family residential dwelling along Emma Lane.
- R6: At a distance of 470 feet south of the Project site, R6 describes the existing Home Depot located west of Perris Boulevard and north of Iris Avenue.
- R7: Location R7 represents the single-family land use located approximately 250 feet southeast of the Project site. Long-term measurement location LT-1 is used to describe the existing ambient noise conditions at this location.
- R8: Located approximately 2,020 feet west of the Project site, R8 represents the existing single family residential homes on Indian Street.
- R9: Location R9 represents the existing single-family residential dwellings across Perris Boulevard approximately 100 feet east of the Project site.



- R10: Located approximately 110 feet southwest of the Project site, R10 represents the future development of single family residential tract homes on an existing vacant lot.
- R11: Location R11 represents the future development of single family residential tract homes on an existing vacant lot, located approximately 130 feet north of the Project site.



FILAREE AVE FAY AVE 8 8 380 ä 78U B 1,540 68 6' PERRIS BLVD 1,020 LICLICS WAY 6' 80 SANTIAGO DR 330 œ 6' • 6' 30 LEGEND: Noise Receiver Locations Noise Barrier Height (in feet) 6' Distance from noise receiver to Project site boundary (in feet). Existing Barrier Location

EXHIBIT 8-A: NOISE RECEPTOR LOCATIONS





9 OPERATIONAL NOISE IMPACTS

This section analyzes the potential operational noise impacts resulting from the development of the proposed Moreno Valley Walmart. Using a stationary-source noise prediction model, calculations of the Project operational noise level impacts were completed.

9.1 OPERATIONAL NOISE STANDARDS

The Noise Ordinance included in the City of Moreno Valley Municipal Code provides performance standards and noise control guidelines for determining and mitigating non-transportation or stationary/area noise source impacts from operations at private properties. The maximum allowable stationary/area-source noise levels are regulated pursuant to the City of Moreno Valley Municipal Code, Chapter 11.80 Noise Regulation (Sections 11.80.010 through 11.80.060). The City of Moreno Valley Noise Ordinance is included in Appendix 3.3.

To conform with applicable provisions of the Municipal Code, the maximum allowable noise generated by area/stationary sources when measured at 200 feet from any property line, shall not exceed 65dBA Leq during daytime hours (8:00 a.m. to 10:00 p.m. the same day); and shall not exceed 60 dBA Leq during nighttime hours (10:01 p.m. to 7:59 a.m. the following day).

9.2 OPERATIONAL NOISE SOURCES

The operational noise impacts associated with the proposed Project are expected to include loading docks, trash compactors, roof-top air condenser units, shopping cart carousels, parking lot, and car wash activities as indicated on Exhibit 9-A. The proposed Project design features which include an 8-foot high barrier at the northeast corner of the Project site and 10-foot high barriers at the trash compactor and truck loading areas are shown on Exhibit 9-A. Exhibit 8-A identifies the location of the eleven noise receptor locations used to assess the operational noise level impacts, as well as the existing barrier locations. Noise sensitive receptor locations R10 and R11 represent the residential neighborhoods planned north and west of the Project site.

9.3 REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on Table 9-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading docks, trash compactors, roof-top air condenser units, shopping cart carousels, parking lot and car wash activities all operating simultaneously. In reality, these noise level impacts will vary throughout the day.



0 *3*330 GENTIAN AVE 8' 10' PERRIS BLVD O Izto SANTIAGO DR Source Est. Digital Globel CeoFye (i cubit) Farthster Ceobraphib De USDA (LECE 3EX Germapain) seersginds CN 3GP switstop User Community LEGEND: Air Condensing Unit Shopping Cart Carousel 0 Noise Receiver Locations Loading Dock Car Wash Noise Barrier Height (in feet) 10' Parking Lot Proposed Barrier Location Trash Compactor

EXHIBIT 9-A: OPERATIONAL NOISE SOURCE LOCATIONS



Existing Barrier Location

TABLE 9-1: REFERENCE NOISE LEVEL MEASUREMENTS

Noise Source	Duration (mm:ss)	Distance From Source (Feet)	Noise Source Height (Feet)	Hourly Activity (Minutes) ⁶	Hourly (Leq dBA)
Loading Dock Activities ¹	1:00	20'	8'	18	77.3
Trash Compactor ²	2:22	5'	5'	20	75.5
Air Condenser ³	1:00	5'	25'	30	81.9
Shopping Cart Carousel ⁴	0:16	5'	3'	20	72.9
Parking Lot Activity ⁴	15:00	5'	4'	60	60.1
Car Wash⁵	8:43	10'	9'	30	76.5

¹As measured at the Huntington Beach Walmart by Urban Crossroads, Inc. on 4/14/2011.

9.3.1 LOADING DOCKS

As part of its operations, the proposed Moreno Valley Walmart will include truck doors and loading facilities at the rear of the store. Loading docks will be located along the store's northerly (rear) elevation to accommodate truck and vendor deliveries. Truck deliveries may occur 24 hours per day, and would consist of both semi-trucks (larger deliveries would be accomplished by way of 3+ axle tractor-trailer combinations with trailers up to 53 feet in length), and small to medium size (two-axle) trucks.

It is expected that the loading docks would be constructed to allow trailers to seal to the docks, thereby directing the unloading noise into the store, rather than onto neighboring uses. The loading dock areas would also be screened by a proposed 10-foot high wall as shown in Exhibit 9-A. In order to evaluate the noise impacts associated with the delivery truck tractor trailer unloading/loading activities, reference noise level measurements were taken at the Huntington Beach Walmart located at the southwest corner of Goldenwest Street and Edinger Avenue by Urban Crossroads Inc. on April 14th, 2011.

The primary noise generated by tractor trailer unloading is the noise of the truck arriving, backing into the dock area, detaching the cab, attaching the cab to the empty trailer, and exiting the loading dock. Because the trailer seals to the loading dock, employees unload the tractor trailer from the inside of the store. The receiving crew places a 20' long rolling conveyor assembly inside the trailer to roll merchandise (on pallets or in boxes) into the store. The unmitigated noise level was measured at 77.3 dBA Leq at a distance of 20 feet from the tractor trailer. Delivery truck delivery activities will last an average of 3–6 minutes per truck, depending on whether or not the loading bay is empty at the time of arrival. In the event idling does occur, idling time would be limited to no more than 5 minutes under California State law (Cal Code Regs. 2485). Delivery trucks are generally equipped with an engine shutdown system that automatically turns off the engine after 5 minutes of idling. In order to analyze a worst-case condition for noise impacts related to delivery, it is assumed that there would be a



² As measured at the Irvine Walmart Supercenter located on 16555 Von Karman Avenue by Urban Crossroads, Inc. on 1/23/2014.

³ As measured by Urban Crossroads, Inc. on 10/13/2010 at the Rancho Cordova Walmart #2457.

⁴ As measured by Urban Crossroads, Inc. on 5/30/2012 at the Laguna Niguel Walmart located at 27470 Alicia Parkway.

 $^{^{5}}$ As measured by Urban Crossroads, Inc. on 11/8/2013 at the Plano Trabuco Shell Gas Station Car Wash.

⁶ Duration (minutes within the hour) of noise activity during peak hourly conditions.

maximum of three delivery trucks coming to the loading docks and completing delivery activities within a 1-hour period for both daytime and nighttime hours. For the purpose of this noise analysis, a maximum average delivery time of 6 minutes per delivery is used for a total of 18 minutes of activity during the peak noise hour.

9.3.2 Trash Compactors

In order to assess the impacts created by the trash compactors planned on the Project site, reference noise levels were gathered from the Irvine Walmart Supercenter located on 16555 Von Karman Avenue, by Urban Crossroads Inc. on Thursday, January 23rd, 2014. The unmitigated exterior noise levels were measured at 75.5 dBA Leq at a distance of 5 feet from the compactor. A review of the site plan shows a proposed trash compactor located behind the planned 10-foot high screen wall. It is expected the trash compactor will operate for a maximum of 20 minutes during typical hourly daytime and nighttime conditions.

9.3.3 AIR CONDENSER UNITS

In order to assess the impacts created by the roof-top air conditioning units at the planned Project site, reference noise levels measurements were taken at the Rancho Cordova Walmart on October 13th, 2010. Located at 10655 Folsom Boulevard in the City of Rancho Cordova, the noise level measurements describe a cluster of mechanical rooftop condensers. The cluster consists of two Krack MXE-04 4-fan units and one MXE-02 2-fan unit. At a distance of 5 feet for the cluster of rooftop condensers, the exterior noise levels were measured at 81.9 dBA Leq. For the purpose of this noise analysis, the air condenser units were observed to be located on the roof at a noise elevation of 25 feet and are estimated to operate for approximately 30 minutes during typical daytime and nighttime conditions. The potential noise attenuation provided by a parapet wall was not included as part of this analysis.

9.3.4 Shopping Cart Carousel (Metal Carts)

To evaluate the noise level impacts from shopping carts placed by customers into assigned shopping cart areas, Urban Crossroads collected noise level measurements at the Laguna Niguel Walmart located at 27470 Alicia Parkway on May 30th, 2012. At a distance of 5 feet from the noise source, the noise associated with the placement of the shopping carts into the carousel was measured at 72.9 dBA Leq. The noise impacts are mainly due to the metal shopping carts crashing into other carts already placed in the carousel as well as striking the side rails. This noise impact analysis includes the noise level impacts associated with the adjacent shopping cart carousels with noise impacts expected for approximately 20 minutes an hour for the typical daytime and nighttime conditions.

9.3.5 PARKING LOT ACTIVITY

To determine the noise level impacts associated with parking lot noise, Urban Crossroads collected reference noise level measurements at the at the Laguna Niguel Walmart located at 27470 Alicia Parkway on May 30th, 2012. The fifteen minute noise level measurement indicates that the parking lot activity generates a noise level of 60.1 dBA Leq at a distance of 5 feet. The parking lot noise levels are mainly due to cars pulling in and out of spaces, car alarms sounding,



and customers moving shopping carts. Noise associated with parking lot activity is expected during the typical daytime and nighttime conditions for the entire hour (60 minutes).

9.3.6 CAR WASH

To describe the potential noise level impacts associated with the planned car wash at the southeast corner of the Project site, a reference noise level measurement was collected on November 8th, 2013 at the Plano Trabuco Shell Gas Station car wash. The reference noise level measurement includes one complete car wash cycle. The high powered blowers that are used to dry the car at the end wash cycle represent the primary source of car wash noise. As shown on Table 9-1, at a distance of 10 feet from the exit tunnel and blowers, a reference noise level of 76.5 dBA Leq was measured. Noise associated with car wash activity is expected during the typical daytime and nighttime conditions for approximately 30 minutes an hour.

9.4 Project Operational Noise Levels

Based upon the reference noise levels, it is possible to estimate the Project operational stationary/area source noise levels at a distance of 200 feet and at each of the eleven noise receptor locations. The operational noise level calculations shown on Tables 9-2 and 9-3 account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. With geometric spreading, sound levels attenuate (or decrease) at a rate of 6 dB for each doubling of distance from a point source.

Table 9-2 presents the combined total operational noise level projections at a distance of 200 feet consistent with the City of Moreno Valley Municipal Code. Table 9-2 indicates that the unmitigated hourly noise levels for each noise source are expected to range from 28.1 dBA Leq for the Parking Lot activities to 52.1 dBA Leq for the Loading Dock Activities.

When combined with the existing ambient noise levels, the Project operational noise levels at a distance of 200 feet are estimated at 54.4 dBA Leq. The Project operational noise levels associated with the proposed Moreno Valley Walmart will not exceed the daytime and nighttime exterior noise level standards for commercial uses of 65 dBA Leq and 60 dBA Leq, respectively at a distance of 200 feet and, therefore, will be less than significant.

Table 9-3 presents the exterior noise levels including the barrier attenuation provided by the proposed 8-foot high barrier at the northeastern Project site boundary, the proposed 10-foot high barriers at the loading docks and trash compactor areas, and the existing noise barriers observed within the Project study area, as shown on Exhibit 9-A. Table 9-3 indicates that the hourly noise levels associated with the Moreno Valley Walmart at the eleven noise sensitive receptor locations are expected to range from 27.9 dBA Leq at receptor location R8 to 47.1 dBA Leq at receptor location R11. The operational noise level calculations are included in Appendix 9.1.



TABLE 9-2: OPERATIONAL NOISE LEVEL PROJECTIONS AT A DISTANCE OF 200 FEET

Noise Source	Reference Noise Level (dBA Leq)	Distance Attenuation at 200 feet (dBA Leq) ¹	Hourly Activity (Minutes) ²	Hourly Activity Adjustment (dBA Leq)	Calculated Noise Level (dBA Leq) at 200 feet
Loading Dock Activities	77.3	-20.0	18	-5.2	52.1
Trash Compactor	75.5	-32.0	20	-4.8	38.7
Air Condenser	81.9	-32.0	30	-3.0	46.8
Shopping Cart Carousel	72.9	-32.0	20	-4.8	36.1
Parking Lot Activity	60.1	-32.0	60	0.0	28.1
Car Wash Activity	76.5	-26.0	30	-3.0	47.5
Combined Total:					54.4

¹ Point (stationary) source drop off rate of 6 dBA per doubling of distance.

TABLE 9-3: OPERATIONAL NOISE LEVEL PROJECTIONS AT RECEPTOR LOCATIONS

Nais- Passas	Noise Levels at Receptor Locations (dBA Leq) ¹										
Noise Source	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11
Loading Dock Activities	34.3	31.5	26.1	33.7	34.7	28.6	29.7	25.4	41.2	42.0	43.0
Trash Compactor	20.8	16.9	11.8	19.4	20.7	15.1	16.0	11.2	26.7	27.0	24.4
Air Condenser	29.3	26.5	21.6	30.5	31.9	25.5	27.0	21.4	37.9	43.9	44.6
Shopping Cart Carousel	16.9	17.1	11.8	20.1	23.0	18.1	20.2	11.0	27.6	37.2	27.6
Parking Lot Activity	8.6	8.4	3.5	11.9	14.6	9.4	11.3	2.8	20.6	27.4	19.8
Car Wash Activity	23.0	21.5	19.3	29.3	32.9	30.9	34.2	19.9	28.6	35.6	31.7
Combined Noise Levels	35.9	33.2	28.3	36.6	38.3	33.8	36.3	27.9	43.3	47.0	47.1

¹ See Exhibit 8-A for the noise receptor locations. Appendix 9.1 for the stationary source noise analysis worksheets. Noise levels include the barrier attenuation provided by existing barriers at each receptor location and the proposed 8 and 10-foot barriers at the Project site.



² Duration (minutes within the hour) of noise activity during peak hourly conditions.

9.5 PROJECT NOISE CONTRIBUTION

To describe the Project operational noise level contributions, the Project operational noise levels were combined with the existing ambient noise levels measurements. The difference between the combined Project and ambient noise levels describe the Project noise level contributions. Noise levels that would be experienced at area receptors when Project-source noise is added to ambient daytime and nighttime conditions are presented on Tables 9-4 and 9-5, respectively.

TABLE 9-4: DAYTIME (8:00 A.M. TO 10:00 P.M.) OPERATIONAL NOISE LEVELS

Receptor Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Contribution ⁶	Potentially Significant Impact?
R1	35.9	LT-3	44.1	44.7	0.6	No
R2	33.2	LT-3	44.1	44.4	0.3	No
R3	28.3	LT-5	69.0	69.0	0.0	No
R4	36.6	LT-4	46.7	47.1	0.4	No
R5	38.3	LT-4	46.7	47.3	0.6	No
R6	33.8	LT-4	46.7	46.9	0.2	No
R7	36.3	LT-1	70.2	70.2	0.0	No
R8	27.9	LT-5	69.0	69.0	0.0	No
R9	43.3	LT-2	71.7	71.7	0.0	No
R10	47.0	LT-4	46.7	49.9	3.2	No
R11	47.1	LT-3	44.1	48.9	4.8	No

¹ See Exhibit 8-A for the noise receptor locations.



² Total Project operational noise level with barrier attenuation as shown on Table 9-3.

³ Reference noise level measurement locations as shown on Exhibit 5-A.

 $^{^{\}rm 4}$ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

TABLE 9-5: NIGHTTIME (10:01 P.M. TO 7:59 A.M.) OPERATION NOISE LEVELS

Receptor Location ¹	Total Project Operational Noise Level ²	Measurement Location ³	Reference Ambient Noise Levels ⁴	Combined Project and Ambient ⁵	Project Contribution ⁶	Potentially Significant Impact?
R1	35.9	LT-3	41.0	42.2	1.2	No
R2	33.2	LT-3	41.0	41.7	0.7	No
R3	28.3	LT-5	66.7	66.7	0.0	No
R4	36.6	LT-4	41.9	43.0	1.1	No
R5	38.3	LT-4	41.9	43.5	1.6	No
R6	33.8	LT-4	41.9	42.5	0.6	No
R7	36.3	LT-1	68.4	68.4	0.0	No
R8	27.9	LT-5	66.7	66.7	0.0	No
R9	43.3	LT-2	70.4	70.4	0.0	No
R10	47.0	LT-4	41.9	48.2	6.3	No
R11	47.1	LT-3	41.0	48.0	7.0	No

¹ See Exhibit 8-A for the noise receptor locations.

As indicated in Tables 9-4 and 9-5, the Project would contribute operational stationary/area-source noise levels of up to 4.8 dBA Leq (daytime) and 7.0 dBA Leq (nighttime) at nearby receptor locations. However, in no instance would Project operational stationary area-source noise cause or result in exceedance of the maximum acceptable ambient condition (65 dBA daytime/60 dBA nighttime). Nor would Project operational stationary/area-source noise result in an increase of 1.5 dBA or greater in instances where noise levels without the Project already exceed the maximum acceptable ambient condition. On this basis, Project operational stationary/area-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards are less-than-significant.

9.6 OPERATIONAL VIBRATION IMPACTS

Although the human threshold of perception for vibration is around 65 VdB, human response to vibration is not usually significant unless the vibration exceeds 70 VdB. Truck vibration levels are dependent on vehicle characteristics, load, speed and pavement condition. Typical vibration levels for heavy trucks on normal traffic speeds can reach levels below 65 VdB. Truck deliveries transiting on site will be travelling at very low speeds so it is expected that delivery truck vibration impacts nearby homes will be less than significant. Commercial developments typically do not operate machinery that can create significant long-term vibration impacts.



² Total Project operational noise level with barrier attenuation as shown on Table 9-3.

³ Reference noise level measurement locations as shown on Exhibit 5-A.

⁴ Observed daytime ambient noise levels as shown on Table 5-1.

⁵ Represents the combined ambient conditions plus the Project activities.

⁶ The noise level increase expected with the addition of the proposed Project activities.

10 CONSTRUCTION NOISE IMPACTS

This section analyzes potential impacts resulting from the short-term off-site construction activities associated with the development of the Project.

10.1 CITY OF MORENO VALLEY CONSTRUCTION NOISE STANDARDS

As a subset of its stationary/area-source noise regulations, the City Municipal Code establishes additional restrictions on construction-source noise. More specifically, Municipal Code Section 11.80.030.D.7, *Construction and Demolitions*, provides the following limits to the hours of general construction equipment operations:

No person shall operate or cause operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee.

However, grading operations shall be limited to the hours identified in Section 8.21.050 (O) of 7:00 a.m. to 6:00 p.m., Monday through Friday, and 8:00 a.m. to 4:00 p.m. on weekends and holidays or as approved by the City Engineer. In addition to the hours of operations limitations provided in the Noise Ordinance, Section 11.80.030 (C.), *Non-impulsive Sound Decibel Limits* states the following:

No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any non-impulsive sound which exceeds the limits set forth for the source land use category in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property. Any source of sound in violation of this subsection shall be deemed prima facie to be a noise disturbance. (9)

Even though the City of Moreno Valley Municipal Code does not identify specific construction noise limits; it does provide noise level limits for the source land use category when measured at a distance of 200 feet. Since the source land use (commercial) is other than residential, 65 dBA Leq at a distance of 200 feet is used as the limit for this analysis to assess the construction noise level impacts. Therefore, to conform with applicable provisions of the Municipal Code, the maximum allowable noise generated by on-site construction activities when measured at 200 feet from any property line, shall not exceed 65dBA Leq. To ensure that Project construction activities do not adversely affect ambient noise conditions during the nighttime hour of 7:00 a.m. to 8:00 a.m., and to demonstrate compliance with provisions of Municipal Code Sections 11.80.030.D.7 and 8.21.050.O, noise-generating Project construction activities shall be prohibited between the hours of 8:00 p.m. to 8:00 a.m. for general construction operations. Grading operations shall be prohibited between the hours of 6:00 p.m. to 8:00 a.m. on weekdays, and 4:00 p.m. to 8:00 a.m. on weekends and holidays.



10.2 CONSTRUCTION NOISE LEVELS

Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment, including trucks, power tools, concrete mixers and portable generators can reach high levels. Project construction is expected to occur in four stages:

- Grading
- Utilities / Underground
- Curb, Gutter, Flatwork and Parking Lot
- Building / Painting

In January 2006, the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM) that includes a national database of construction equipment reference noise emission levels.(15) The RCNM equipment database, as shown in Appendix 10.1, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment. In addition, the database provides an acoustical usage factor to estimate the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. The usage factor is a key input variable of the RCNM noise prediction model that is used to calculate the average Leq noise levels using the Lmax noise levels measured at a distance of 50 feet

Noise levels generated by heavy construction equipment can range from approximately 70 dBA to in excess of 100 dBA when measured at 50 feet. However, these noise levels diminish with distance from the construction site at a rate of 6 dBA per doubling of distance. For example, a noise level of 78 dBA measured at 50 feet from the noise source to the receptor would be reduced to 72 dBA at 100 feet from the source to the receptor, and would be further reduced to 66 dBA at 200 feet from the source to the receptor. The construction noise levels including the number and mix of construction equipment by construction phase are consistent with the data used to support the construction emissions in the *Moreno Valley Walmart Air Quality Impact Analysis* prepared by Urban Crossroads Inc. in November 2013. (16)

10.3 Construction Noise Analysis

Using the stationary-source RCNM noise prediction model, calculations of the Project construction noise level impacts at a reference distance of 200 feet and at the eleven noise receptor locations were completed. Tables 10-1 to 10-4 present the short-term construction noise levels for each stage of construction at the eleven receptor locations. The analysis shows that the highest construction noise level impacts will likely occur during the grading phase of construction. As shown on Table 10-5, the unmitigated peak construction noise levels are expected to range from 50.6 to 81.4 dBA Leq at receptor locations R1 through R11. The noise levels at each receptor location include the additional attenuation provided by the existing barriers within the Project study area.



TABLE 10-1: GRADING CONSTRUCTION NOISE LEVELS

Equipment Type ¹	Quantity	Usage Factor ²	Hours Of Operation ³	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (Leq dBA)
Scraper	2	40%	3.2	84.0	71.0
Grader	2	40%	3.2	85.0	72.0
Rubber Tired Dozer	2	40%	3.2	79.0	66.0
Tractor/Loader/Backhoe	2	40%	3.2	78.0	65.0
Excavator	2	40%	3.2	81.0	68.0
		Cumulative	Hourly Noise Lev	vels 200 Feet (Leq dBA)	76.2
			Distance to 65 o	IBA Leq Contour (Feet)	727

Construction Noise Receptor Location	Distance To Property Line (In Feet) ⁴	Distance Attenuation (Leq dBA) ⁵	Estimated Noise Barrier Attenuation (Leq dBA)	Construction Noise Level (Leq dBA)
R1	710'	-11.0	-5.5	59.7
R2	750'	-11.5	-5.5	59.2
R3	1,540'	-17.7	-5.5	53.0
R4	1,180'	-15.4	0.0	60.8
R5	750'	-11.5	0.0	64.7
R6	470'	-7.4	-5.5	63.3
R7	250'	-1.9	-5.5	68.8
R8	2,020'	-20.1	-5.5	50.6
R9	100'	6.0	-5.5	76.7
R10	110'	5.2	0.0	81.4
R11	130'	3.7	0.0	80.0

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.



² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

³ Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

⁴ Distance from the nearest point of construction activity to the nearest receptor.

⁵ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

TABLE 10-2: UTILITIES / UNDERGROUND CONSTRUCTION NOISE LEVELS

Equipment Type ¹	Quantity	Usage Factor ²	Hours Of Operation ³	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (Leq dBA)	
Rubber Tired Dozer	3	40%	3.2	79.0	67.8	
Tractor/Loader/Backhoe	4	40%	3.2	78.0	68.0	
		Cumulative	Hourly Noise Lev	vels 200 Feet (Leq dBA)	70.9	
	Distance to 65 dBA Leq Contour (Feet)					

Construction Noise Receptor Location	Distance To Property Line (In Feet) ⁴	Distance Attenuation (Leq dBA) ⁵	Estimated Noise Barrier Attenuation (Leq dBA)	Construction Noise Level (Leq dBA)
R1	710'	-11.0	-5.5	54.4
R2	750'	-11.5	-5.5	53.9
R3	1,540'	-17.7	-5.5	47.7
R4	1,180'	-15.4	0.0	55.5
R5	750'	-11.5	0.0	59.4
R6	470'	-7.4	-5.5	58.0
R7	250'	-1.9	-5.5	63.4
R8	2,020'	-20.1	-5.5	45.3
R9	100'	6.0	-5.5	71.4
R10	110'	5.2	0.0	76.1
R11	130'	3.7	0.0	74.6

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.



² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.
³ Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

⁴ Distance from the nearest point of construction activity to the nearest receptor.

⁵ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

TABLE 10-3: CURB, GUTTER, FLATWORK AND PARKING LOT CONSTRUCTION NOISE LEVELS

Equipment Type ¹	Quantity	Usage Factor ²	Hours Of Operation ³	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (Leq dBA)
Pavers	2	50%	4.0	77.0	65.0
Rollers	2	20%	1.6	80.0	64.0
Paving Equipment	2	40%	3.2	76.0	63.0
		Cumulative	Hourly Noise Lev	vels 200 Feet (Leq dBA)	68.8
	311				

Construction Noise Receptor Location	Distance To Property Line (In Feet) ⁴	Distance Attenuation (Leq dBA) ⁵	Estimated Noise Barrier Attenuation (Leq dBA)	Construction Noise Level (Leq dBA)
R1	710'	-11.0	-5.5	52.3
R2	750'	-11.5	-5.5	51.8
R3	1,540'	-17.7	-5.5	45.6
R4	1,180'	-15.4	0.0	53.4
R5	750'	-11.5	0.0	57.3
R6	470'	-7.4	-5.5	55.9
R7	250'	-1.9	-5.5	61.4
R8	2,020'	-20.1	-5.5	43.2
R9	100'	6.0	-5.5	69.3
R10	110'	5.2	0.0	74.0
R11	130'	3.7	0.0	72.6

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.



² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

³ Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

⁴ Distance from the nearest point of construction activity to the nearest receptor.

⁵ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

TABLE 10-4: BUILDING CONSTRUCTION / PAINTING NOISE LEVELS

Equipment Type ¹	Quantity	Usage Factor ²	Hours Of Operation ³	Reference Noise Level @ 50 Feet (Lmax dBA)	Cumulative Level @ 200 Feet (Leq dBA)	
Tractor/Loader/Backhoe	3	40%	3.2	78.0	66.8	
Forklift	3	20%	1.6	75.0	60.7	
Generator Set	1	50%	4.0	81.0	65.9	
Cranes	1	16%	1.3	81.0	61.0	
Welder	1	40%	3.2	74.0	58.0	
Air Compressor	1	40%	3.2	78.0	62.0	
		Cumulative	Hourly Noise Lev	vels 200 Feet (Leq dBA)	70.7	
	Distance to 65 dBA Leq Contour (Feet)					

Construction Noise Receptor Location	Distance To Property Line (In Feet) ⁴	Distance Attenuation (Leq dBA) ⁵	Estimated Noise Barrier Attenuation (Leq dBA)	Construction Noise Level (Leq dBA)
R1	710'	-11.0	-5.5	54.2
R2	750'	-11.5	-5.5	53.7
R3	1,540'	-17.7	-5.5	47.5
R4	1,180'	-15.4	0.0	55.3
R5	750'	-11.5	0.0	59.2
R6	470'	-7.4	-5.5	57.8
R7	250'	-1.9	-5.5	63.3
R8	2,020'	-20.1	-5.5	45.1
R9	100'	6.0	-5.5	71.2
R10	110'	5.2	0.0	75.9
R11	130'	3.7	0.0	74.4

¹ Source: FHWA's Roadway Construction Noise Model, January 2006.



² Estimates the fraction of time each piece of equipment is operating at full power during a construction operation.

³ Represents the actual hours of peak construction equipment activity out of a typical 8 hour workday.

⁴ Distance from the nearest point of construction activity to the nearest receptor.

⁵ Point (stationary) source drop off rate of 6.0 dBA per doubling of distance.

10.4 Construction Noise Abatement Measures

Based on the four stages of construction, the noise impacts associated with the proposed Project are expected to create temporary high-level noise impacts at receptor locations surrounding the Project site when certain activities occur near the Project property line. Though construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts, the following mitigation measures would reduce any noise level increases produced by the construction equipment to the nearby noise sensitive residential land uses.

- Install temporary noise control barriers that provide a minimum noise level attenuation of 17 dBA when Project construction occurs within 200 feet of existing residential structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made.
 - The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
 - The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.
- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that for other than grading activities, noise-generating Project construction activities shall not occur between the hours of 8:00 p.m. and 8:00 a.m. Grading operations shall be limited to between the hours of 8:00 a.m. to 6:00 p.m. weekdays, and 8:00 a.m. to 4:00 p.m. on weekends and holidays, or as otherwise approved by the City Engineer. The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.
- During all Project site construction, the construction contractors shall equip all construction
 equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with
 manufacturers' standards. The construction contractor shall place all stationary construction
 equipment so that emitted noise is directed away from the noise sensitive receptors nearest the
 Project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site (i.e., to the north and east) during all Project construction.
- The construction contractor shall limit haul truck deliveries to the same hours specified for general construction equipment operations, other than grading (i.e. deliveries are prohibited between the hours of 8:00 p.m. and 8:00 a.m.). The Project Applicant shall prepare a haul route exhibit for review and approval by the City of Moreno Valley Planning Division prior to commencement of construction activities. The haul route exhibit shall design delivery routes to minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.
- The construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding noise complaints. The construction manager, within seventy-two



hours of receipt of a noise complaint, shall either take corrective actions or, if immediate action is not feasible, provide a plan or corrective action to address the source of the noise complaint.

10.5 CONSTRUCTION NOISE THRESHOLDS OF SIGNIFICANCE

To control noise impacts associated with the construction of the proposed Project, the City of Moreno Valley has established limits to the hours of operation and noise level limits for the source land use category when measured at a distance of 200 feet. Since the source land use is other than residential, the 65 dBA Leq at a distance of 200 feet is used as the limit for this analysis to assess the Moreno Valley Walmart construction noise level impacts. Based on the construction noise analysis shown on Table 10-5, the unmitigated Project-related construction noise levels at receptor locations R7 and R9 to R11 will exceed the City of Moreno Valley 65 dBA Leq construction noise level limit for a non-residential source land use such as the proposed Project.

With the installation of temporary exterior noise control barriers with a minimum attenuation of 17 dBA at the perimeter of the Project site, noise levels at the nearby residential receptors are expected to be less than significant. Table 10-6 shows the mitigated peak construction noise levels with the attenuation provided by the temporary construction noise barriers and will not exceed the City of Moreno Valley 65 dBA Leq construction noise level limit. The construction related noise level impacts at the noise sensitive receptor locations are not expected to exceed the City of Moreno Valley 65 dBA Leq construction noise level limit with the installation of temporary construction noise control barriers. Therefore, as mitigated, the construction of the Project will result in a less-than-significant noise impact.

TABLE 10-5: UNMITIGATED CONSTRUCTION EQUIPMENT NOISE LEVELS

Noise Daytime Receptor Condition	Ambient	Constru	ction Phase	Combined				
	Daytime Condition (dBA Leq)	Grading	Utilities	Curbs	Building	Peak ³	Construction Plus Ambient	Potential Significant Impact? ⁴
R1	44.1	59.7	54.4	52.3	54.2	59.7	59.8	No
R2	44.1	59.2	53.9	51.8	53.7	59.2	59.4	No
R3	69.0	53.0	47.7	45.6	47.5	53.0	69.1	No
R4	46.7	60.8	55.5	53.4	55.3	60.8	61.0	No
R5	46.7	64.7	59.4	57.3	59.2	64.7	64.8	No
R6	46.7	63.3	58.0	55.9	57.8	63.3	63.4	No
R7	70.2	68.8	63.4	61.4	63.3	68.8	72.6	Yes
R8	69.0	50.6	45.3	43.2	45.1	50.6	69.1	No
R9	71.7	76.7	71.4	69.3	71.2	76.7	77.9	Yes
R10	46.7	81.4	76.1	74.0	75.9	81.4	81.4	Yes
R11	44.1	80.0	74.6	72.6	74.4	80.0	80.0	Yes

¹ Noise receptor locations are shown on Exhibit 8-A.

⁴ Does the peak construction noise level exceed the City of Moreno Valley acceptable construction noise standard of 65 dBA Leq?



² Construction noise calculations at a distance of 200 feet by phase are included in Appendix 10-2.

³ Estimated construction noise levels during peak operating conditions.

TABLE 10-6: MITIGATED CONSTRUCTION EQUIPMENT NOISE LEVELS

Noise Receptor ¹	Ambient Daytime Condition (dBA Leq)	Unmitigated Peak Noise Level (dBA Leq)2	Temporary Barrier Noise Attenuation	Mitigated Peak Construction Noise Levels (dBA Leq) ³	Ambient Plus Mitigated Project Peak	Significant? ⁴
R7	70.2	68.8	-17.0	51.8	70.3	No
R9	71.7	76.7	-17.0	59.7	72.0	No
R10	46.7	81.4	-17.0	64.4	64.5	No
R11	44.1	80.0	-17.0	63.0	63.0	No

Noise receptor locations are shown on Exhibit 8-A.

10.5.1 Soil Import and Construction Material Deliveries

Construction of the Project will require soil import and delivery of construction materials. The export/import materials will be transported via 16-cubic yard (cy) capacity dump trucks. Each truck will generate one (1) inbound and one (1) outbound trip, accounting for a total of two (2) truck trips per load of material exported or imported. Soil import is anticipated to consist of the import of 43,137 cubic yards of "fill" soil to the site. Construction material deliveries are anticipated to consist of the export/import of raw building materials, concrete, asphalt, etc.

In order to minimize the impact of construction truck traffic noise to the surrounding roadway network, it is recommended that trucks utilize the most direct route between the site and the I-215 Freeway via Cactus Avenue to Perris Boulevard. It is anticipated that the construction staging will be located off of Perris Boulevard. As such, the proposed construction access on Perris Boulevard will provide the most direct access.

It is recommended that the export and import of construction materials occur during off-peak hours in order to have a minimal traffic noise impact to the surrounding roadway network. It is also recommended that a construction traffic management plan be implemented for the duration of the construction phase, consistent with the *Moreno Valley Walmart Traffic Impact Analysis*.(14)

10.6 CONSTRUCTION VIBRATION IMPACTS

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

• Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the



 $^{^{2}}$ Construction noise calculations at a distance of 200 feet by phase are included in Appendix 10-2.

³ Estimated construction noise levels during peak operating conditions.

⁴ Does the peak construction noise level exceed the City of Moreno Valley acceptable construction noise standard of 65 dBA Leq?

vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact.

 Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration. Construction activities that would occur within the Project site are expected to include grading, which would have the potential to generate low levels of ground-borne vibration. Using the vibration source level of construction equipment provided on Table 6-5 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 10-7 presents the expected Project related vibration levels at each of the eleven sensitive receptor locations.

TABLE 10-7: CONSTRUCTION EQUIPMENT VIBRATION LEVELS

Noise Receptor ¹	Distance To		Potential				
	Property Line (In Feet)	Small Bulldozer	Jackhammer	Loaded Trucks	Large Bulldozer	Peak Vibration	Significant Impact? ³
R1	710'	14.4	35.4	42.4	43.4	43.4	No
R2	750'	13.7	34.7	41.7	42.7	42.7	No
R3	1,540'	4.3	25.3	32.3	33.3	33.3	No
R4	1,180'	7.8	28.8	35.8	36.8	36.8	No
R5	750'	13.7	34.7	41.7	42.7	42.7	No
R6	470'	19.8	40.8	47.8	48.8	48.8	No
R7	250'	28.0	49.0	56.0	57.0	57.0	No
R8	2,020'	0.8	21.8	28.8	29.8	29.8	No
R9	100'	39.9	60.9	67.9	68.9	68.9	No
R10	110'	38.7	59.7	66.7	67.7	67.7	No
R11	130'	36.5	57.5	64.5	65.5	65.5	No

¹Noise receptor locations are shown on Exhibit 8-A.

Based on the reference vibration levels provided by the FTA, a large bulldozer represents the peak source of vibration with a reference level of 87 VdB at a distance of 25 feet. At distances ranging from 100 to 2,020 feet from the Project site, construction vibration levels are expected to range from 0.8 to 68.9 VdB. Using the construction vibration assessment methods provided by the Federal Transit Administration (FTA) the proposed Project site will not include nor require equipment, facilities, or activities that would result in a perceptible human response (annoyance).

The Project construction is not expected to generate vibration levels exceeding the FTA maximum acceptable vibration standard of 80 (VdB). Further, impacts at the site of the closest



² Based on the Vibration Source Levels of Construction Equipment included on Table 6-5.

³ Does the Peak Vibration exceed the FTA maximum acceptable vibration standard of 80 (VdB)?

sensitive receptor are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating proximate to the Project site perimeter. Moreover, construction at the Project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impact during the sensitive nighttime hours. On this basis the potential for the Project to result in exposure of persons to, or generation of, excessive ground-borne vibration is determined to be less than significant.





11 FINDINGS AND CONCLUSIONS

This report evaluated the potential noise impacts associated with the development of the proposed Project including Project related traffic noise, stationary noise impacts and temporary construction noise impacts. This section summarizes the Project noise impacts and the mitigation measures required to reduce the Project noise impacts to less than significant levels.

11.1 OFF-SITE TRAFFIC NOISE IMPACTS

This report evaluated potential Project off-site traffic-related noise impacts to the study area. The off-site traffic noise analysis shows that the Project noise level increase of up to 1.2 dBA CNEL for Existing with Project conditions is expected to decrease to 1.0 dBA CNEL by Year 2018 conditions and to 0.8 dBA CNEL by Year 2035 conditions. Generally, the Project's incremental traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic will diminish over time. This occurs as the background traffic on the study area roadway segments increases and the Project represents a smaller percentage of the overall traffic volume. This analysis shows that the Project will not create a substantial permanent increase in traffic-related noise levels or expose persons to noise levels in excess of the exterior noise level standards, and therefore, no off-site traffic noise mitigation is required.

In no instances would the Project generate perceptible vehicular-source noise that would result in or cause noise levels along potentially affected roadway segments to transition from an acceptable ambient noise environment (<65 dBA CNEL) to a noise environment greater than 65 dBA CNEL. On this basis, Project vehicular-source noise would not result in exposure of persons to, or generation of, noise levels in excess of standards established in the City's General Plan, and potential impacts in this regard would be less-than-significant.

11.2 OPERATIONAL IMPACTS

The operational noise impacts associated with the proposed Project are expected to include loading docks, trash compactors, roof-top air condenser units, shopping cart carousels, parking lot and car wash activities. The analysis shows that the Project only operational noise levels will range from 28.1 to 52.1 dBA Leq at a distance of 200 feet.

When combined with the existing ambient noise levels, the Project operational noise levels at a distance of 200 feet are estimated at 54.4 dBA Leq. The Project operational noise levels associated with the proposed Moreno Valley Walmart will not exceed the daytime and nighttime exterior noise level standards for commercial uses of 65 dBA Leq and 60 dBA Leq, respectively at a distance of 200 feet and, therefore, will be less than significant.

The noise analysis shows that the Project would contribute operational stationary/area-source noise levels of up to 4.8 dBA Leq (daytime) and 7.0 dBA Leq (nighttime) at nearby receptor locations. However, in no instance would Project operational stationary area-source noise cause or result in an exceedance of the maximum acceptable ambient condition (65 dBA daytime/60 dBA nighttime). Nor would Project operational stationary/area-source noise result in an increase of 1.5 dBA or greater in instances where noise levels without the Project already



exceed the maximum acceptable ambient condition. On this basis, Project operational stationary/area-source noise would not result in a substantial temporary/periodic, or permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts in these regards are less-than-significant.

11.3 CONSTRUCTION NOISE IMPACTS

Based on the four stages of construction, the noise impacts associated with the proposed Project are expected to create temporary high-level noise impacts at receptor locations surrounding the Project site when certain activities occur near the Project property line. Though construction noise is temporary, intermittent and of short duration, and will not present any long-term impacts, the following mitigation measures would reduce any noise level increases produced by the construction equipment to the nearby noise sensitive residential land uses.

- Install temporary noise control barriers that provide a minimum noise level attenuation of 17 dBA when Project construction occurs within 200 feet of existing residential structures. The noise control barrier must present a solid face from top to bottom. The noise control barrier must be high enough and long enough to block the view of the noise source. Unnecessary openings shall not be made.
 - The noise barriers must be maintained and any damage promptly repaired. Gaps, holes, or weaknesses in the barrier or openings between the barrier and the ground shall be promptly repaired.
 - The noise control barriers and associated elements shall be completely removed and the site appropriately restored upon the conclusion of the construction activity.
- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that for other than grading activities, noise-generating Project construction activities shall not occur between the hours of 8:00 p.m. and 8:00 a.m. Grading operations shall be limited to between the hours of 8:00 a.m. to 6:00 p.m. weekdays, and 8:00 a.m. to 4:00 p.m. on weekends and holidays, or as otherwise approved by the City Engineer. The Project construction supervisor shall ensure compliance with the note and the City shall conduct periodic inspection at its discretion.
- During all Project site construction, the construction contractors shall equip all construction
 equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with
 manufacturers' standards. The construction contractor shall place all stationary construction
 equipment so that emitted noise is directed away from the noise sensitive receptors nearest the
 Project site.
- The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the Project site (i.e., to the north and east) during all Project construction.
- The construction contractor shall limit haul truck deliveries to the same hours specified for general construction equipment operations, other than grading (i.e. deliveries are prohibited between the hours of 8:00 p.m. and 8:00 a.m.). The Project Applicant shall prepare a haul route exhibit for review and approval by the City of Moreno Valley Planning Division prior to commencement of construction activities. The haul route exhibit shall design delivery routes to



- minimize the exposure of sensitive land uses or residential dwellings to delivery truck-related noise.
- The construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding noise complaints. The construction manager, within seventy-two hours of receipt of a noise complaint, shall either take corrective actions or, if immediate action is not feasible, provide a plan or corrective action to address the source of the noise complaint.

11.4 VIBRATION IMPACTS

The Project does not propose uses or activities that would result in permanent on-going vibration sources. The estimated 68.9 VdB due to Project construction activities received at the nearest residential property is below the FTA 80 VdB impact criteria level, and would therefore not be considered an annoyance or an interference at proximate residential land uses. Further, impacts at the site of the closest sensitive receptor are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating proximate to the Project site perimeter. Moreover, construction at the Project site will be restricted to daytime hours consistent with City requirements thereby eliminating potential vibration impact during evening hours. On this basis the potential for the Project to result in exposure of persons to, or generation of, excessive ground-borne vibration is determined to be less-than-significant.





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- 16. Urban Crossroads, Inc. Moreno Valley Walmart Air Quality Impact Analysis. November 2013.





13 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Moreno Valley Walmart Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 660-1994 ext. 203.

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EDUCATION

Master of Science in Civil and Environmental Engineering
California Polytechnic State University, San Luis Obispo • December, 1993

Bachelor of Science in City and Regional Planning
California Polytechnic State University, San Luis Obispo • June, 1992

PROFESSIONAL REGISTRATIONS

PE – Registered Professional Traffic Engineer – TR 2537 • January, 2009

AICP – American Institute of Certified Planners – 013011 • June, 1997–January 1, 2012

PTP – Professional Transportation Planner • May, 2007 – May, 2013

INCE – Institute of Noise Control Engineering • March, 2004

PROFESSIONAL AFFILIATIONS

ASA – Acoustical Society of America ITE – Institute of Transportation Engineers

PROFESSIONAL CERTIFICATIONS

Certified Acoustical Consultant – County of Orange • February, 2011 FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February, 2013





APPENDIX 3.1:

CITY OF MORENO VALLEY GENERAL PLAN SAFETY ELEMENT (NOISE)





also promoted by way of educational programs.

Between July of 2004 and June of 2005, animal services staff responded to 17,077 calls for service. Animal services also returned 1,290 lost pets to their owners and arranged for the adoption of 2,034 pets.



Moreno Valley Animal Shelter

6.3.2Issues and Opportunities

Irrespective of the efforts of Animal Services and other organizations dedicated to reducing the population of unwanted pets, a large number of unwanted pets are produced every year. Unfortunately, the number of unwanted animals far surpasses the capacity of the shelter and the number of good homes available for adoption.

The need for animal services is expected to grow in proportion to the rate of growth in the local community.

B. ENVIRONMENTAL SAFETY

6.4 NOISE

6.4.1 Background

Noise has long been an accepted part of modern civilization, but excessive noise has become an important environmental concern. Excessive noise can disturb the peace and quiet of neighborhoods.

Excessive noise can cause physical and psychological responses. Temporary reactions include, but are not limited to, constriction of blood vessels, secretion of saliva and gastric fluids, changes in heart rate and a feeling of anxiety and discomfort.

Three effects of noise that are of particular concern are interference with speech, interruption of sleep and hearing loss. Sleep interruption can occur when the intruding noise exceeds 45 decibels. Speech interference becomes a problem when the intruding noise is above 60 decibels. Hearing loss can begin to occur with sustained noise levels above 75 decibels.

Section 1092 of Title 25, Chapter 1, Subchapter 1. Article 4. of the California Administrative Code includes insulation standards for new multi-family structures (hotels, motels, apartments, condominiums, and other attached dwellings) located within the 60 CNEL contour adjacent to roads, railroads, rapid transit lines, airports or industrial areas. An acoustic analysis is required showing that these multi-family units have been designed to limit interior noise levels with doors and windows closed to 45 CNEL in any habitable room. Title 21 of the California Administration Code (Subchapter 6, Article 2, Section 5014) also specifies that noise levels in all habitable rooms do not exceed 45 CNEL.

6.4.2 Noise Fundamentals

Noise levels are measured on a logarithmic scale in decibels. The measurements are then weighted and added over a specified time period to reflect not only the magnitude of the sound, but also its duration, frequencyand time of occurrence. In this manner, various acoustical scales and units of measurement have been developed such as: equivalent sound levels (Leq), day-night average sound levels (Ldn), Community Noise Equivalent Levels (CNEL's), and

Single Event Noise Exposure Levels (SENEL's).

A-weighted decibels (dBA) approximate the subjective response of the human ear to noise by discriminating against the very low and high frequencies of the audible spectrum. They are adjusted to reflect only those frequencies audible to the human ear. The decibel scale has a value of 1.0 dBA at the threshold of hearing and 140 dBA at the threshold of pain. Each increase of 10 decibels indicates a ten-fold sound energy increase, which is perceived by the human ear as being roughly twice as loud.

Examples of the decibel level of various noise sources are the quiet rustle of leaves (10 dBA), a soft whisper (20 to 30 dBA) and the hum of a small electric clock (40 dBA). Additional examples include the ambient noise in a house kitchen (50dBA), normal conversation at 5 feet (55 dBA) and a busy street at 50 feet (75 dBA).

Day-night average sound levels (Ldn) are a measure of cumulative noise exposure. The Ldn value results from a summation of hourly noise levels over a 24-hour time period with an increased weighting factor applied to the period between 10:00 PM and 7:00 AM. This takes into account the fact that noise that occurs during normal sleeping hours is more annoying. Community Noise Equivalent Levels (CNEL's) is a measure similar to Ldn except it includes an additional penalty for noise that occurs between 7 p.m. and 10 p.m. CNEL values are typically less than one decibel higher than Ldn values.

The Single Event Noise Exposure Level (SENEL) is the appropriate rating scale for a single noise occurrence. The SENEL, given in decibels, is the noise exposure level of a single event measured over the time interval between the initial and final times for which it exceeds the threshold noise level.

For a "line source" of noise such as a heavily traveled roadway, the noise level drops off at

a nominal rate of 3.0 decibels for each doubling of distance between the noise source and noise receiver. Environmental factors such as the wind, temperature, the characteristics of the ground (hard or soft) and the air (relative humidity), the presence of grass, shrubs and trees, combine to increase the actual attenuation achieved outside laboratory conditions to 4.5 decibels per doubling of distance. Thus, a noise level of 74.5 decibels at 50 feet from the highway centerline would attenuate to 70.0 decibels at 100 feet, 65.5 decibels at 200 feet, and so forth.

In an area, which is relatively flat and free of barriers, the sound level resulting from a single "point source" drops by 6 decibels for each doubling of distance. This applies to fixed noise sources such as industrial sources and mobile noise sources that are temporarily stationary such as idling trucks.

Important noise sources within the study area include industrial and utility uses, mechanical equipment, loud speakers, aircraft and motor vehicles. Noise levels adjacent to roadways vary with the volume of traffic, the mean vehicular speed, the truck mix and the road cross-section. High traffic volumes and speed along State route 60 and arterial roadways contribute to high noise levels. Noise levels due to air traffic from the joint-use airport at March depend on aircraft characteristics, the number, path, elevation and duration of flights as well as the time of day that flights take place.

The results of the noise analysis prepared for the environmental impact report for the General Plan Update is shown in Figure 6-2. Figure 6-2 can be used as a general guide to determine potential "worst case" future noise levels for planning and design purposes.

6.4.3 Community Responses to Noise

People in general cannot perceive an increase or decrease of 1.0 dBA except in carefully controlled laboratory experiments. A

3.0 dBA increase is considered noticeable outside of the laboratory. An increase of 5.0 dBA is often necessary before any noticeable change in community response (i.e. complaints) would be expected.

Studies have shown that people respond to changes in long-term noise levels. About 10 percent of the people exposed to traffic noise of 60 Ldn will report being highly annoyed with the noise and 2 percent more people become highly annoyed with each unit of Ldn increase in traffic noise. When traffic noise exceeds 60 Ldn or aircraft noise exceeds 55 Ldn, people begin complaining. Group and legal actions to stop the noise may occur at traffic noise levels near 70 Ldn and aircraft noise levels near 65 Ldn.

Approximately 10 percent of the population has such a low tolerance for noise that they object to any noise not of their own making. Consequently, even in the quietest environment, some complaints will occur. Another 25 percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected.

6.4.4. Planning and Design Considerations

There are many mechanisms available to control noise in the community. A noise ordinance can be adopted to control noise sources, but the best way to minimize the adverse effects of noise is through planning and design.

Planning noise compatible land uses near existing or projected high noise levels is an effective technique. Certain land uses are more compatible with noise than others. Schools, hospitals, churches and single-family residences are relatively sensitive to noise. Multiple-family residential uses are less sensitive to noise than single-family residential uses. Commercial, office and industrial uses are relatively noise tolerant. Where possible, the land use plan places

noise tolerant uses within areas impacted by noise from State Route 60, arterial streets and aircraft over flights. The historical land use pattern and other community needs made it impractical to avoid all noise conflicts through land use planning.

Acoustic site planning, architectural design, acoustic construction techniques and noise barriers are effective methods for reducing noise impacts. Acoustic site planning involves the arrangement of lots, buildings, berms and walls to minimize noise conflicts and impacts. Sound walls and berming are often used as sound barriers between residential uses and nonresidential noise sources, such as commercial uses, industrial uses, freeways and other major roadways.

Acoustic architectural design involves the incorporation of noise attenuation strategies in the design of individual structures. Building heights, room arrangements, window size and placement, balcony and courtyard design can be adjusted to shield noise sensitive activities from intrusive sound levels.

Acoustic construction is the treatment of various parts of a building to reduce interior noise levels. Acoustic wall design, doors, ceilings and floors, as well as dense building materials and acoustic windows (double-paned, thick, non-openable, or small windows) are all available options.

6.5 GEOLOGIC HAZARDS

6.5.1 Background

Most of the Moreno Valley study area lies at the eastern margin of a block of the earth's crust known as the "Perris Block." The Perris Block is a mass of granitic rock, generally bounded by the San Jacinto fault, the Elsinore fault, and the Santa Ana River. The Perris Block has had an apparent history of vertical land movements of several thousand feet.



APPENDIX 3.2:

GENERAL PLAN GUIDELINES





APPENDIX C

Guidelines for the Preparation and Content of the Noise Element of the General Plan

The noise element of the general plan provides a basis for comprehensive local programs to control and abate environmental noise and to protect citizens from excessive exposure. The fundamental goals of the noise element are:

- To provide sufficient information concerning the community noise environment so that noise may be effectively considered in the land use planning process. In so doing, the necessary groundwork will have been developed so that a community noise ordinance may be utilized to resolve noise complaints.
- To develop strategies for abating excessive noise exposure through cost-effective mitigating measures in combination with zoning, as appropriate, to avoid incompatible land uses.
- To protect those existing regions of the planning area whose noise environments are deemed acceptable and also those locations throughout the community deemed "noise sensitive."
- To utilize the definition of the community noise environment in the form of CNEL or Ldn noise contours as provided in the noise element for local compliance with the State Noise Insulation Standards. These standards require specified levels of outdoor to indoor noise reduction for new multifamily residential constructions in areas where the outdoor noise exposure exceeds CNEL (or Ldn) 60 dB.

The 1976 edition of the *Noise Element Guidelines*, prepared by the California Department of Health Services (DHS), was a result of SB 860 (Beilenson, 1975), which became effective January 1, 1976. SB 860, among other things, revised and clarified the requirements for the noise element of each city and county general plan and gave DHS the authority to issue guidelines for compliance thereto. Compliance with the 1976 version of these guidelines was mandated only for those noise elements that were not submitted to the Office of Planning and Research by the effective date of SB 860 and to subsequent revisions of previously submitted noise elements.

A comparison between the 1976 *Noise Element Guidelines* and this revised edition will not reveal substantial changes. The basic methodology advanced by that previous edition remains topical. Where necessary, code references have been updated and the text revised to reflect statutory changes.

DEFINITIONS

- **Decibel, dB**: A unit of measurement describing the amplitude of sound, equal to 20 times the logarithm to the base 10 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter).
- A-Weighted Level: The sound level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter de-emphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.
- **L10**: The A-weighted sound level that is exceeded ten percent of the sample time. Similarly, L50, L90, etc.
- Leq: Equivalent energy level. The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is typically computed over 1-, 8-, and 24-hour sample periods.
- CNEL: Community Noise Equivalent Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7 p.m. to 10 p.m. and after addition of 10 decibels to sound levels in the night from 10 p.m. to 7 a.m.
- Ldn: Day-Night Average Level. The average equivalent A-weighted sound level during a 24-hour day, obtained after the addition of 10 decibels to sound levels in the night after 10 p.m. and before 7 a.m. (Note: CNEL and Ldn represent daily levels of noise exposure averaged on an annual or daily basis, while Leq represents the equivalent energy noise exposure for a shorter time period, typically one hour.)

Noise Contours: Lines drawn about a noise source indicating equal levels of noise exposure. CNEL and Ldn are the metrics utilized herein to describe annoyance due to noise and to establish land use planning criteria for noise.

Ambient Noise: The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

Intrusive Noise: That noise which intrudes over and above the existing ambient noise at a given location. The relative intrusiveness of a sound depends upon its amplitude, duration, frequency, and time of occurrence, and tonal or informational content as well as the prevailing noise level.

Noisiness Zones: Defined areas within a community wherein the ambient noise levels are generally similar (within a range of 5 dB, for example). Typically, all other things being equal, sites within any given noise zone will be of comparable proximity to major noise sources. Noise contours define different noisiness zones.

NOISE ELEMENT REQUIREMENTS

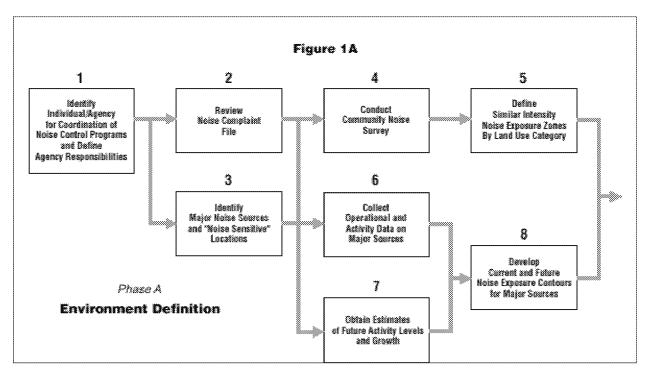
Government Code Section 65302(f): A noise element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control in the State Department of Health Services and shall

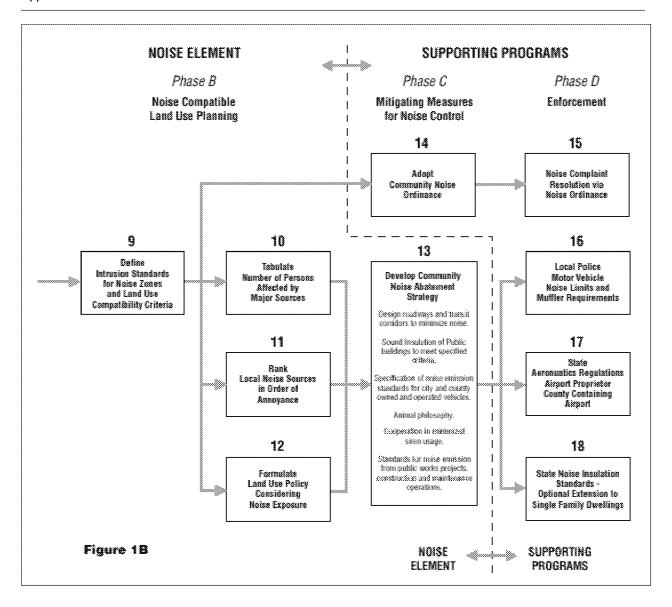
analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- 1. Highways and freeways.
- 2. Primary arterials and major local streets.
- 3. Passenger and freight on-line railroad operations and ground rapid transit systems.
- Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- 5. Local industrial plants, including, but not limited to, railroad classification yards.
- Other ground stationary sources identified by local agencies as contributing to the community noise environment.

Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.





The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

NOISE ELEMENT DEVELOPMENT PROCESS

The sequential steps for development of a noise element as an integral part of a community's total noise control program are illustrated in the flow diagrams of figures 1A and 1B. The concept presented herein utilizes the noise element as the central focus of the community's program and provides the groundwork for all subsequent enforcement efforts. The process may be described in terms of four phases:

Phase A: Noise Environment Definition

Phase B: Noise-Compatible Land Use Planning

Phase C: Noise Mitigation Measures

Phase D: Enforcement

These phases encompass a total of eighteen defined tasks, the first thirteen of which relate directly to the statutory requirements contained in Government Code §65302(f). The remainder relate to critical supportive programs (noise ordinances, etc.). Citations from §65302(f) are contained within quotation marks.

Phase A: Noise Environment Definition

The purpose of this phase is to adequately identify and appraise the existing and future noise environment of the community in terms of Community Noise Equivalent Level (CNEL) or Day-Night Average Level (Ldn) noise contours for each major noise source and to divide the city or county into noise zones for subsequent noise ordinance application.

Step 1:

Identify a specific individual or lead agency within the local government to be responsible for coordination of local noise control activities. This individual or agency should be responsible for coordinating all intergovernmental activities and subsequent enforcement efforts.

Step 2:

Review noise complaint files as compiled by all local agencies (police, animal control, health, airport, traffic department, etc.) in order to assess the following:

- 1. Location and types of major offending noise sources.
- 2. Noise-sensitive areas and land uses.
- Community attitudes towards specific sources of noise pollution.
- 4. Degree of severity of noise problems in the community.
- 5. Relative significance of noise as a pollutant.

Step 3:

Specifically identify major sources of community noise based upon the review of complaint files and interagency discussion and the following statutory subjects:

- 1. Highways and freeways.
- 2. Primary arterials and major local streets.
- Passenger and freight on-line railroad operations and ground rapid transit systems.
- 4. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- 5. Local industrial plants, including, but not limited to, railroad classification yards.
- 6. Other ground stationary noise sources identified by local agencies as contributing to the community noise environment. (§65302(f))

In addition, the land uses and areas within the community that are noise sensitive should be identified at the same time.

Step 4:

Given the identification of major noise sources and an indication of the community's attitude toward noise pollution (when available), it is advisable to conduct a community noise survey. The purposes of the survey are threefold:

First and foremost, to define by measurement the current noise levels at those sites deemed noise sources and to establish noise level contours around them. The noise contours must be expressed in terms of CNEL or Ldn.

Second, the collected data will form the basis for an analysis of noise exposure from major sources.

Finally, the survey should define the existing ambient noise level throughout the community. Intrusive noises over and above this general predetermined ambient level may then be controlled through implementation of a noise ordinance.

Step 5:

Given the definition of existing ambient noise levels throughout the community, one may proceed with a classification of the community into broad regions of generally consistent land uses and similar noise environments. Because these regions will be varying distances from identified major noise sources, the relative levels of environmental noise will be different from one another. Therefore, subsequent enforcement efforts and mitigating measures may be oriented towards maintaining quiet areas and improving noisy ones.

Step 6:

Directing attention once again to the major noise sources previously identified, it is essential to gather operations and activity data in order to proceed with the analytical noise exposure prediction. This data is somewhat source-specific but generally should consist of the following information and be supplied by the owner/operator of the source:

- 1. Average daily level of activity (traffic volume, flights per day, hours of operation, etc.).
- 2. Distribution of activity over day and night time periods, days of the week, and seasonal variations.
- Average noise level emitted by the source at various levels of activity.
- 4. Precise source location and proximity to noise-impacted land uses.
- 5. Composition of noise sources (percentage of trucks on highway, aircraft fleet mix, industrial machinery type, etc.).

Step 7:

In addition to collecting data on the variables affecting noise-source emission for the existing case, future values for these parameters need to be assessed. This is best accomplished by correlating the noise element with other general plan elements (i.e. land use, circulation, housing, etc.) and regional transportation plans and by coordination with other responsible agencies (Airport Land Use Commission, Caltrans, etc.).

Step 8:

Analytical noise exposure modeling techniques may be utilized to develop source-specific noise contours around major noise sources in the community.

"The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques..." (§65302(f))

Simplified noise prediction methodologies are available through the Department of Health Services for highway and freeway noise, railroad noise, simple fixed stationary and industrial sites, and general aviation aircraft (with less than twenty percent commercial jet aircraft activity—two engine jet only). Noise contours for larger airport facilities and major industrial sites are sufficiently complex that they must be developed via sophisticated computer techniques available through recognized acoustical consulting firms. (Airport contours generally have already been developed in accordance with requirements promulgated by Caltrans' Division of Aeronautics: Noise Standards, Title 21, Section 5000, et seq., California Code of Regulations.)

Although considerable effort may go into developing noise contours that, in some instances, utilize rather sophisticated digital programming techniques, the present state of the art is such that their accuracy is usually no better than +/- 3 dB. In fact, the accuracy of the noise exposure prediction decreases with increasing distance from the noise source. In the near vicinity of the source, prediction accuracy may be within the range of +/- 1 dB, while at greater distances this may deteriorate to +/- 5 dB or more. At greater distances, meteorological and topographic effects, typically not totally accounted for in most models, may have significant influence. Thus, while dealing with the concept of noise contours, it is best not to think of them as absolute lines of demarcation on a map (such as topographical contours), but rather as bands of similar noise exposure.

In addition to assessment of the present-day noise environment, it is recommended that the noise exposure data be projected through the time horizon of the general plan. The noise element should be updated and corrected every five years, or sooner as is necessary, and, at that time, the forecasted noise exposure should be projected an additional five years.

Phase B: Noise-Compatible Land Use Planning

A noise planning policy needs to be rather flexible and dynamic to reflect not only technological advances in noise control, but also economic constraints governing application of noise-control technology and anticipated regional growth and demands of the community. In the final analysis, each community must decide the level of noise exposure its residents are willing to tolerate within a limited range of values below the known levels of health impairment.

Step 9:

Given the definition of the existing and forecasted noise environment provided by the Phase A efforts, the locality preparing the noise element must now approach the problem of defining how much noise is too much. Guidelines for noise-compatible land use are presented in Figure 2. The adjustment factors given in Table 1 may be used in order to arrive at noise-acceptability standards that reflect the noise-control goals of the community, the particular community's sensitivity to noise (as determined in Step 2), and the community's assessment of the relative importance of noise pollution.

Step 10:

As a prerequisite to establishing an effective noise-control program, it is essential to know, in quantitative terms, the extent of noise problems in the community. This is best accomplished by determining, for each major noise source around which noise contours have been developed, the number of community residents exposed and to what extent. It is also useful to identify those noise-sensitive land uses whose noise exposure exceeds the recommended standards given in Figure 2. The exposure inventory can be accomplished by using recent census data, adjusted for regional growth, and tabulating the population census blocks within given noise contours.

Step 11:

Once the noise exposure inventory is completed, the relative significance of specific noise sources in the community (in terms of population affected) will become apparent. The local agencies involved may wish to use this information to orient their noise-control and abatement efforts to achieve the most good. Clearly, control of certain major offending sources will be be-

yond the jurisdiction of local agencies; however, recognition of these limitations should prompt more effective land use planning strategies.

Step 12:

A major objective of the noise element is to utilize this information to ensure noise-compatible land use planning:

"The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise." (§65302(f))

The intent of such planning is to:

- (1) Maintain those areas deemed acceptable in terms of noise exposure.
- (2) Use zoning or other land use controls in areas with excessive noise exposure to limit uses to those which are noise compatible and to restrict other, less compatible uses.

Phase C: Noise Mitigation Measures

Step 13:

Based upon the relative importance of noise sources in order of community impact and local attitudes towards these sources, "[t]he noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any" (§65302(f)).

Selection of these noise-mitigating measures should be coordinated through all local agencies in order to be most effective. Minimization of noise emissions from all local government-controlled or sanctioned activities should be a priority item. This includes low noise specifications for new city or county owned and operated vehicles (and noise reduction retrofitting where economically possible) and noise emission limits on public works projects. Local governments should insure that public buildings (especially schools) are sufficiently insulated to allow their intended function to be uninterrupted by exterior noise. Local agencies can work with state and federal bodies to minimize transportation noise, primarily through transitway design, location, or configuration modifications.

Additional measures might include such policies as limitation of siren usage by police, fire, and ambulance units within populated areas. Animal control units may be encouraged to minimize barking dog complaints through use of an improved public relations campaign termed "Animal Philosophy." This involves working with pet owners to determine why the dog barks and

attempting solutions rather than just issuing citations. Local zoning and subdivision ordinances may require the use of noise-reducing building materials or the installation of sound-insulating walls along major roads in new construction and subdivisions.

In general, local noise reduction programs need to address the problems specific to each community, with the ultimate goals being the reduction of complaint frequency and the provision of a healthful noise environment for all residents of the community.

The remaining steps are beyond the scope of the noise element requirements, but pertain to coordination with other state noise-control programs and achievement of the goals set forth in the noise element through development of an active local noise-control effort.

Step 14:

While the noise element identifies problem areas and seeks to develop medium- and long-range solutions to them, a community noise ordinance is the only viable instrument for short-term or immediate solutions to intrusive noise. A model noise ordinance that can be tailored to the specific needs of a given community by simply incorporating those sections deemed most applicable has been developed by the Department of Health Services. The model ordinance also suggests a cure for non-stationary or transient types of noise events, for which noise contours are generally meaningless.

Phase D: Enforcement

To adequately carry out the programs identified in the noise element and to comply with state requirements for certain other noise-control programs, specific enforcement programs are recommended at the local level.

Step 15:

Adopt and apply a community noise ordinance for resolution of noise complaints.

Step 16:

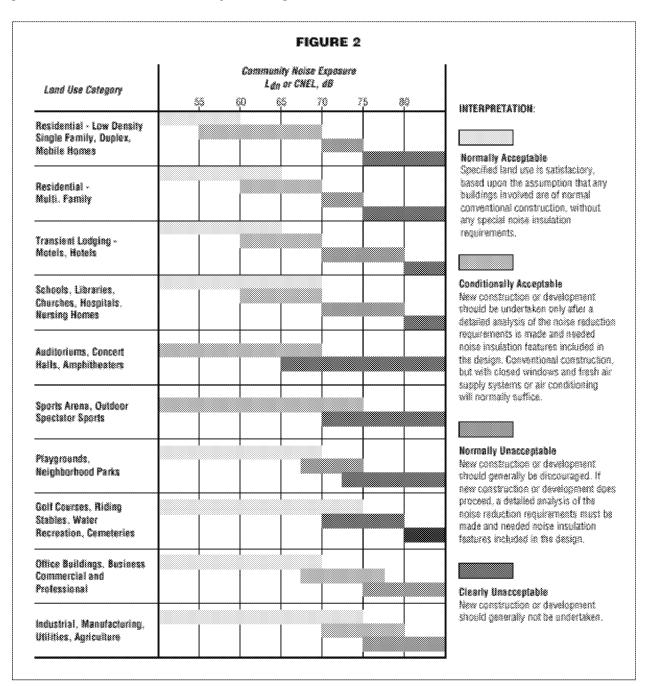
Recent studies have shown that the most objectionable feature of traffic noise is the sound produced by vehicles equipped with illegal or faulty exhaust systems. In addition, such hot rod vehicles are often operated in a manner that causes tire squeal and excessively loud exhaust noise. There are a number of statewide vehicle noise regulations that can be enforced by local authorities as well as the California Highway Patrol. Specifically, Sections 23130, 23130.5, 27150, 27151,

and 38275 of the California Vehicle Code, as well as excessive speed laws, may be applied to curtail this problem. Both the Highway Patrol and the Department of Health Services (through local health departments) are available to aid local authorities in code enforcement and training pursuant to proper vehicle sound-level measurements.

Step 17:

Commercial and public airports operating under a permit from Caltrans' Aeronautics Program are required

to comply with both state aeronautics standards governing aircraft noise and all applicable legislation governing the formation and activities of a local Airport Land Use Commission (ALUC). The function of the ALUC is, among other things, to develop a plan for noise-compatible land use in the immediate proximity of the airport. The local general plan must be reviewed for compatibility with this Airport Land Use Plan and amended if necessary (Public Utilities Code §21676). Therefore, the developers of the noise element will need to coordinate their activities with the local ALUC to



Type of Correction	Table 1 Description	Amount of Correction to be Added to Measured CNEL in dB	
Seasonal Correction	Summer (or year-round operation)		
	Winter only (or windows always closed)	*	
Carrection for Outdoor Residual Noise Level	Quiet suburban or rural community (remote from large cities and from industrial activity and trucking).	+ 10	
	Quiet suburban or rural community (not located near industrial activity).	* 5	
	Urban residential community (not immediately adjacent to heavily traveled roads and industrial areas).	(
	Noisy urban residential community (near relatively busy roads or industrial areas.	* ŧ	
	Very noisy urban residential community.	- 11	
Correction for Previous Exposure and Community Attitudes	No prior experience with the intruding noise.	* \$	
	Community has had some previous exposure to intruding but little effort is being made to control the noise. This correction may also be applied in a situation where the community has not been exposed to the noise previously, but the people are aware that bona fide efforts are being made to control the noise.		
	Community has had considerable previous exposure to the intruding noise and the noise maker's relations with the community are good.	* §	
	Community aware that operation causing noise is very necessary and it will not continue indefinitely. This correction can be applied for an operation of limited duration and under emergency circumstances.	* 11	
Pure Tone or Impulse	No pure tone or impulsive character.	(
	Pure Tone or impulsive character present.	+ 5	

ensure that compatible standards are utilized throughout the community and that the noise element develops as part of a coherent master plan, of which the ALUP forms an integral component.

Step 18:

"The adopted noise element shall serve as a guideline for compliance with the State's noise insulation standards." (§65302(f)) Recognizing the need to provide acceptable habitation environments, state law requires noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contours. It is a function of the noise element to provide noise contour information around all major sources in support of the sound transmission control standards (Appendix, Chapter 2-35, Part 2, Title 24, California Code of Regulations).

RELATIONSHIP OF THE NOISE ELEMENT TO OTHER GENERAL PLAN ELEMENTS

The noise element is related to the land use, housing, circulation, and open-space elements. Recognition of the interrelationship of noise and these four other mandated elements is necessary in order to prepare an integrated general plan. The relationship between noise and these four elements is briefly discussed below.

- ♦ Land Use—A key objective of the noise element is to provide noise exposure information for use in the land use element. When integrated with the noise element, the land use element will show acceptable land uses in relation to existing and projected noise contours. Section 65302(f) states that: "The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise."
- ♦ Housing—The housing element considers the provision of adequate sites for new housing and standards for housing stock. Since residential land use is among the most noise sensitive, the noise exposure information provided in the noise element must be considered when planning the location of new housing. Also, state law requires special noise insulation of new multifamily dwellings constructed within the 60 dB (CNEL or Ldn) noise exposure contour. This requirement may influence the location and cost of this housing type. In some cases, the noise environment may be a constraint on housing opportunities.
- ♦ Circulation—The circulation system must be correlated with the land use element and is one of the major sources of noise. Noise exposure will thus be a decisive factor in the location and design of new transportation facilities and the possible mitigation of noise from existing facilities in relation to existing and planned land uses. The local planning agency may wish to review the circulation and land use elements simultaneously to assess their compatibility with the noise element.
- ♦ Open Space—Excessive noise can adversely affect the enjoyment of recreational pursuits in designated open space. Thus, noise exposure levels should be considered when planning for this kind of open-space use. Conversely, open space can be used to buffer sensitive land uses from noise sources through the use of setbacks and landscaping. Open-space designation can also effectively exclude other land uses from excessively noisy areas.

SELECTION OF THE NOISE METRIC

The community noise metrics to be used in noise elements are either CNEL or Ldn (as specified in §65302(f)). A significant factor in the selection of these scales was compatibility with existing quantifications of noise exposure currently in use in California. CNEL is the noise metric currently specified in the State Aeronautics Code for evaluation of noise impacts at specific airports that have been declared to have a noise problem. Local compliance with state airport noise standards necessitates that community noise be specified in CNEL. The Ldn represents a logical simplification of CNEL. It divides the day into two weighted time periods (Day—7 a.m. to 10 p.m. and Night—10 p.m. to 7 a.m.) rather than the three used in the CNEL measure (Day—7 a.m. to 7 p.m., Evening—7 p.m. to 10 p.m., and Night—10 p.m. to 7 a.m.) with no significant loss in accuracy.

CRITERIA FOR NOISE-COMPATIBLE LAND USE

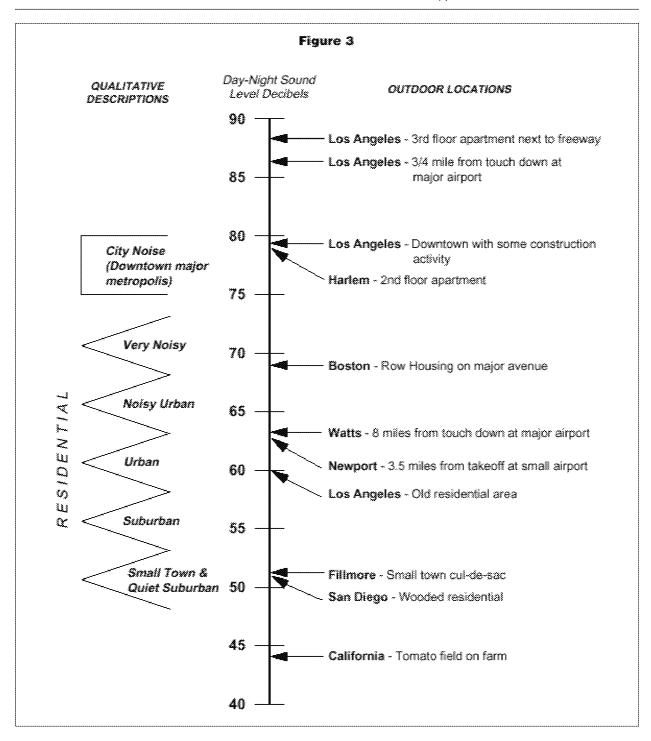
Figure 2 summarizes the suggested use of the CNEL/Ldn metrics for evaluating land use noise compatibility. Such criteria require a rather broad interpretation, as illustrated by the ranges of acceptability for a given land use within a defined range of noise exposures.

Denotation of a land use as "normally acceptable" on Figure 2 implies that the highest noise level in that band is the maximum desirable for existing or conventional construction that does not incorporate any special acoustic treatment. In general, evaluation of land use that falls into the "normally acceptable" or "normally unacceptable" noise environments should include consideration of the type of noise source, the sensitivity of the noise receptor, the noise reduction likely to be provided by structures, and the degree to which the noise source may interfere with speech, sleep, or other activities characteristic of the land use.

Figure 2 also provides an interpretation as to the suitability of various types of construction with respect to the range of outdoor noise exposure.

The objective of the noise compatibility guidelines in Figure 2 is to provide the community with a means of judging the noise environment it deems to be generally acceptable. Many efforts have been made to account for the variability in perceptions of environmental noise that exist between communities and within a given community.

Beyond the basic CNEL or Ldn quantification of noise exposure, one can apply correction factors to the measured or calculated values of these metrics in order to account for some of the factors that may cause



the noise to be more or less acceptable than the mean response. Significant among these factors are seasonal variations in noise source levels, existing outdoor ambient levels (i.e., relative intrusiveness of the source), general societal attitudes towards the noise source, prior history of the source, and tonal characteristics of the source. When it is possible to evaluate some or all of these factors, the measured or computed noise expo-

sure values may be adjusted by means of the correction factors listed in Table 1 in order to more accurately assess local sentiments towards acceptable noise exposure.

In developing these acceptability recommendations, efforts were made to maintain consistency with the goals defined in the federal EPA's "Levels Document" and the State Sound Transmission Control Standards

for multifamily housing. In both of these documents, an interior noise exposure of 45 dB CNEL (or Ldn) is recommended to permit normal residential activity. If one considers the typical range of noise reduction provided by residential dwellings (12 to 18 dB with windows partially open), the 60 dB outdoor value identified as "clearly acceptable" for residential land use would provide the recommended interior environment.

Figure 3 has been included in order to better explain the qualitative nature of community noise environments expressed in terms of Ldn. It is apparent that noise environments cover a broad range and that, in general, it may be observed that the quality of the environment improves as one moves further away from major transportation noise sources.

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APPENDIX 3.3:

CITY OF MORENO VALLEY NOISE ORDINANCE





Moreno Valley Municipal Code

Up Previous Next Main Search Print No Frames

Title 9 PLANNING AND ZONING
Chapter 9.10 PERFORMANCE STANDARDS

9.10.140 Noise and sound.

Unless otherwise specified in Chapter 9.08, General Development Standards, or Chapter 9.09, Specific Use Development Standards, all commercial and industrial uses shall be operated so that noise created by any loudspeaker, bells, gongs, buzzers, or other noise attention or attracting devices shall not exceed fifty-five (55) dBA at any one time beyond the boundaries of the property. (Ord. 359 (part), 1992)

Moreno Valley Municipal Code

Up Previous Next Main Collapse Search Print No Frames
Title 11 PEACE, MORALS AND SAFETY

Chapter 11.80 NOISE REGULATION

11.80.010 Legislative findings.

It is found and declared that:

- A. Excessive sound within the limits of the city is a condition which has existed for some time, and the amount and intensity of such sound is increasing.
- B. Such excessive sound is a detriment to the public health, safety, and welfare and quality of life of the residents of the city.
- 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, safety, welfare and quality of life of the city and its inhabitants. (Ord. 740 § 1.2, 2007)

11.80.020 Definitions.

For purposes of this chapter, certain words and phrases used herein are defined as follows:

"A-weighted sound level" means the sound pressure level in decibels as measured with a sound level meter using the A-weighting network. The unit of measurement is the dB(A).

"Commercial" means all uses of land not otherwise classified as residential, as defined in this section.

"Construction" means any site preparation, and/or any assembly, erection, repair, or alteration, excluding demolition, of any structure, or improvements to real property.

"Continuous airborne sound" means sound that is measured by the slow-response setting of a meter manufactured to the specifications of ANSI Section 1.4-1983 (R2006) "Specification for Sound Level Meters," or its successor.

"Daytime" means eight a.m. to ten p.m. the same day.

"Decibel" (dB) means a unit for measuring the amplitude of sound, equal to twenty (20) times the logarithm to the base ten (10) of the ratio of the pressure of the sound measured to the reference pressure, which is twenty (20) micropascals (twenty (20)

"Demolition" means any dismantling, intentional destruction or removal of structures or other improvements to real property.

"Disturb" means to interrupt, interfere with, or hinder the enjoyment of peace or quiet or the normal listening activities or the sleep, rest or mental concentration of the hearer.

"Emergency" means any occurrence or set of circumstances involving actual or imminent physical trauma or significant property damage which necessitates immediate action. Economic loss alone shall not constitute an emergency. It shall be the burden of an alleged violator to prove an "emergency."

"Emergency work" means any work made necessary to restore property to a safe condition following an emergency, or to protect persons or property threatened by an imminent emergency, to the extent such work is, in fact, necessary to protect persons or property from exposure to imminent danger or damage.

"Frequency" means the number of complete oscillation cycles per unit of time.

"Impulsive sound" means sound of short duration, usually less than one second, with an abrupt onset and rapid decay. Examples of sources of impulsive sound include explosions, drop forge impacts, and discharge of firearms.

"Nighttime" means 10:01 p.m. to 7:59 a.m. the following day.

"Noise disturbance" means any sound which:

- 1. Disturbs a reasonable person of normal sensitivities;
- 2. Exceeds the sound level limits set forth in this chapter; or
- 3. Is plainly audible as defined in this section. Where no specific distance is set forth for the determination of audibility, references to noise disturbance shall be deemed to mean plainly audible at a distance of two hundred (200) feet from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right of way, public space or other publicly owned property.

"Person" means any person, person's firm, association, copartnership, joint venture, corporation, or any entity public or private in nature.

"Plainly audible" means that the sound or noise produced or reproduced by any particular source, can be clearly distinguished from ambient noise by a person using his/her normal hearing faculties.

"Public right-of-way" means any street, avenue, boulevard, sidewalk, bike path or alley, or similar place normally accessible to the public which is owned or controlled by a governmental entity.

"Public space" means any park, recreational or community facility, or lot which contains at least one building that is open to the general public during its hours of operation.

"Residential" means all uses of land primarily for dwelling units, as well as hospitals, schools, colleges and universities, and places of religious assembly.

"Sound" means an oscillation in pressure, particle displacement, particle velocity or other physical parameter, in a medium with internal forces that causes compression and rarefaction of that medium capable of producing an auditory impression. The description of sound may include any characteristic of such sound, including duration, intensity and frequency.

"Sound level" means the weighted sound pressure level as measured in dB(A) by a sound level meter and as specified in American National Standards Institute (ANSI) specifications for sound-level meters (ANSI Section 1.4-1971 (R1976)). If the frequency weighting employed is not indicated, the A-weighting shall apply.

"Sound level meter" means an instrument, demonstrably capable of accurately measuring sound levels as defined above.

All technical definitions not defined above shall be in accordance with applicable publications and standards of the American National Standards Institute (ANSI). (Ord. 740 § 1.2, 2007)

11.80.030 Prohibited acts.

- A. General Prohibition. It is unlawful and a violation of this chapter to maintain, make, cause, or allow the making of any sound that causes a noise disturbance, as defined in Section 11.80.020.
 - B. Sound causing permanent hearing loss.
- 1. Sound level limits. Based on statistics from the Center for Disease Control and Prevention and the National Institute for Occupational Safety and Health, Table 1 and Table 1-A specify sound level limits which, if exceeded, will have a high probability of producing permanent hearing loss in anyone in the area where the

sound levels are being exceeded. No sound shall be permitted within the city which exceeds the parameters set forth in Tables 11.80.030-1 and 11.80.030-1-A of this chapter:

Table 11.80.030-1 MAXIMUM CONTINUOUS SOUND LEVELS*

Duration per Day	
Continuous Hours	Sound level [db(A)]
8	90
6	92
4	95
3	97
2	100
1.5	102
1	105
0.5	110
0.25	115

* When the daily sound exposure is composed of two or more periods of sound exposure at different levels, the combined effect of all such periods shall constitute a violation of this section if the sum of the percent of allowed period of sound exposure at each level exceeds 100 percent

Table 11.80.030-1A MAXIMUM IMPULSIVE SOUND LEVELS

Number of Repetitions	Sound level [dB	
per 24-Hour Period	(A)]	
1	145	
10	135	
100	125	

- 2. Exemptions. No violation shall exist if the only persons exposed to sound levels in excess of those listed in Tables 11.80.030-1 and 11.80.030-1A are exposed as a result of:
 - a. Trespass;
 - b. Invitation upon private property by the person causing or permitting the sound; or
 - c. Employment by the person or a contractor of the person causing or permitting the sound.
- C. Nonimpulsive Sound Decibel Limits. No person shall maintain, create, operate or cause to be operated on private property any source of sound in such a manner as to create any nonimplusive sound which exceeds the limits set forth for the source land use category (as defined in Section 11.80.020) in Table 11.80.030-2 when measured at a distance of two hundred (200) feet or more from the real property line of the source of the sound, if the sound occurs on privately owned property, or from the source of the sound, if the sound occurs on public right-of-way, public space or other publicly owned property. Any source of sound in violation of this subsection shall be deemed prima facie to be a noise disturbance.

Table 11.80.030-2 MAXIMUM SOUND LEVELS (IN dB(A)) FOR SOURCE LAND USES

Residential		Commercial	
Daytime	Nighttime	Daytime	Nighttime
60	55	65	60

- D. Specific Prohibitions. In addition to the general prohibitions set out in subsection A of this section, and unless otherwise exempted by this chapter, the following specific acts, or the causing or permitting thereof, are regulated as follows:
- 1. Motor Vehicles. No person shall operate or cause to be operated a public or private motor vehicle, or combination of vehicles towed by a motor vehicle, that creates a sound exceeding the sound level limits in Table 11.80.030-2 when the vehicle(s) are not otherwise subject to noise regulations provided for by the California Vehicle Code.
- 2. Radios, Televisions, Electronic Audio Equipment, Musical Instruments or Similar Devices from a Stationary Source. No person shall operate, play or permit the operation or playing of any radio, tape player, television, electronic audio equipment, musical instrument, sound amplifier or other mechanical or electronic sound making device that produces, reproduces or amplifies sound in such a manner as to create a noise disturbance. However, this subsection shall not apply to any use or activity exempted in subsection E of this section and any use or activity for which a special permit has been issued pursuant to Section 11.80.040.
- 3. Radios, Electronic Audio Equipment, or Similar Devices from a Mobile Source Such as a Motor Vehicle. Sound amplification or reproduction equipment on or in a motor vehicle is subject to regulation in accordance with the California Vehicle Code when upon the public right-of-way. When upon public space or publicly owned property other than the public right-of-way or upon private property open to the public, sound amplification or reproduction equipment shall not be operated in such a manner that it is plainly audible at a distance of fifty (50) feet in any direction from the vehicle.
- 4. Portable, Hand-Held Music or Sound Amplification or Reproduction Equipment. Such equipment shall not be operated on a public right-of-way, public space or other publicly owned property in such a manner as to be plainly audible at a distance of fifty (50) feet in any direction from the operator.
 - 5. Loudspeakers and Public Address Systems.
- a. Except as permitted by Section 11.80.040, no person shall operate, or permit the operation of, any loudspeaker, public address system or similar device, for any commercial purpose:
 - 1. Which produces, reproduces or amplifies sound in such a manner as to create a noise disturbance; or
 - 2. During nighttime hours on a public right-of-way, public space or other publicly owned property.
- b. No person shall operate, or permit the operation of, any loudspeaker, public address system or similar device, for any noncommercial purpose, during nighttime hours in such a manner as to create a noise disturbance.
- 6. Animals. No person shall own, possess or harbor an animal or bird that howls, barks, meows, squawks, or makes other sounds that:
 - a. Create a noise disturbance;
- b. Are of frequent or continued duration for ten (10) or more consecutive minutes and are plainly audible at a distance of fifty (50) feet from the real property line of the source of the sound; or

- c. Are intermittent for a period of thirty (30) or more minutes and are plainly audible at a distance of fifty (50) feet from the real property line of the source of the sound.
- 7. Construction and Demolition. No person shall operate or cause the operation of any tools or equipment used in construction, drilling, repair, alteration or demolition work between the hours of eight p.m. and seven a.m. the following day such that the sound there from creates a noise disturbance, except for emergency work by public service utilities or for other work approved by the city manager or designee. This section shall not apply to the use of power tools as provided in subsection (D)(9) of this section.
- 8. Emergency Signaling Devices. No person shall intentionally sound or permit the sounding outdoors of any fire, burglar or civil defense alarm, siren or whistle, or similar stationary emergency signaling device, except for emergency purposes or for testing as follows:
- a. Testing of a stationary emergency signaling device shall not occur between seven p.m. and seven a.m. the following day;
- b. Testing of a stationary emergency signaling device shall use only the minimum cycle test time, in no case to exceed sixty (60) seconds;
- c. Testing of a complete emergency signaling system, including the functioning of the signaling device and the personnel response to the signaling device, shall not occur more than once in each calendar month. Such testing shall only occur only on weekdays between seven a.m. and seven p.m. and shall be exempt from the time limit specified in subsection (D)(8)(2) of this section.
- 9. Power Tools. No person shall operate or permit the operation of any mechanically, electrically or gasoline motor-driven tool during nighttime hours so as to cause a noise disturbance across a residential real property boundary.
- 10. Pumps, Air Conditioners, Air-Handling Equipment and Other Continuously Operating Equipment. Notwithstanding the general prohibitions of subsection a of this section, no person shall operate or permit the operation of any pump, air conditioning, air-handling or other continuously operating motorized equipment in a state of disrepair or in a manner which otherwise creates a noise disturbance distinguishable from normal operating sounds.
- E. Exemptions. The following uses and activities shall be exempt from the sound level regulations except the maximum sound levels provided in Tables 11.80.030-1 and 11.80.030-1A:
- 1. Sounds resulting from any authorized emergency vehicle when responding to an emergency call or acting in time of an emergency.
 - 2. Sounds resulting from emergency work as defined in Section 11.80.020
- 3. Any aircraft operated in conformity with, or pursuant to, federal law, federal air regulations and air traffic control instruction used pursuant to and within the duly adopted federal air regulations; and any aircraft operating under technical difficulties in any kind of distress, under emergency orders of air traffic control, or being operated pursuant to and subsequent to the declaration of an emergency under federal air regulations.
- 4. All sounds coming from the normal operations of interstate motor and rail carriers, to the extent that local regulation of sound levels of such vehicles has been preempted by the Noise Control Act of 1972 (42 U.S.C. § 4901 et seq.) or other applicable federal laws or regulations
- 5. Sounds from the operation of motor vehicles, to the extent they are regulated by the California Vehicle Code.
- 6. Any constitutionally protected noncommercial speech or expression conducted within or upon a any public right-of-way, public space or other publicly owned property constituting an open or a designated public forum in compliance with any applicable reasonable time, place and manner restrictions on such speech or expression or otherwise pursuant to legal authority.

- 7. Sounds produced at otherwise lawful and permitted city-sponsored events, organized sporting events, school assemblies, school playground activities, by permitted fireworks, and by permitted parades on public right-of-way, public space or other publicly owned property.
- 8. An event for which a temporary use permit or special event permit has been issued under other provisions of this code, where the provisions of Section 11.80.040 are met, the permit granted expressly grants an exemption from specific standards contained in this chapter, and the permittee and all persons under the permittee's reasonable control actually comply with all conditions of such permit. Violation of any condition of such a permit related to sound or sound equipment shall be a violation of this chapter and punishable as such.
- F. Nothing in this chapter shall be construed to limit, modify or repeal any other regulation elsewhere in this code relating to the regulation of noise sources, nor shall any such other regulation be read to permit the emission of noise in violation of any provision of this chapter. (Ord. 740 § 1.2, 2007)

11.80.040 Special provisions for temporary use and special event permits.

The exemption by permit set forth in Section 11.80.030(E)(8) shall be subject to the following requirements and conditions:

- A. The permit application shall include the name, address and telephone number of the permit applicant; the date, hours and location for which the permit is requested; and the nature of the event or activity. It shall also specify the types of sounds and/or sound equipment to be permitted, the proposed duration of such sound, the specific standards from which the sound is to be exempted, and the reasons for each requested exemption.
- B. The permit shall be issued provided the proposed activity meets the requirements of this section and the issuing official determines that the sound to be emitted at the event as proposed would not be detrimental to the public health, safety or welfare, that the event cannot reasonably achieve its legitimate aims and purposes without the exemption and that the sound levels proposed will not unreasonably damage the peace and quiet enjoyment of the lawful users of surrounding properties, nor constitute a public nuisance.
- C. The official issuing the permit may prescribe any reasonable conditions or requirements he/she deems necessary to minimize noise disturbances upon the community or the surrounding neighborhood, and/or to protect the health, safety or welfare of the public, including participants in the permitted event, including use of mufflers, screens or other sound-attenuating devices.
- D. Any permit granted must be in writing and shall contain all conditions upon which the permit shall be effective.
- E. No more than six events requiring a sound limit exemption may be held at any particular location upon privately owned or controlled property per calendar year, provided further that the number of events shall not exceed the number permitted under the regulations for the type of permit issued. For purposes of this subsection, "location" means a legal parcel of real property or a complete shopping or commercial center or mall sharing common parking and access even if comprised of multiple legal parcels.
- F. The exemption from sound limits under such permit shall not exceed maximum period of four hours in one twenty-four (24) hour day.
- G. The permit will only be granted for hours between nine a.m. and ten p.m. on all days other than Friday and Saturday; and, on Friday and Saturday, between the hours of nine a.m. and one a.m. of the following day, except in the following circumstances:
- 1. A permit may be granted for hours between nine a.m. on New Year's Eve and one a.m. the following day (New Year's Day).
- 2. A permit may be granted for hours between nine a.m. and two a.m. the following day if there are no residences, hospitals, or nursing homes within a 0.5 mile radius of the property where the function is taking

place.

H. Functions for which the permits are issued shall be limited to a continuous airborne sound level not to exceed seventy (70) dB(A), as measured two hundred (200) feet from the real property boundary of the source property if on private property, or from the source if on public right of way, public space or other publicly owned property. (Ord. 740 § 1.2, 2007)

11.80.050 Measurement or assessment of sound.

- A. Measurement With Sound Meter.
- 1. The measurement of sound shall be made with a sound level meter meeting the standards prescribed by ANSI Section 1.4-1983 (R2006). The instruments shall be maintained in calibration and good working order. A calibration check shall be made of the system at the time of any sound level measurement. Measurements recorded shall be taken so as to provide a proper representation of the source of the sound. The microphone during measurement shall be positioned so as not to create any unnatural enhancement or diminution of the measured sound. A windscreen for the microphone shall be used at all times. However, a violation of this chapter may occur without the occasion of the measurements being made as otherwise provided.
- 2. The slow meter response of the sound level meter shall be used in order to best determine the average amplitude.
- 3. The measurement shall be made at any point on the property into which the sound is being transmitted and shall be made at least three feet away from any ground, wall, floor, ceiling, roof and other plane surface.
- 4. In case of multiple occupancy of a property, the measurement may be made at any point inside the premises to which any complainant has right of legal private occupancy; provided that the measurement shall not be made within three feet of any ground, wall, floor, ceiling, roof or other plane surface.
- 5. All measurements of sound provided for in this chapter will be made by qualified officials of the city who are designated by the city manger or designee to operate the apparatus used to make the measurements.
- B. Assessment Without Sound Level Meter. Any police officer, code enforcement officer, or other official designated by the city manager or designee who hears a noise or sound that is plainly audible, as defined in Section 11.80.020, in violation of this chapter, may enforce this chapter and shall assess the noise or sound according to the following standards:
- 1. The primary means of detection shall be by means of the official's normal hearing faculties, not artificially enhanced.
- 2. The official shall first attempt to have a direct line of sight and hearing to the vehicle or real property from which the sound or noise emanates so that the official can readily identify the offending source of the sound or noise and the distance involved. If the official is unable to have a direct line of sight and hearing to the vehicle or real property from which the sound or noise emanates, then the official shall confirm the source of the sound or noise by approaching the suspected vehicle or real property until the official is able to obtain a direct line of sight and hearing, and confirm the source of the sound or noise that was heard at the place of the original assessment of the sound or noise.
- 3. The official need not be required to identify song titles, artists, or lyrics in order to establish a violation. (Ord. 740 § 1.2, 2007)

11.80.060 Violation.

A. Violation of Sound Level Limits. Any person violating any of the provisions of this chapter shall be deemed guilty of a misdemeanor, and upon conviction thereof shall be punishable by a fine not to exceed one

thousand dollars (\$1,000.00) and/or six months in the county jail, or both. Notwithstanding the forgoing, any violation of the provisions of this chapter may, in the discretion of the citing officer or the city attorney, be cited and/or prosecuted as an infraction. Any person found guilty of an infraction hereunder shall be punished by a fine of not less than fifty dollars (\$50.00) nor more than one hundred dollars (\$100.00) for the first offense; a fine of not less than one hundred dollars (\$100.00), nor more than two hundred dollars (\$200.00) for the second offense. Any third or subsequent offense shall constitute a misdemeanor. Violations of this chapter may also be subject to civil citation pursuant to Chapter 1.10.

- B. Joint and Several Responsibility. In addition to the person causing the offending sound, the owner, tenant or lessee of property, or a manager, overseer or agent, or any other person lawfully entitled to possess the property from which the offending sound is emitted at the time the offending sound is emitted, shall be responsible for compliance with this chapter if the additionally responsible party knows or should have known of the offending noise disturbance. It shall not be a lawful defense to assert that some other person caused the sound. The lawful possessor or operator of the premises shall be responsible for operating or maintaining the premises in compliance with this chapter and may be cited regardless of whether or not the person actually causing the sound is also cited.
- C. Violation May Be Declared a Public Nuisance. The operation or maintenance of any device, equipment, instrument, vehicle or machinery in violation of any provisions of this chapter which endangers the public health, safety and quality of life of residents in the area is declared to be a public nuisance, and may be subject to abatement summarily or by a restraining order or injunction issued by a court of competent jurisdiction. (Ord. 740 § 1.2, 2007)



APPENDIX 5.1:

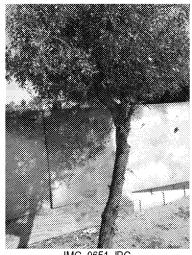
STUDY AREA PHOTOS



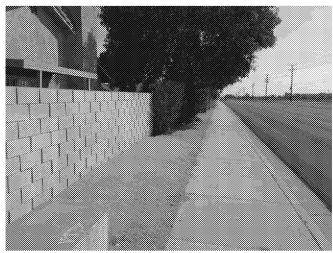




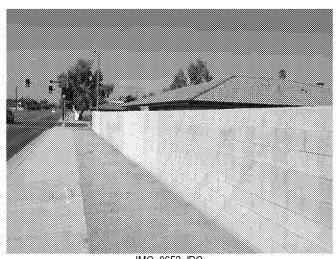
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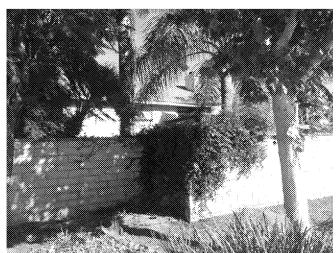
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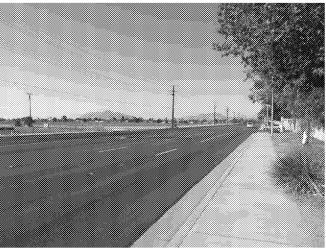
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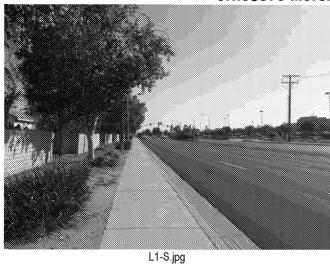
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L1-E.jpg



L1-N.jpg

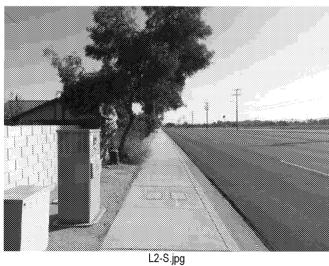


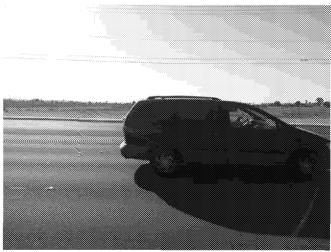




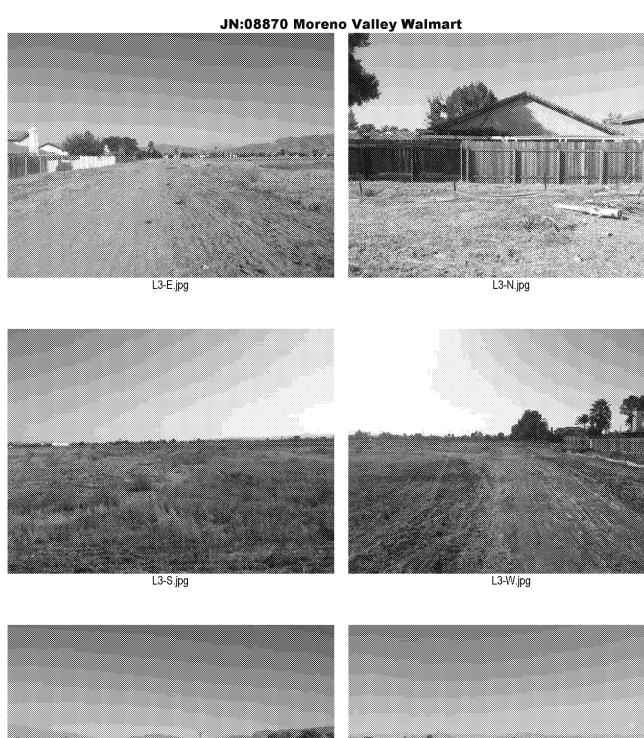


L2-E.jpg L2-N.jpg



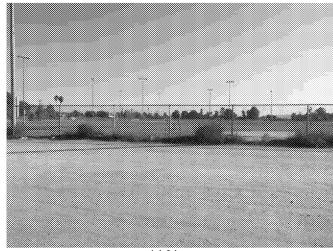


-S.jpg L2-W.jpg







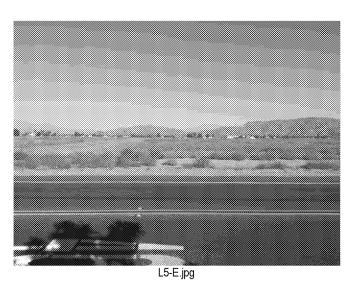


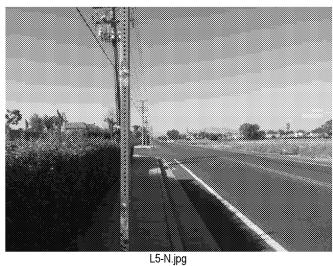


L4-S.jpg L4-SW.jpg









4 of 5







APPENDIX 5.2:

NOISE LEVEL MEASUREMENT WORKSHEETS





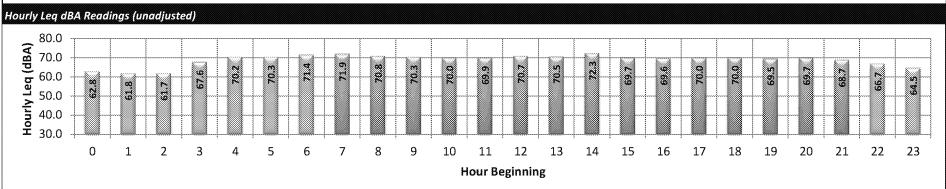
Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

Location: L1 - Located east of the Project site in front of the backyard wall of homes located on Ninya Avenue.

Analyst: Bill Lawson

Date: 10/2/2013



	Time	Period		Energy Ave	erage (Leq)	Averag	ie (Leq)	Minimu	m (Leq)	Maximu	m (Leq)	CN	IEL
	Dayt	ime Hourly (7am-10pm):	70).3	70).2	68	3.7	72	3		
	Nighti	ime Hourly (10pm-7am):	67	7.7	66	5.3	61	7	71	4		
		•	24-Hour:	69).5	68	3.8	61	7	72	3	74	1.9
						Hourly S	ummary						
Time Period	Hour	Leq	Lmax	Lmin	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
	0	62.8	82.9	41.2	74.5	72.5	69.0	66.5	57.0	48.0	43.5	43.0	42.0
	1	61.8	83.2	38.3	74.0	72.0	68.0	65.5	56.0	45.5	39.5	39.0	39.0
	2	61.7	77.7	37.3	73.5	72.0	69.0	66.5	57.5	45.5	39.0	39.0	38.0
Night	3	67.6	87.0	39.0	78.0	76.5	74.5	72.5	66.0	59.0	42.5	40.5	39.0
	4	70.2	95.7	42.6	79.0	77.5	75.5	74.5	69.0	63.0	49.5	46.5	44.5
	5	70.3	86.9	41.8	80.0	78.5	76.5	75.0	70.0	64.0	51.0	48.0	44.5
	6	71.4	87.3	42.7	79.5	78.5	77.5	76.5	72.0	66.5	54.5	49,5	45.0
	7	71.9	85.0	44.5	80.0	79.0	77.5	76.5	72.5	68.0	56.0	53.0	48.5
	8	70.8	88.3	43.2	80.0	78.5	76.5	75.0	71.0	66.5	55.0	51.5	47.0
	9	70.3	84.2	45.2	79.5	78.0	75.5	74.5	71.0	66.5	54.0	51.0	47.0
	10	70.0	84.2	44.9	78.5	77.5	75.5	74.5	70.5	66.5	53.5	51.0	46.5
	11	69.9	85.6	45.5	79.0	77.5	75.0	74.0	70.5	66.0	54.5	51.0	48.0
	12	70.7	86.5	45.1	79.5	78.0	76.0	75.0	71.0	66.5	56.0	52.5	47.5
	13	70.5	90.5	45.2	79.0	77.5	76.0	75.0	71.0	66.5	54.5	51.0	47.5
Day	14	72.3	98.8	44.9	79.5	77.5	75.0	74.0	70.5	65.5	55.0	52.5	48.5
	15	69.7	88.2	44.7	78.0	76.5	75.0	74.0	70.5	66.0	56.5	54.0	49.5
	16	69.6	83.4	45.9	77.5	76.5	75.0	74.0	70.5	66.0	56.5	54.5	51.0
	17	70.0	84.3	49.4	77.5	76.5	75.0	74.5	71.0	67.0	57.5	55.0	52.5
	18	70.0	87.3	45.1	79.0	77.5	75.5	74.5	70.5	66.0	55.5	53.0	49.5
	19	69.5	89.9	46.1	78.0	76.5	74.5	73.5	69.5	64.5	53.0	50.5	47.5
	20	69.7	95.6	45.4	77.5	76.5	74.5	73.0	69.0	64.0	53.0	51.0	48.0
	21	68.7	93.8	44.0	78.0	76.0	74.5	73.0	67.5	62.5	49.5	47.0	45.5
Night	22	66.7	81.5	41.3	77.0	75.5	73.5	72.0	65.5	58.5	45.0	44.0	43.0
	23	64.5	84.2	37.3	75.5	74.0	71.0	69,5	62.0	51.0	41.0	40.0	39.0

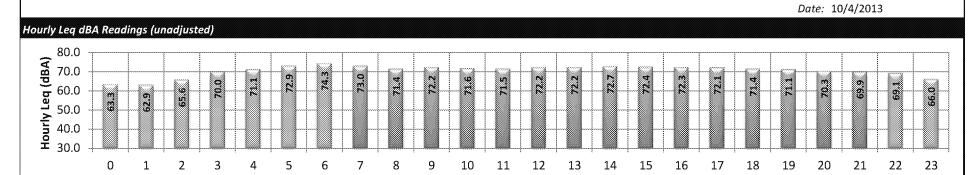


Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

Location: L2 - Located east of the Project site in front of the backyard wall of homes located on Wendy Way.

Analyst: Bill Lawson



Hour Beginning

	Time	Period		Energy Av	erage (Leq)	Averag	ie (Leg)	Minimu	m (Leq)	Maximu	ım (Leq)	CN	IEL
000000000000000000000000000000000000000	Day	time Hourly (7am-10pm):	7:	L.8	71	L.8	69	9.9	73	3.0		
	'	time Hourly (70	0.0	68	3.4	}	2.9	74	l.3		
	7118111		24-Hour:		l.2	1).5	<u> </u>	2.9	<u></u>	1.3	77	7.0
			27710011	, ,			ummary			1			
									1.0004				
ime Period	Hour	Leq	Lmax	Lmin	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
	0	63.3	87.7	39.6	76.0	74.0	69.0	65.5	53.5	46.0	41.0	40.5	40.5
	1	62.9	83.3	40.6	76.0	74.0	68.5	66.0	54.5	46.0	42.0	41.5	40.5
	2	65.6	82.8	40.7	77.5	76.0	72.5	70.0	61.5	51.5	43.5	42.5	41.0
Night	3	70.0	89.4	42.6	80.5	78.5	76.5	75.0	67.5	60.5	48.0	46.0	44.5
	4	71.1	89.8	48.9	81.5	80.0	77.5	76.0	70.0	63.5	53.0	51.5	50.0
	5	72.9	91.0	50.1	83.0	81.5	78.5	77.0	72.5	66.5	54.5	53.0	51.5
	6	74.3	89.7	51.4	83.0	82.0	80.0	79.0	74.8	69.5	58.5	56.5	53.5
	7	73.0	87.6	48.6	81.0	80.0	78.5	77.5	73.5	69.0	59.0	56.0	51.0
	8	71.4	87.2	43.8	80.0	79.0	77.0	76.0	72.0	67.0	53.5	50.0	46.0
	9	72.2	90.4	46.0	81.5	80.0	77.5	76.5	72.5	67.5	55.0	52.5	49.0
	10	71.6	85.8	41.7	80.5	79.5	77.5	76.0	72.0	67.0	55.5	52.0	47.5
	11	71.5	86.8	41.6	80.5	79.0	77.0	76.0	72.0	67.5	55.0	51.0	45.0
	12	72.2	90.7	40.7	81.0	79.5	77.5	76.5	72.5	67.5	54.0	50.0	44.0
	13	72.2	90.9	44.1	80.5	79.5	78.0	77.0	73.0	68.0	54.5	51.0	47.0
Day	14	72.7	91.6	43.0	81.5	80.0	78.0	77.0	73.5	68.5	56.5	53.5	49.5
	15	72.4	91.0	44.7	80.5	79.5	78.0	76.5	73.0	68.5	57.0	53.0	48.5
	16	72.3	89.8	47.2	80.5	79.5	78.0	76.5	73.0	68.5	57.0	54.0	50.5
	17	72.1	86.5	47.7	80.5	79.5	77.5	76.5	73.0	68.5	58.5	56.5	51.5
	18	71.4	87.6	47.0	80.0	78.5	77.0	76.0	72.5	67.0	54.5	52.0	48.5
	19	71.1	94.7	45.5	79.5	78.5	76.5	75.5	70.5	65.5	54.5	51.5	47.0
	20	70.3	89.3	44.3	80.0	78.5	76.5	75.0	70.0	64.5	52.0	49.5	46.5
	21	69.9	89.1	41.2	80.0	78.5	76.0	74.5	68.5	62.0	49.5	47.0	43.0
Night	22	69.1	97.1	39.5	78.0	76.5	74.5	73.0	66.0	59.5	47.0	44.5	42.0
inigin.	23	66.0	85.8	39.3	77.5	75.5	73.0	71.0	63.5	55.0	45.0	43.5	410



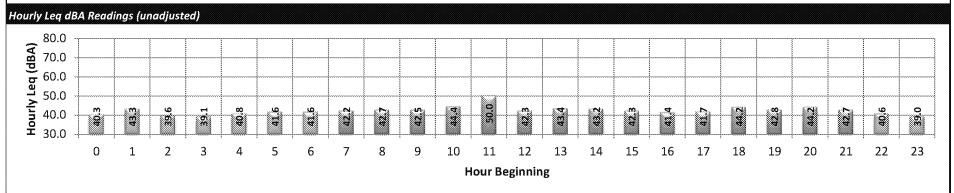
Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

Location: L3 - Located north of the Project site in front of the backyard wall of homes located on Fay Avenue.

Analyst: Bill Lawson

Date: 10/2/2013



	Time I	Period		Energy Ave	rage (Leq)	Averag	je (Leg)	Minimu	m (Leq)	Maximu	ım (Leq)	CN	IEL
	Dayt	ime Hourly (1	7am-10pm):	44	.0	43	3.3	41	4	50	0.0		
	Nightt	ime Hourly (:	10pm-7am):	40).9	40).7	39	0.0	43	3.3		
	<u>_</u>		24-Hour:	43	1.1	42	2.3	39	0.0	50	0.0	48	3.3
							ummary						
Time Period	Hour	Leq	Lmax	Lmin	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
	O	40.3	58.7	37.7	45.0	44.5	43.0	42.5	40.0	39.5	37.5	37.5	37.5
	1	43.3	51.3	39.0	49.0	48.0	46.0	45.5	43.5	42.5	39.5	39.5	39.5
	2	39.6	48.0	37.8	43.0	42.5	41.5	41.0	39.5	39.5	37.5	37.5	37.5
Night	3	39.1	48.7	37.8	42,5	41.5	40.0	39.5	39.5	38.5	37.5	37.5	37.5
	4	40.8	50.4	37.8	46.5	45.5	44.0	42.5	40.5	39.5	38.0	37.5	37.5
	5	41.6	58.0	37.8	46.5	45.5	43.5	42.5	41,5	40.5	39.5	39.5	39.0
	6	41.6	52.5	37.8	47.5	46.0	44.0	43.5	41.5	40.5	39.5	39.0	37.5
	7	42.2	50.7	39.4	47.0	45.5	44.0	43.5	42.5	41.5	40.5	40.5	39.5
	8	42.7	65.4	39.5	48.5	46.0	44,0	43.5	42.0	41.0	40.0	39.5	39.5
	9	42.5	52.4	40.2	46.5	45.5	44.0	43.5	42.5	42.0	40.5	40.5	40.5
	10	44.4	50.4	42.1	47.0	46.0	45.5	45.0	44.5	44.0	43.0	43.0	42.5
	11	50.0	66.1	41.7	59.5	58.5	56.5	55.0	49.0	43.0	42.5	42.0	41.5
	12	42.3	53.5	40.8	47.0	46.0	44.0	43.5	42.0	41.5	40.5	40.5	40.5
	13	43.4	60.1	40.7	54.5	49.5	45.0	43.5	41.5	41.0	40.5	40.5	40.5
Day	14	43.2	55.6	40.7	50.5	49.5	47.5	46.0	42.5	41.5	40.5	40.5	40.5
	15	42.3	54.9	39.6	49.5	48.0	45.0	43.5	41.5	40.5	40.5	40.5	40.0
	16	41.4	53.3	39.5	48.0	46.0	43.5	42.5	41.0	40.5	39.5	39.5	39.5
	17	41.7	55.3	39.1	48.0	46.5	45.0	44.0	41.5	40.5	39.5	39.5	39.5
	18	44.2	66.4	37.8	55.5	51.5	47.5	45.5	42.0	40.5	39.5	39.5	39.5
	19	42.8	63.0	37.8	51.0	49.0	46.5	45.0	42.0	40.5	39.0	38.0	37.5
	20	44.2	64.5	37.8	53.5	51.5	48,0	45.5	41.5	40.5	39.5	39.0	37.5
	21	42.7	65.5	37.8	52.0	49.0	45.5	43.5	40.5	39.5	37.5	37.5	37.5
Night	22	40.6	60.8	37.4	49.5	46.5	43.0	41.5	39.5	37.5	37.5	37.5	37.5
Wight.	23	39.0	57.9	37.2	45.0	43.5	41.5	40.5	38.0	37.5	37.5	37.5	37.5

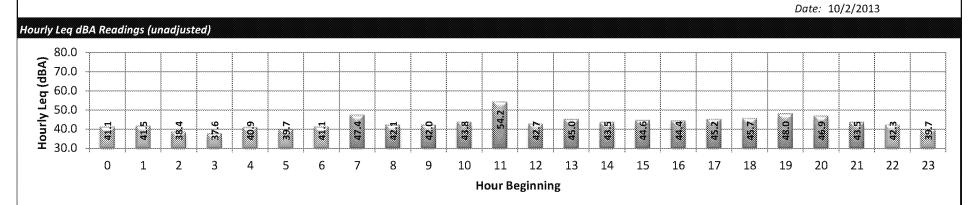


Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

Location: L4 - Located west of the Project site north of the baseball diamond at the March Middle School.

Analyst: Bill Lawson



	Time	Period		Energy Ave	erage (Leq)	Averag	ie (Leg)	Minimu	m (Leq)	Maximu	ım (Leq)	CN	EL
	Day	time Hourly (7am-10pm):	46	5.7	45	5.3	42	0	54	1.2		100000000000000000000000000000000000000
	Nighti	time Hourly (10pm-7am):	40).5	4().3	37	'.6	42	2.3		
			24-Hour:	45	5.3	43	3.4	37	'.6	54	1.2	49	9.2
						Hourly S	ummary						
Time Period	Hour	Leq	Lmax	Lmin	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
	0	41.1	58.9	37.4	47.0	45.0	43.0	42.5	41.0	40.0	39.0	39.0	38.0
	1	41.5	51.8	38.9	46.0	44.5	43.5	43.0	42.0	41.0	39.0	39.0	39.0
	2	38.4	45.2	37.2	42.0	41.5	40.5	40.0	39.0	37.0	37.0	37.0	37.0
Night	3	37.6	45.2	37.2	40.5	39.5	39.0	38.5	37.5	37.0	37.0	37.0	37.0
	4	40.9	51.8	37.3	46.0	45.0	43.5	42.5	41.0	40.0	39.0	39.0	37.0
	5	39.7	49.8	37.3	44.0	43.0	42.0	41.0	40.0	39.0	37.0	37.0	37.0
	6	41.1	53.7	37.3	47.5	46.0	44.0	43.0	41.0	40.0	37.5	37.0	37.0
	7	47.4	74.3	38.9	56.5	54.0	50.0	47.5	43.5	41.5	40.0	39.0	39.0
	8	42.1	60.5	37.5	50.5	48.5	45.5	44,0	41.0	40.0	39.0	39.0	38.5
	9	42.0	61.2	37.4	47.5	45.5	44.0	43.5	42.0	40.5	39.0	39.0	37.5
	10	43.8	60.4	39.8	53.0	50.5	46.0	45.0	43.0	42.0	41.0	40.5	40.0
	11	54.2	72.1	39.1	64.5	63.5	61.5	59.0	52.5	42.0	40.0	40.0	39.0
	12	42.7	60.5	37.4	51.5	49.5	46.5	45.0	42.0	40.5	39.0	39.0	37.5
	13	45.0	67.3	37.4	55.0	53.0	48.0	45.5	41.5	40.0	39.0	39.0	38.5
Day	14	43.5	66.0	37.6	52.5	51.0	48.5	46.5	42.0	40.0	39.0	39.0	39.0
	15	44.6	58.2	39.0	53.0	51.0	49.0	47.5	44.0	42.5	40.0	40.0	39.0
	16	44.4	56.6	39.1	52.0	50.0	48.0	47.0	44.5	42.5	41.0	40.5	40.0
	17	45.2	55.9	40.3	52.0	51.0	48.5	47.5	45.0	43.5	42.0	41.5	41.0
	18	45.7	61.7	41.3	51.0	50.5	49.0	48.0	46.0	44.5	43.0	42.5	42.0
	19	48.0	69.3	40.1	60.0	55.0	50.0	48.0	45.0	43.5	42.0	41.5	40.5
	20	46.9	68.3	40.4	56.5	51.5	48.0	47.0	45.0	44.0	42.0	42.0	41.0
	21	43.5	59.1	39.1	51.5	49.5	46.0	45.0	43.0	42.0	40.5	40.0	39.5
Night	22	42.3	59.2	37.4	50.0	47.0	44.0	43.5	42.0	41.0	39.5	39.0	39.0
INISIIL	23	39.7	54.8	37.2	46.5	45.0	42.5	41.5	39.5	38.5	37.0	37.0	37.0

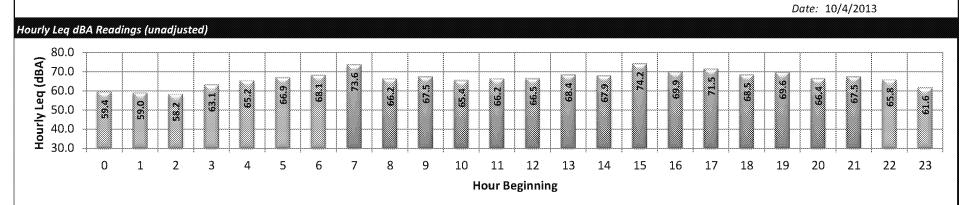


Project Name: Moreno Valley Walmart Noise Impact Analysis

Job Number: 8870

Location: L5 - Located west of the Project site and Indian Street in front of the backyard of homes on Electra Court.

Analyst: Bill Lawson



	Time	Period		Energy Ave	erage (Leq)	Averag	je (Leq)	Minimu	m (Leq)	Maximu	ım (Leq)	CN	IEL
	Dayt	ime Hourly (7am-10pm):	69).5	68	3.6	65	5.4	74	1.2		
	Nightt	ime Hourly (10pm-7am):	64	1.3	63	3.0	58	3.2	68	3.1		
		· · ·	24-Hour:	68	3.2	66	5.5	58	3.2	74	l.2	72	2.4
						Hourly S	iummary						
Time Period	Hour	Leq	Lmax	Lmin	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%
	0	59.4	81.7	41.7	73.0	70.5	63.0	58.0	46.5	43.5	42.5	41.5	41.5
	1	59.0	82.1	42.6	73.0	70.0	62.5	58.5	48.0	45.0	43.5	43.0	43.0
	2	58.2	80.2	42.6	72.0	69.5	63.0	58.5	48.0	44.5	43.0	43.0	42.5
Night	3	63.1	85.1	43.4	74.5	73.0	70.0	67.5	57.0	50.0	45.0	44.5	43.5
	4	65.2	85.3	46.8	76.5	74.5	72.0	70.0	61.0	54.5	48.5	48.0	47.5
	5	66.9	88.6	47.9	77.5	76.0	73.0	71.5	63.5	56.5	51.0	50.5	49.0
	6	68.1	83.4	50.8	77.0	76.0	74.0	72.5	68.5	62.5	54.5	53.5	51.5
	7	73.6	102.8	43.9	77.5	75.0	73.0	71.5	67.5	61.0	52.0	49.5	46.0
	8	66.2	83.7	38.4	76.5	74.5	72.0	71.0	66,0	58.5	44.5	42.5	40.5
	9	67.5	93.3	39.5	76.0	74.5	72.0	70.5	65.0	57.0	44.0	42.0	40.0
	10	65.4	84.5	39.4	75.0	74.0	72.0	70.5	65.0	56.5	43.5	42.0	40.0
	11	66.2	87.4	39.6	75.5	74.5	72.5	71.0	66.0	58.5	46.0	44.0	42.0
	12	66.5	89.1	39.2	76.0	74.5	72.5	71.5	65.5	57.0	43.5	42.0	39.5
	13	68.4	91.7	40.8	77.5	75.5	73.5	72.5	68.5	63.5	49.5	46.5	42.5
Day	14	67.9	83.9	41.2	76.5	75.5	73.5	72.5	68.5	63.5	51.5	49.0	44.0
	15	74.2	104.9	42.4	78.5	76.5	74.5	73.0	69.0	62.5	50.5	48.0	44.5
	16	69.9	91.9	45.3	79.0	76.5	74.5	73.5	69.5	64.0	52.0	50.0	47.0
	17	71.5	96.6	46.9	80.0	77.5	75.0	74.0	70.0	65.0	54.0	52.0	49.0
	18	68.5	89.9	45.3	77.5	75.5	73.5	72.5	68.5	62.0	51.5	49.5	47.5
	19	69.6	94.8	43.8	80.0	76.5	74.0	72.5	67.5	59.5	48.0	46.5	45.0
	20	66.4	86.4	42.6	75.5	74.5	73.0	71.5	66.5	59.0	49.0	47.5	45.0
	21	67.5	92.5	44.1	78.0	75,5	73.0	71.5	64.5	56.5	48.0	47.0	45.0
Night	22	65.8	88.8	44.4	76.0	74.5	72.0	70.0	62.0	54.5	47.0	46.0	45.0
~	23	61.6	83.6	43.1	73.5	72.0	68.5	65.5	55.0	49.5	45.0	44.5	43.5



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APPENDIX 7.1:

TRAFFIC NOISE CONTOURS



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Spenar	rio: Existing				Project N	ame: More	no Valley V&	simarr	
Road Nan	ne: Sunnymead E	Soulevard			Job Nur	nber: 8876			
Road Segme	nt: Perris Boulev	ard to SR-60 EB	On-Ran	пр					
SITE	SPECIFIC INP	UT DATA		**********	NO	ISE MOD	EL INPUTS	;	*********
Highway Data				Site Con	ditions (f	tard = 10.5	oft = 15)		
Average Dally	Traffic (Adt). 17	,160 vehicles				Autos	: 15		
Peak Hour	Percentage:	19%		Me	alum Truc	hs (2 Axies)	15		
Peak F	Hour Volume: 1	,716 vehicles		He	avy Truck	s (3+ Axies)	15		
	ehicle Speed.	55 mph	1	Vehicle !	10ix				
Near/Fer La	ine Distance:	36 feet		Veh	ide?yae	Day	Evening	Night	Daity
Site Date					Aυ	fas: 77.5°	6 12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet		5/8	edium Trui	oks: 94.85	6 4.9%	19.3%	1 94%
Barrier Type (0-V		0.0			leavy Tru	rks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet	-	Maine C	Ela	ations (in	To and		
Centerline Dist.	to Observer.	160.0 feat	- }	MONE SE	Autos	0.000	eno		
Barrier Distance	to Observer	0.0 feet		Assertion	m Trucks	2.287			
Observer Height	(Above Pad):	5.0 feet			v Trucks:	8 008	Grade Adii	ustment	0.0
	ad Elevation.	0.0 feet							
	ed Elevation:	0.0 feet		Lane Eq		listance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
		-90.0 degrees			m Trucks:	98 404			
	Right View:	90.0 degrees		Heav	y Trucks.	98.413			
FHWA Naise Mad	lei Calculations								
Vehicle Type	REMEL 1	raffic Flow L	Vistance	Finite	Road	Fresnel	Berner Afte	n Ben	nı Alten
Aulos	71.70	-0.46	-4.5	52	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	82.40	-17.72	-4.5	51	-1.20	-4 86	0.0	00	0.000
Невуу Глиска.	96.40	-21.67	-4 6	51	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois	e Levels (withou	it Topo and ban	rier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	vening	Leg Ni	ght	Ldn	CF	WEZ.
Aukos:	85 6	63.7		61.9		55.9	64.5		65.
Medium Trucks.	59.0	57.6		51.1		49.6	56.0		58.3
Heavy Trucks:	59.0	57.6		48.6		49.8	58.2		58.3
Vehicle Noise:	67.2	65.4		62.4		57.6	1.98		86.6
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dE	3,4	60 dBA		dB.A
		Loh).		55	119		256	5	52

Finday, November 69, 2013

Scena	rio: Existing				Project N	ame: Mos	eno Valley V&	simart	
Road Nat	ne: Cottonwood	Avenue			Job Nu	nber: 887	0		
Fload Segme	ent: East of India	in Street							
SITE	SPECIFIC IN	PUT BATA		*********	NO	ISE MO	CEL INPUTS	;	***********
Highway Data			S	ite Cor	ditions (f	lard = 10.	Saft = 15)		
Average Dails	Traffic (Adt).	7,835 vehicles				Auto	ss: 15		
Peak Hou	r Percentage:	10%		Me	alum Truc	hs (2 Axie	s): 16		
Peak I	Hour Volume:	784 vehicles		Re	avy Truck	s (3+ Axie	s): 15		
Vi	shicle Speed.	45 roph	-	enicia.	60/w				
Near/Far Li	ane Distance:	24 feet	F.		ideTvae	Day	Evening	Night	Daily
Site Data				V (foe: 77		8.6%	97.42%
	rrier Heiaht:	0.0 feet		54	edium Tru			10.3%	1 84%
Barrier Type (0-ly		0.0 reet		1	Heavy Tru	.ks: 86		10.6%	0.74%
	est in Barrier	100 D feet							
Centerline Dist		100 C feet	10	laise S	ource Ele		n feet)		
Barrier Distance		0.0 feet			Autos.	0.000			
Observer Height		5.0 feet			m Trucks	2.287	Mary also also also		
	ed Elevation	0.0 feet		Heat	ry Trucks:	8.008	Grade Adj	usument.	0.0
Ro	ad Elevation:	0.0 feet	i	ane Eq	uivalent L	listance (in feet)		
	Road Grade:	0.0%			Autos:	99.403			
	Left View.	-90.0 degrees		Mediu	m Trucks:	99 314			
	Right View:	90.0 degrees		Heat	ry Trucks.	89.923			
FHWA Noise Min	isi Calculations	:							
Vehicle Type	REWEL	Traffic Flow E	istance	Finite	Pload	Fresne!	Barner Atte	n Ber	m Alten
Aulos	68.46	-3.01	-4.58		-1.20	-4.	7 0.0	60	0.000
Medium Trucks	79 45	-20.25	-4.57		-1.20	-48	0.0	00	0.000
Heavy Trucks.	94.25	-24.2B	-4 57		-1.20	-5.1	re: 0.0	B9	9 990
Unmitiaeted Nois	e Leveis (with	ut Toos and ban	rier atten	ation)					
Vehicle Type	Leg Peak Hou	Leg Day	Leg Ev	ening	Leq N	g/hf	Ldn	C	WEZ.
Autos	59	7 57.6		56.0		50.0	58.8		59.0
Medium Trucks.	59.	4 61.8	3	45.6		44.0	52.5		52.7
Heavy Trucks	54.	3 52.9	}	43.8		45.1	53.4		53.5
Vehicle Noise:	61.	5 59.8	3	58.8		51.9	60.5		80.9
Centerline Dister	ce to Noise Co	ntour (in feet)							
			70 a	BA I	65 dl	3.4	60 dB.4	. 55	dB.4

Scenario: E	xisting				Project i	vame:	Moren	c Valley VV	almart	
Road Name: E	ucalyptus /	Avenua			Job Nu	mbar.	8870			
Road Segment: E	ast of Perr	is Boulevard								
SITE SPE	CIFIC IN	PUT DATA		***********	řě	DISE	MODE	LINPUT	5	**********
Highway Data				Site Cone	iitions (Hard :	10, Se	aft ≈ 15)		
Average Daily Traff.	c (Adl):	6,876 venicles					Autos:	15		
Peak Hour Perc	entage.	10%		Me.	ium Tru	oks (2	Axies).	15		
Peak Hour i	/olume:	888 vehicles		Hea	lly Truc	ks (J+	Axles):	15		
Venicle	Speed:	40 mph		Vehicle #	No.					
Near/Far Lane D.	stance.	12 feat	ŀ		deType		Dav	Eveninal	Night	Dally
Site Data						utos:	77.5%	12.8%	9.8%	87.429
Barrier	Haishr	0.0 feet		Me	dum Tr	ieks:	84.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1		0.0		H	eavy In	ACNS.	86.5%	2.7%	10.8%	0.749
Centerline Dist. to		100.0 feat		Noise Sa			6			
Centerline Dist. to Or	bserver:	100.0 feet		NOIST SO	Autos		.000	161)		
Barrier Distance to Or	server:	0.0 feet		Medium			297			
Observer Height (Abou	re Pad):	5.0 feat			Trucks		.006	Grade Ad	icationnat	0.0
Pad EX	evetion:	0.0 feet							uuu non	0.5
Road El	evation:	0.0 feet		Lane Equ	ivalent	Dista	ce (in	feet)		
Road	Grade:	0.0%			Autos	95	.945			
1.8	fl View:	-90.0 degree:	s	Меаїил	Trucks	- 98	.856			
Rigi	ht View:	90 0 degree	s	Heavy	Trucks	. 98	865			
FHWA Noise Wodel Ca	teulations									
VehicleTyne R	EMEL.	Traffic Flow	Distance	Finite F	hoad	Fres	nel	Barrier Att	en Ber	m Atten
Autos.	66.61	-3.07	-4.5	32	-1.20		-4.77	0.0	100	0.00
Medium Trucks	77.72	-20.30	-4.8	31	-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	62.99	-24.26	-4.6	31	-1.20		-5.16	0.0	100	0.009
Unmitigated Noise Lev	els (with	ut Topo and b	arrier atte	nuationi						
VehicleTyps Leq	Peak How	Leg Day	Leq 8	vening	Legi	light	T	Lán	Ci	VEL.
Autos:	57.	6 5	5 7	54.0		47	8	56 5	5	57
Medium Trucks:	51.		B.1	43.7		42	2	50.8		50.
Heavy Trucks	52.		1.5	42.5		43		52.1		52.
Vehicle Noise	59	2 5	7.9	54.8		50	4	58.5		58

Friday, November 86, 2013

Scenario: Road Name:		Avanue				mber: 887	renc Valley VV '0	allitalit	
Road Segment:	Wast of Per	ris Boulevard							
SITE SE	ECIFIC IN	PUT DATA		~~~~	M C	SISE MOI	DEL INPUT	S	********
Highway Data				Site Co.	nditions (i	dard ≈ 10,	Soft = 15)		
Average Cally I n	offic (Adl):	6.706 vehicle	S			Auto	os: 15		
Peak Hour Pe		10%		Mo	edium Yruc	iko (2 Axle	s). 15		
Peak Hou	r Volume:	871 vehicle	s	146	eavy Truck	s (3+ Axle	s): 15		
Venic	le Speed:	45 mph		Vehicle					
Near/Far Lane	Distance.	24 feat			holeType	Das	v Eveninal	Nigix	Elally
Site Data						itos: 77.			87.42W
		0.0 feet		- 0/	edium Tru			10.3%	
Barrier Type (0-Wat	er Height	0.0 feet 0.0			Heavy Iru			1D 8%	
Centerline Dist		100 0 feat							
Centerline Dist to		100.0 feet		Noise S	aurae Ele				
Barrier Distance to		0.0 feet			Autos:				
Observer Height (Al		5.0 feet			im Trucks:				
	Elevation:	0.0 feet		Hea	vy Trucks	8.006	Grade Ady	justment.	0.0
	Elevation	0.0 feet		Lane Ec	uivalent L	Distance i	in feet)		
Ro	ad Grade	0.0%			Autos:	89.403			
	Left View:	-90.0 degree	es	Medic	ım Trucke	99.314			
F	light View:	90 0 degree	9.5	Hea	vy Trucks:	99 323			
FHWA Noise Wodel	Calculations								
VehicleType	REMEL.	Traffic Flow	Distanc		Road	Fresnel	Barrier Att		rn Alten
Autos	69.48	-3.59		4.58	-1.20	-4.7		100	0.000
Medium Trucks	79.45	-20.92		4.57	-1.20	-4.5		300	0.00
Heavy Trucks:	64.25	-24.88		4.57	-1.20	-5.3	16 0.0	100	0.009
Unmitigated Noise 1	evels (with	ut Topo and	barrier e	tenuation)					
VehicleType 1.				q Evening	Leg N		Ldn		NEL
Autos:	59.		57.1	55.3		493	57 9		58 5
Medium Trucks:	623		51.2	44.8		49.9	61.8		52.8
Heavy Trucks.	69.		52.2	49.1		44,4	52.7		52.9
Vehicle Noise.	80.	8	59.1	55.9		51.3	59.8	3	60.3
Centerline Distance	to Noise Co.	ntour (în feet)						
				70 dBA	65 d8	54	60 dBA	.55	dE.A
			Ldn:	21	45 48		97 104		109

	Existing Cattonwood	Avenue					/ame: Mo mber: 887	reno Vailey 10	Walma	rt
Road Segmen	: VVest of Indi	an Street								
	PECIFIC IN	UT DATA						DEL INPL	TS	
Highway Data					Site Con	ditions (Hard = 10	Soft = 15)		
Average Daily 7	raffic (Adl)	3,720 vehic	les				Aut	os: 15		
Peak Hour F	Percentage:	10%		- 1	Me	dium Trud	iks (2 Axle	s): 15		
Peak Ho	ur Volume:	972 vehic	les	- 1	He	avy Truck	s (3+ Axle	s): 15		
Veh	icle Speed	45 mph		1	Vehicle i	1970				
Near/Far Lan	e Distance:	24 feet		t		ideType	De	y Evenin	oi Nia	M L Darly
Site Data						A)	itos: 77.	5% 12.9	% 9	6% 97.429
Ran	ier Keight:	0.0 feet			Air	edium Tru	c/cs. 84.	6% 4 8	% 10.	3% 1.849
Barner Type (0-Wa		0.0		- 1	. A	leavy Tru	eks: 96.	6% 2.7	6 10.	8% 0.745
Centerline Dis		100.0 feet		- 1						
Centerline Dist. Is	Observer:	100.0 feet		-	Noise Sc		vations (i			
Barrier Distance to	Observer:	0.0 feet				Autos:				
Observer Herahl (A	bove Padl.	5.0 teet		- 1		n Trucks:				ent: 0.0
Par	d Elevation:	0.0 feet			Heav	y Truces.	8 0 0 6	Grade.	40,05m	enc old
Roa	d Elevation:	0.0 feet		Ī	Lane Eq.	uivaiant i	Nistance	in feet)		
R	oad Grade:	0.0%		ſ		Autos:	98.403			
	Left View:	-90.0 degs	ees	- 1	Medius	n Trucks:	99.314			
	Pight View:	90.0 deg	ees		Heav	y Trucks:	99.323			
FHWA Noise Mode				i						
VehicleType		Traffic Flow		stance	Finite		Fresher	Barrier		Berm Atten
Autos:	68.46	-2.0		-4.5		-1.20	-4.		0.000	0.00
Medium Trucks:	79.45	-19.3		-4 (-1.20	-4.1		0.000	0.00
Heavy Trucks	84.25	-23 2		-4.5		-1.20	-6.	16	0 000	0.00
Inmitigated Noise										
	.eq Peak Hour			Leg E	vening	Leq N		Ldn		ONEL
Autos: Mertium Trucks:	60.1 54.4		58.7 52.8		56.8 46.5		50.9 44.9		9.5 3.4	60 63
Heavy Trucks	55.3		53.8		44.8		48 0		3.4 4.4	54
Vehicle Noise:	82.		80.7		57.6		52.9		1.4	61

Friday, Nevernber 08, 2013

			*****	******		*****		n Valley W	*****	*****
	no Existing pe: Cattonwood	Same in				vame: I mber: B		n valley w	aimart	
	ne: Collonwood viz: East of Pem				300 740	muer. c	1010			
		***********	-	~~~~	******		******	***************************************		
	SPECIFIC IN	PUT DATA						L INPUT	s	
Highway Data				Site Car	ditions (
Average Daily		7,668 vehicles	- 1				iutae:	15		
	Percentage:	10%			olium Trui			15		
	dour Volume:	787 vehicles	- 1	He	avy Truct	15 (3+ A	x/es):	15		
	shicle Speed	40 mph	- 1	Vehicle	Allx					
Near/Far La	ane Distance:	12 feet	t	Veh	ideType	- 1	Dav	Evening	stigni	Daily
Site Data							77.5%		9.6%	87 42%
	rrier Keight:	0.0 feet		M	edium Ta		34.6%		10.3%	1.84%
Barrier Type (0-)		0.0 resc			Heavy Tru	10A5:	96.5%	2.7%	10.9%	0.74%
	ist to Barrier.	190.0 feet								
Centerline Dust		100.0 feet		Noise 5	ource Ele			et)		
Barrier Distance		0.0 feet	- 1		Autos.					
Observer Herafit		5 B Neet			m Trucks.					
	ad Elevation	0.0 feet	- 1	Hear	y Trucks.	8.0	06	Grade Ad,	ustment:	0.0
	ad Flevation	0.0 feet	Ì	Lane Eq	ulvaient.	Distanc	e (in :	'eet'		
	Finad Grade:	0.0%	ľ		Autos					
	Left View	-90.0 degrees		Mediu	m Trucks	99.8	156			
	Plati View:	90.0 degrees		Heat	n Trucks	99.8	165			
		00.0 40g-000			,					
FHWA Noise Mod										
VehicleType	REMEL	Traffic From C	listance	Finite	Road	Fresh	0.0	Barrier Alt	en Ben	n Atten
Autos:	86.51	-2.58	-4.6	32	-1.20		4.77	0.0	100	0.000
Medium Trucks:	77.72	-19.83	-4 (11	-1.2D		4.85	8.6	100	0.000
Heavy Trucks	82.98	-23 79	-4.6	31	-1.2D		5.16	9.0	100	0.000
Unmitigated Nois	e Levels (witho	ut Tono and ban	riez atte.	nuation)						
	Lea Peak Hour			venina	Leah	liahi		Ldn	C/	ÆL.
Autos	58.	58.2		54.4		48.4		57.0	; 	57.6
Medium Trucks	52.	1 50 6	3	44.2		42 7		51.1	1	61.4
Heavy Trucks:	53.4	\$ 52.0	1	42.9		44.2		52.5	5	52.7
Vehicle Noise:	80.	58.4		55.1		50.6		59.1		59.5
Centerline Distan	na ta Maias O-	annua (in Lear)								
Contoriale Listen	ca to haise Co	neous (no tento	70	484	85.4	04		o dea	7 25	d8.4
				17071	000	ON.		cz uczn	50	DOM:

Friday, November 98, 2013

Friday, November 08, 201

	io: Existing						no Valley Wa	imarr	
	ne: Atessandro B				Job Nur	nber: 8870			
Fload Segme	nf: West of Hea	cock Street							
SITE	SPECIFIC INP	UT DATA		***************************************			EL INPUTS		
Highway Data				Site Cor	rditions (f	laret ≈ 10.5	oft = 15)		
Average Daily	Traffic (Adt). 27	,312 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Ms	alum Truc	hs (2 Axies)	16		
Peak F	lour Volume: 2	7,731 vehicles		He	avy Trucki	s (3+ Axies)	: 15		
	hicle Speed.	55 mph		Vehicle	Mix				
Near/Fer La	ine Distance:	S3 feet		Vel	ide?yae	Day	Evening	Night	Daity
Site Date					Αυ	las: 77.51	6 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		56	edium Truc	oks: 84.85	6 4.9%	10.3%	1 94%
Barrier Type (0-V		0.0 1001			Heavy Truc	ws: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet		W-7 6		ations (in	F		
Centerline Dist.	to Observer.	100.0 feat	-	morse 2	Autos	0.000	esy		
Barrier Distance	to Observer	0.0 feet		A diameter	m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			m Frucks:	8.008	Grade Adiu	ofmanf:	0.0
2	ad Elevation.	0.0 feet						urrio:n.	0.0
Ro	ad Elevation:	0.0 feet	į	Lane Eq	uivalent D	listance (in	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees		Mediu	m Trucks:	87 214			
	Right View:	90.0 degrees		Hea	vy Trucks.	97.224			
FHWA Naise Mad	ai Calculations								
Vervicie I vice	REWEL	Traffic Flow L	Vistance	Finite	Road	Fresnel	Barrier Afte.	n Ben	m Alten
Aulos	71.70	1.54	-3.7	74	-1.20	-4.77	0.00	0	0.000
Medium Trucks:	82.40	-15.70	-3.7	73	-1.20	-4 88	0.00	10	0.000
Невку Тrueнв.	38.40	-19.65	-3	73	-1.20	-5.16	0.00	s0	0.000
Unmitigated Nois	e Levels (withou	ut Topo and bas	rier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	Evening	Leg Nij	ght	Ldn	Ci	WEZ.
Aistas:	88.4	66.	5	64.7	k	58.7	67.3		67.9
Medium Trucks.	51.8	60.3	3	53.9		52.4	80.8		61.1
Heavy Trucks:	61.8	607	4	51.4		52.6	81.0		81.
Vehicle Noise:	70.0	68.	2	65.2		60.4	68.9		89.4
Centerline Distan	ce to Noise Car	ntour (in feet)							
				σB.A	65 dE		60 dBA		dBA
		Lah	. 1	85	183		394	8	46

Scenario	: Existing					Project I	lame	Morer	o Valley V	∕∤sims	rt	
Road Name	: Alessandr	o Bouteva	rd			Job Nu	mber.	8876				
Road Segmen	f: East of inc	iian Stree	t									
	PECIFIC II	NPUT D	ATA	**********					L INPU	TS		*****
Highway Data					Site Cor	iditions (Hard	= 10, S	ařt = 15)			
Average Daily 1	roffic (Adt).	22,836 v	ehides					Autos				
Peak Hour l	Percentage:	1896			Me	alum Tru	4812	Axies)	15			
Peak Ho	ur Volume:	2,284 v	ehicles		He	avy Truct	s (3+	Axies)	15			
Veh	icle Speed.	65 n	ph		Vehicle	aniv						
Near/Fer Lan	e Distance:	S8 fe	et			iole?vae	-	Dav	Evening	Nia	N D	8WV
Site Data					70.		ifas:	77.59				42%
	rier Heiaht:	0.0	F		54	edium Tri		84.89				94%
		0.0	1001			Heavy Th		86.59				74%
Barrier Type (0-We Centedine Des		100.0									0.00	
Centerline Dist. 6		100.0			Noise S	ource Ele	vatio	ns (in i	6et)			
Ramier Distance for		0.0				Autos.	(0.000				
		5.0			Mediu	m Trucks	2	2.287				
Observer Height (A	uoove ⊬ao): d Elevation	0.0	001		Heat	ry Trucks:	8	890.8	Grade A	ajusin	ent: 0.0	J
	d Elevation. d Flevation	0.0			1 are En	ulvalent i	Mera	nes (in	facti			
	nad Grade:	0.0			Carro Aq	Autos		7.316	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			
,	Left View		i dearees		Mardin	m Trucks:		7 214				
	Foatit View:		de grees de crees			n Trucks.		7.224				
	ragin view.	80.0	negrees		near	y mucho.						
HWA Noise Mode												
VehicleType	REWEL	Traffic I		Distance		Pload	Free	ine!	Barrier A		Berm A	
Aulos	71.7E		C.76	-3.		-1.20		-4.77	-	.000		0.080
Medium Trucks:	82.40		16.47	-3.		-1.20		-4 88		.000		0.000
Heavy Trucks.	98.40	-	20.43	-3	73	-1.20		-5.16	G	.000	5	990
Inmitigated Noise	Leveis (witi	rout Top	and be	rrier atte	nuation)							
VehicleType .	Leg Peak Ho	w Le	q Day	Leq.	Evening	Legh	ig/nf	T	Ldn	7	CNEL.	
Autos:	8	7.6	65	.7	63.6		57	.6	66	.5		67.1
Medium Trucks.	8	1.0	69	.6	69.1		- 61	.6	60	.0		60.0
Heavy Trucks:	6	1.0	59	9.	50.6		51	9.	60	.2		60.3
Vehicle Noise:	6	8.2	67	.4	64.5		58	.6	68	.2		89.6
	e to Maise C	ontour (i	n feet)									
Centerline Distanc												
Centerline Distanc	0 10 11030 0			70	dBA	65 d	8.4		90 dB.4	-	55 dB.4	
Centerline Distano			Lo		75	65 d		1	90 dB.4 349	1	55 dB.4 753	_

Road Name	Scenar	is: Existina					Project	iviame:	Meren	o Valiev VV	almart	***********
STE SPECIFIC INPUT DATA			Soulevard									
	Road Segme	nt: East of Flead	ock Street									
	SITE	SPECIFIC INF	UT DATE	*****			P.	OISE	MODE	INPUT	5	
Peak Hour Percentage		07 2 211 10 777	01 0077			Site Con					*	
Peak Hour Percentage	Average Daily	Leaffic (Adl): 28	904 vehicles						Autos:	15		
Vehicle Mix						Mc.	dium Tre	icks (2)	Axles).	15		
NeuroTrait_Lane Distance	Peak F	lour Volume: 1	,800 vehicles			He	ary Truc	ks (3+ .	4x(es):	15		
Name Track 19 Name N	Ve	nicle Speed:	55 mph		-	Mahiala (Mile					
	Near/Far Le	ne Distance.	9B feat		-				Day	Eveninal	Niots	Daily
Bennar Type (0 1/ma)	Site Data							utos:				
Bernest Paper (4) - Med 1-Bernest 0.0 0 1	5.	mier Mainhe	0.0 foot			N/s	edium Ti	ucks:	64.8%	4.9%		1.64%
Contenting Data Contenting						F	leavy I	WONS.	88.5%	2.7%	10.8%	0.74%
Contenting Data to Conserver 100.0 test Autos: 0.000 Aut						W-1 B						
Marrier Distance to Closerver D.0 free Closerver Polity (February 1994) (February 1994	Centerline Dist.	to Observer:	100.0 feet		-	NOIST SC				161)		
Closerver Holgist (Above Paul) 5.0 feet Holgist Tucker 8.000 Greek Adjustment 0.0 Greek Greek 0.0 Gree	Barrier Distance	to Observer:	0.0 feet			Administra						
Pad & Evendon 0.0 feet	Observer Height (Above Pad):	5.0 feat							Grada Ad	icofmant	0.0
Road Grade 0.59%	P.	ad Elevation:	0.0 feet								uuu non	0.0
Left View	Ro	ad Elevation:	0.0 feet		L	Lane Eq.	uivalem			feat)		
Right View: 80 0 degrees												
			-90.0 dagrees	5								
Vehicle Prop. RESARZ. Transite Files. Defence. Frence. Boundary Boundary Autor. 17.98 1.30 2.74 1.20 4.79 0.000 0.000 Medium Trucks 12.90 1.59 1.73 1.20 4.69 0.000 0.000 Memory Trucks 18.40 1.59 1.27 1.20 4.59 0.000 0.000 Unmittigased Mass Levels (without Topo and Barrier stemustom) Vericle Type Log Peak Mous! Long Evening Leg Evening Leg Evening Leg Evening Leg Evening Leg Evening CNSL Autor 66.2 66.3 66.6 87.1 2.8 66.6 87.1 2.8		Right View:	90 0 degrees	3		Heav	y Trucki	5: 67	224			
Autoa 71.78 1.33 3.74 1.23 4.77 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000												
Medium Trucke:				Ds				Fresi				
Honory Trucks \$8.40 19.87 3.72 1.20 15.66 0.000 0.1												0.000
Unmidigated Noise Levels (without Topo and barrier estendation) Vehicle Type Leg Peac Hour Leg Cwy Leg Evenng Leg Night Lan C.NEL Autor September September												0.000
VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Lan CNEL Autos: 68.2 66.3 64.5 58.5 87.1 8							-1.20		-5.16	0.0	100	0.000
Autos: 68.2 66.3 84.5 58.5 87.1 8									,		,	
					Leg E		Leg		<u></u>			NEL 87.7
Medium (Tucks: 616 bil.) 53.7 52.2 bil.6 t												
Heavy Trucks 81.6 50.2 51.1 52.4 60.7 6												60.8 60.8
												69.2
						49.4		45.4		0 RPA		de A

Friday, November 08, 2013

Scenario	Existina					Project N	ame: Mi	oreno	Valley VV	almart	
	Alessandri	Boulev	and			Job Nur					
Road Segment	: West of Pr	erris Bou	levard								
2 3712	PECIFIC II	VOLLY II	10.78	******	******	www.	19E 550	MEI	INPUT	annonnonnon	*******
Highway Data	, ,	., ., .			Site Co.	nditions (h				*	
Average Oally I	coffic (A-f):	21.080	vahiclas				d)	tos:	15		
Peak Hour P		10%			86	edium Yruc			15		
	uz Volume:	2.196	vehicles			easy Truck			15		
	icle Speed		moh				. ,				
Near/Far Lan		98		-	Vehicle		1 6		r= - 1		
					Vei	појеТуре			Evening	NiglX	Daily
Site Data								7.5%	12 9%	9.8%	4
Đạn	ier Height:	0.0	feet			ledium Truc		19%	4.9%	10.3%	1.643
Barrier Type (0-Wa	II, 1-Bermi:	0.0				Heavy Inx	ons. Bi	3.5%	2.7%	10.8%	0.749
Centerline Dist	to Berner	100.0	feat	ŀ	Noise S	aurce Elev	rations i	in fe	sdi.		
Centerline Dist. to	Observer:	100.0	feet	H		Autos	0.00		· · · · · · · · · · · · · · · · · · ·		
Barrier Distance to	Observer:	0.0	feet		& America (America)	im Trucks	2.29	-			
Observer Height (A	bove Pad):	5.0	feat			vv Trucks	8.00		Grade Ad	iustment	0.0
Pac	d Elevation:	0.0	feet								
	i Elevation:		feet	-	Lane E	guivalent D			ect)		
R	oad Grade:	0.0	%			Autos:	87.31				
	Left View:	-90.0	degrees		Medit	ım Trucks	67.21				
	Right View:	90.0	degrees		Hea	vy Trucks:	67.22	4			
FHWA Noise Wode	Catculation) \$		L							
VehicleType	REMEL.	Traffic	Flow D.	stance	First	Road	Fresne)	1 8	Barrier Att	en Ber	rn Alten
Autos	71.78		0.59	-3.7	4	-1.29	-4	.77	0.0	100	0.00
Medium Trucks	82.40		-16 64	-3.7	3	-1.20	-4	.68	0.0	100	0.00
Heavy Trucks:	86.40		-20.80	-3.7	3	-1.20	-6	16	0.0	100	0.00
Unmitigated Noise	Levels (with	out Top	oo and bani	er etter	uationi						
VehicleType !	eq Peak Ho	ur L	eq Day	Leg E	vening	Leg Ni	ght		Ldin		NEL
Autos:	6.	7.4	85.5		83 6		57.7		86 3	3	86
Medium Trucks:	61	9.0	59.9		53.0	ı	51.4		59.1	3	60.
Heavy Trucks	61	3.9	59.4		50.4		51.7		0.06)	60.
Vehicle Noise.	69	3.0	67.3		64.3		59.4		68.0		68
Centerline Distance	to Noise C	antaur (in feet)								
					始4	65 dE			dEA		dE:A
			£dn:		3	158			340		34
			CMH:		9	170			386		89

Road Nan	io Existing se: Alessandro					Project N Job Nu			n Vailey W	almart	
Road Segme	nt: YVest of Ind	ian Street									
	SPECIFIC IN	PUT DATA							LINPUT	S	
Highway Data					ite Con	ditions (
Average Daily	Traffic (Adl): 2	3,424 vehicles						iutas:	15		
Peak Hour	Percentage:	10%				clium Truc			15		
Peak h	laur Valume:	2,342 vehicles			He	avy Truck	s (3+ A	xles):	15		
Ve	hide Speed	55 mph		-	atricte :	N/V					
Near/Far La	ne Distance:	98 feet		H		icleType	-	Ow	Evening	Strate	Daily
Site Data				-+-			itos:	77.5%		9 636	97.42%
Pa.	rrier Keight:	0.0 feet			An.	edium Tru	clas.	84.6%		10.3%	1.84%
Barner Type (0-W		0.0				leavy Tru	eks:	96.6%	2.7%	10.9%	0.74%
Centerline Di		100.0 feet		-							
Centerline Dust		100.0 feet		1	loise Se	ource Ele			ret)		
Barrier Distance		II G feet				Autos:		100			
Observer Herafit i	Atrove Pacifi	5.0 beet				m Trucks:		97			
	ad Fleuation	0.0 feet			Heav	y Truces.	80	106	Grade Ad,	ustment	0.0
Ro	ad Elevation	0.0 feet		1	ane Eg	uivaient i	Vistanc	e (in	feet)		
	Froad Grade:	0.0%		-		Autos:	87.3	318			
	Left View:	-80.0 dearee	S		Mediu	m Trucks:	87.3	214			
	Right View:	90.0 degree	s		Heat	y Trucks:	87.1	224			
FHWA Noise Mod	el Calculations	s									
VehicleType	REMEL	Traffic Flow	Dist a			Road	Fresh		Barrier 4tt		m Atten
Autos:	71.76	0.67		-3.74		-1.20		4.77		100	0.000
Medium Trucks:	82.40	-18.36		-3.73	1	-1.20		4.89	0.0	100	0.000
Heavy Trucks	86.40	-20 32		-3.73	1	-1.20		-5.18	0.0	100	0.000
Unmitigated Nois											
	Leg Peak Hou			eq Ev	ening	Leg N			Ldn		VET.
Autos	67.		5.8		64.1		58.0		68.6		67.2
Medium Trucks	61.		9.5		53 2		517		69.3		68.6
Heavy Trucks:	61.		9.7		50.7		51.9		60.3		60.4
Vehicle Noise:	89.	.3 (7.5		84.6		59.7		.69	į	6G.7
Centerline Distan	ce to Naise Co	ntour (in feet)	,								
			- 1	70 a	BA	85 d	BΑ		00 dBA	55	dBA

Friday, Nevernber 08, 2013

		//X:33			38833	22000		555E			
Snena	nio: Existina	•••••				Project	Name	Moreo	o Vsilev M	(almoart	
	ne: Alessandro	Soulevard					umber		t 0110y 11		- 1
Road Segme	vii: East of Per	ris Beulavard									
	SPECIFIC IN	PUT DATA		******	*******				L INPUT	S	**********
Highway Data				8	ite Car	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Act):	18,090 vehicle	s					Autos	15		
Peak Hou	Percentage:	10%			Me	edium Ta	icks (2	Anles):	15		- 1
Peak I	lour Volume:	1,800 vehicle	S		He	avy Truc	ks (3+	Axles):	15		
Ve	shiole Speed:	55 mph		V	ahiata	287					
Near/Far La	ane Distance:	36 feet		F.		icleType	- 1	Osv	Evening	Shari	Daily
Site Data							lutos:	77.5%		9 636	87 42%
0.	rrier Keight:	0.0 feet			M	edium Tr	ucks.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-V		0.0 1000				Heavy Tr	ucks:	86.6%	2.7%	10.8%	0.74%
	int to Barrier	100.0 feet									
Centerline Dust		100.0 feet		A	oise S	ource Ei			9 0t)		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Height		5 0 test				m Truck		2.297			
	ad Elevation	0.0 feet			Hear	у Тгискі	s. S	3 0 0 6	Grade Ad	ustment	0.0
Ro	ad Elevation:	0.0 feet		I.	ane Eg	ulvaient	Disto	nce (in	feet)		
	Fload Grade:	0.0%				Autos	: 98	3.494			
	Left View:	-90.0 deare	es		Mediu	т Тписка	s: 9f	3.404			
	Rigiti View:	90.0 degre	ēS		Hear	ry Trucki	g: 98	3,413			
FHWA Noise Mod	let Calculation	3									
VehicleType	REMEL	Traffic Frow	0	istance	Finite	Road	Fres	steer	Barrier Alt	en Ber	m Atten
Autos	71.78	-0.27		-4.52		-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	-17.51		-4.51		-1.20		-4.85	9.0	300	0.000
Heavy Trucks	86.40	-21 48		-4.51		-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	iation)						
VehicleType	Leg Peak Ho	ur Leg Daj		Leg Ev	ening	Leq.			Ldn		VEIL
Autos	65		63.8		62.1		58		64.		65.3
Medium Trucks	59		57.7		51.3		49		68.		68.5
Heavy Trucks:			57.0		40.0		50		58.4	4	59.5
Vehicle Noise:	87	.4	85.6		82.7		57	.8	66.	3	8.63
Centerline Distan	ce to Naise C	ontour (in fee:	þ	,		,				·	
				70 d		85:			50 dBA		dBA
			Edo:	57		10	23		264	- 6	70

Friday, November 69, 2013
Friday, November 69, 2013

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iday, Nevernber 08, 2013

	rio: Existing						ime: Morer	to Valley V	simarr	
Road Nan	ne: Cactus Ave	กนอ				Job Murr	ber: 8870			
Road Segme	inf: West of I-2	15 Freev	MS/							
	SPECIFIC IN	a TUS	ATA				SE MODE		S	
Highway Data					Site Co.	nditions (H	ard $= 10.3$	ořt = 15)		
Average Daily	Traffic (Adt). 1	2,578 v	vehicles				Autos	15		
Peak Hour	Percentage:	10%	,		5/5	ealurn Truck	s (2 Axies)	15		
Peak F	lour Volume:	1,258 \	vehicles		H	eavy Trucks	(3+ Axies)	15		
	etricle Speed.	55 r	nph	1	Vehicle	Miv				
Near/Fer La	ine Distance:	36 f	eet	1		hideTvae	Day	l Eisenina	Night	Daily
Site Date						Auf			9.6%	97.42%
D-	rrier Heiaht:	0.0	feet		S	ledium Truc	As: 94.89	6 4.9%	10.3%	1.94%
Barrier Type (0-V		0.0				Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0	feet							
Centertine Dist		100.0		į	Maise S	ource Elev		est		
Barrier Distance	to Observer	0.0	feet			Autos.	0.000			
Observer Height	(Above Padi:	5.0	feet			m Trucks	2.287	Grade Ad		
2	ad Elevation.	0.0	feat		Hea	vy Trucks:	6.008	Grade Aq	ustrien.	0.0
Ro	ed Elevation:	0.0	feet	ì	Lane E	guivalent Di	stance (in	feet)		
	Road Grade:	0.09	6	i		Autos:	98.494			
	Left View.	-90.0	degrees		Media	ım Trucks:	98 404			
	Right View:	90.0	degrees		Hea	vy Trucks.	98.413			
FHWA Naise Mad										
Verlicie Type	REMEL	Traffic		stance			Fresnel	Berner Alt		m Alten
Aulos	71.78		-1.83	-4.5		-1.20	-4.77		000	0.000
Medium Trucks:	82.40		-19.07	-4.5		-1 20	-4 88		900	0.000
Неаку Ілиска.	36.40		-23.02	-4 5	51	-1.20	-5.16	6.0	300	0.000
Unmitigated Nois	e Levels (with	out Top	c and barr	er atte	nuation)					
Versicle Type	Leg Peak Hou		eq Dəy	Leg E	Vening	Leg Nig		Ldn		WEZ.
Aikas:	84		62.3		60.6		54.5	63.1		63.7
Medium Trucks.	57.		58.1		49.8		46.2	56.		56.5
Heavy Trucks:	57.		58.2		47.3	?	48.5	56.8	3	56.9
Vehicle Noise:	65	8	64.1		61.1		56.2	64.6)	85.3
Centerline Distan	ce to Noise Co	ntour (in feet)							
					σΒA	65 dB.	Δ.	60 dBA		dB.A
			Lan.		15	97		206		46
			CMF7 :		48	164		99a	.0	82

Finday, November 69, 2013

Scenario: Existing								Valley W	simsrt	
Road Name: Cactus					Job Nu	mber: 8	870			
Fload Segment: West of	Elsworth 3	Street								
SITE SPECIFIC	INPUT	BATA						LINPUT	8	
Highway Data			8	ite Cor	nditions (Hard = 1	0. Sc	itt = 15)		
Average Daily Traffic (Adl	34,092	vehicles				A	utos:	15		
Peak Hour Percenteg	e: 109	6		Me	ealurn Trui	chs (2 A)	ues):	16		
Peak Hour Volum	e: 3,469	vehicles		He	eavy Truct	is (3+ A)	des):	15		
Vehicle Spea	4. 65	roph	- 5	/e hic is	60iv					
Near/Far Lane Distanc	9: 36	feet	F.		ideTvae	1.7)av	Evening	Night	Daire
Site Data				****			7 5%		9.6%	97.42%
Barrier Heigh		feet		56	edium Tri.		4.8%		10.3%	1 84%
Barrier Type (0-Wall, 1-Bern					Heavy Tr.		6.5%		10.8%	0.74%
Centedine first to Serrie			ļ.,							
Centerline Dist. to Observe				loise S	ource Ele			197)		
Barrier Distance to Observe		feet			Autos.					
Observer Height (Above Pag		feet			im Trucks			Grade Ad		0.0
Pad Elevatio		feet		Hea	vy Trucks:	8.0	156	Grade Adj	usunen.	0.0
Road Elevatio	v 0.0	feet	1	ane Eq	uivalent i	Distanc	s (in i	leet)		
Road Grad	s: 0.0	%			Autos	98.4	94			
Left View	v90.0	degrees		Mediu	m Trucks:	98.4	04			
Right Vies	v: 90.0	degrees		Hea	vy Trucks.	98.4	13			
HWA Noise Model Calcula										
VehicleType REMEL	Traffic		Distance		- Pload	Fresne		Barner Att		n Alten
	.78	2.50	-4.52		-1.20		4.77	0.0		0.000
	40	-14.73	-4.51		-1 20		4 88	0.0		0.000
		-16.69	-4 61		-1.20		5.16	6.0	150	0.000
Unmitigated Noise Levels (v					,				,	
VehicleType Leq Peak Autos	88.6	eq Day 88	Leg Ev	ening 64.9	Legh	58.B		Ldn 67.5		VEZ. 68.1
Medium Loucus	82.0	68		64.9		62.6		67.0		61.1
Heavy Trucks	62.0	60		51.5		52.0 52.8		81.1		81.3
Vehicle Noise:	79.1	68		65.4		80.6		69.1		89.6
Centerline Distance to Hoise	Contour	(in feet)								
			T 70 c	(BA	65 d	8.4	6	0 d8.4	5.5	d8.4

Scenario:	Existing					Project is	iame:	Moren	c Valley VV	almart	
Road Name:	Cactus Aveni	16				Job Nu	mbar.	8970			
Road Segment:	i-215 SB Ran	aps to i-215 NE	B Fita	mps							
SITE SP	ECIFIC INP	UT DATA		******	***************************************	Per	SISE I	MODE	LINPUT	5	
Highway Data					Site Con	ditions (i	Haroi a	10, 50	xft ≈ 15)		
Average Daily Tra	offic (Adl): 22	548 vehicles						Autos:	15		
Peak Hour Pe	rcentaga.	10%			Me	Sum True	ks (2)	Axies).	15		
Peak Hou	r Volume: 2	255 vehicles			Hei	ary Truck	s (3+ .	4x(es):	15		
Venic	le Speed:	55 mph		-	Vehicle f	Nie					
Near/Far Lane	Distance.	36 feat		-		deType	\neg	Day	Evening	Niglá	Dally
Site Data						Ai.	itos:	77.5%	12.9%	9.8%	87.42%
Flarrie	er Height:	0.0 feet			Nic	dum Tru	eks:	64.9%	4.9%	10.3%	1.64%
Bernier Type (0-Wall)	1-Bermi:	0.0			t t	leavy Iru	CNS.	88.5%	2.7%	10.8%	0.74%
Centerline Dist.	to Berner	100.0 feat		+	Noise Sc	570		- 7-8			
Centerline Dist. to	Observer:	100.0 feet		-	NOIST SE	Autos:		0.00			
Barrier Distance to	Observer:	0.0 feet			& Appetition	насы: п Такжы		297			
Observer Height (Ab	ove Pad):	5.0 feat				v Trucks			Grade Ad	iustment	0.0
	Elevation:	0.0 feet									
	Elevation:	C O feet		L	Lane Equ				feat)		
	ad Grade:	0.0%				Autos:		494			
		-90.0 degrees				n Trucks		404			
R	ight View:	90 0 degrees			Heav	y Trucks:	58	413			
FHWA Noise Wodel		rothic Flow			1 21 5	o		. ,	2		46
	REMEL)	ratne How [0.71	LAS	ance -4.5		Road	Fresi	-4.77	Barrier Att	en Ber 100	m Atten 0.000
Autos Medium Trucks:	71.78 B2.40	-16.53		-4.5 -4.5		-1.20 -1.20		-4.77 -4.58		100	0.000
Heavy Trucks	62.40 68.40	-20 49		-4.0		-1.20		-5.16		100	0.000
,						-1.20		-0.70	0.0		0.000
Unmitigated Noise L Vehicle Type Le					nuationi vening	Lea N	Gradual .		l do		NE)
Autos:	66.8		1 9	coqc	83 I	700 4 77	57		85		86.3
Medium Trucks	60.2	-	3.7		52.3		50.		59.3		59.4
Heavy Trucks	60.2		8.8		49.7		51.0)	59.3	3	59.5
Vehicle Noise.	69.3		.6		63.6		50.		67.3		67.8
Centerline Distance	to Noise Con	tour (în feet)									
				70	494	65 d	9.4	1 6	0 dBA	55	de A

Friday, November 08, 2013

Scenario: Existina			Project Nan	se: Moren	e Valley W	almart	
Road Name: Cactus Avenue			Job Numb			annon c	
Road Segment: East of Elsworth Street							
SITE SPECIFIC INPUT DATA	e	***************************************	1000	E MARK	LINPUTS	***************************************	
Highway Data		Site Cor	iditions (Ha				
Average Oally Traffic (Adl): 30,420 vetil	clas			Autos			
Peak Hour Percentage. 10%	cic s	Mo	dium Trucks				
Peak Hour Volume: 3.042 vehi	cles		anv Trucks (
Vehicle Speed: 55 mats							
Near/Far Lane Dislance 98 feet		Vehicle		1 0			A
Site Oata		ver	uoleType Auto	Day 77.5%	Evening	Night	Dolly 87 4 2%
			Auto: ledium Truck			10.3%	1.64%
Barrier Height: 0.0 fee	t		eaum rruck Heavy Truck			10.3% 10.8%	0.74%
Barrier Type (0-Wall, 1-Berm): 0.0		- 1 .	neary mach	5. 60.07	2.176	10.098	G.7459
Centerline Dist. to Berner 100.0 fee		Noise S	ource Eleva	tions (in f	e <i>et)</i>		
Centerline Dist. to Observer: 100.0 fee:	•		Autos:	0.000			
Barrier Distance to Observer: 0.0 fee Observer Height (Above Pad): 5.0 fee		Mediu	m Trucks:	2 297			
Pad Elevation: 0.0 fee:		Hea	vy Trucks	8.006	Grade Adj	ustment.	0.0
Road Elevation: 0.0 fee		Lame Fo	uivalent Dis	tance fin	(oat)		
Road Grade: 0.0%	:	2000	Autos:	87.316			
Left View: -90.0 dec	waar	Mediu	m Trucks	87.214			
Right View: 90.0 dec			vy Trucks:	67 224			
FHWA Noise Model Calculations VehicleType REMEL Traffic Flor	w i Dude		Road F	resnel :	Barrier Alle		m Atten
	N District	-3.74	-1 20	-4 77	Barner Atte		n Atten
Medium Trucks: 82.40 -15		-3.73	-1.20	-4.59	0.0		0.000
Heavy Trucks: 88.40 -19.		-3.73	-1.20	-5.16	0.0		0.000
Unmitigated Noise Levels (without Topo at VehicleType Leq Peak Hour Leq L		eaenaauon; .ea Evenina	Leg Nigt	<i>3</i>	Ldn		UF7
Autos 68.8	87.0	85 2		59.1	87.9		88
Medium Trucks: 82.2	60.7	54.4		52.8	61.9		61.6
Heavy Trucks 82.3	60.9	51.8		53.1	61.4		61.5
Vehicle Noise. 70.4	89.7	85.7		60.8	69.4		69.5
Centerline Distance to Noise Contour (in fi	ne fi						
		70 dBA	65 dEA		50 dEA	.55	dE:A
	Ldn: CNEL:	81 98	196 211		429 455		12 81

Road Nan	nio Existing ne: Cactus Ave vol: East of I-2						eme: Morei der: 8870	no Valley W	'almart	
	SPECIFIC IN	IPUT DATA						LINPUT	S	
Highway Data					Site Con	ditions (H				
Average Daily			5				Autos			
	Percentage:	10%				etium Truck				
Peak h	laur Valume:	3,484 vehicle	31		He	avy Trucks	(3+ Axles)	15		
Ve	thicle Speed:	55 mph		-	Vahiate	3.97				
Near/Far La	ine Distance:	36 feet		H		icleType	Dev	Evenino	Night	Darly
Site Data				+		Aut	os: 77.59	6 12.9%	9 6%	97 42%
Ba.	rrier Keight:	0.0 feet			An	edium Truc	As. 84.69	4 9%	10.3%	1.84%
Barrier Type (0-W		0.0			- 1	Heavy Truc	As: 86.61	6 2.7%	10.9%	0.74%
Centerline Di	ist to Barrier.	100.0 feet		-		ource Elev		· A		
Centerline Dist.	to Observer:	100.0 feet		H	Motse 34	Autos:	0.000	aeti		
Barrier Distance	to Observer.	0.0 feet				m Trucks:	2.297			
Observer Height ((Above Pad).	5.9 teet				т тиска: м Тгиска:	8.006	Grade Ad	iu atanomi:	0.0
Pi	ad Elevation:	0.0 feet							G SUTTES AL	0.0
Ro	ad Elevation:	0.0 feet		Γ.	Lane Eg	uivaient D	istance (in	feet)		
	Road Grade:	0.0%				Autos:	98.494			
	Left View:	-90.0 degre	es		Mediu	m Trucks:	98.404			
	Right View:	90.0 degre	es		Heat	y Trucks:	98.413			
FHWA Noise Mod	et Calculation	· · · · · · · · · · · · · · · · · · ·								
VehicleType	REMEL	Traffic Frow	Oi-	stance	Finite	Road	Fresher	Barrier Att	en Ber	m Atten
Autos:	71.76	2.67		-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	92.40			-4.5	1	-1.20	-4.89	0.0	100	0.000
Heavy Trucks	86.40	-18 62		-4.5	1	-1.20	-5.18	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	uation)					
Vehicle Type	Leg Peak Ho	ur Leg Da	y	Leg E	vening	Leg Nk		Ldn		WEIL
Autos	68		66.7		65.0		58.8	67.		68.1
Medium Trucks	82		89.5		54.2		526	61.	l .	61.3
Heavy Trucks:	62		80.6		51.6		52.9	61.		61.3
Vehicle Noise:	70	1.2	88.5		85.5		60.6	. 69	2	69.7
Centeriine Distan	ce to Naise C	ontour (in fee	t)							
			П		d8A	65 dB	A	60 dBA		dBA
			Edn:	8	8	130		409	8	81

Friday, Nevernber 08, 2013

		72797777787759777	20000			-	correct	272791988			
_			***	******	(W)	******	*****	*****	a Valley M	*****	******
	nor Existing ner Cactus Ave	io no						Moren 8870	a valley in	raimart	
	ne: Cactus Ave					300 74	unwer.	0670			
	*********		*****				0000000		~~~~~		************************
Highway Data	SPECIFIC IN	PUT DATA		-		N nditions			L INPUT	s	
				- 0	ne Car	namons	mana				
Average Daily		29,588 vehicle	S	- 1				Autos	15		1
	Percentage:	10%				edium Ta					
	lour Volume:	2,951 vehicle	S		He	avy Truc	748 (3+	Axles):	15		1
	thicle Speed	55 mph		V	ohicto	Mix					
Near/Far La	ine Distance:	98 feet			Ver	iideTvoe	T	Oev	Evening	filight	Daw
Site Data							lutos:	77.5%	12.8%	9 536	87.42%
Pa.	rrier Kelaht:	0.0 feet			M	ledium Tr	ucks.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-V		0.0 (69)				Heavy Tr	UOAS:	86.5%	2.7%	10.9%	0.74%
Centerline Di		100.0 feet									
Centerline Dust		100.0 feet		N	oise 5	ource El	evatio	ns (in f	set)		
Barrier Distance		0.0 feet				Autos		0.000			1
Observer Height		5.0 teet			Mediu	ип Тписк	: 2	2.297			- 1
	ad Elevation:	0.0 feet			Hear	чу Тгискі	s. S	900	Grade Ad	ijustment	0.0
	ad Elevation ad Flevation	0.0 feet		- 17	ana Eo	ulvalent	Clieta	nce (in	faat		
	au zrevanon. Foad Grade:	0.0 teet		-	unc en	Autor		318			
	Froatt Gradet Left View:				14-20-	мисо. т Тпискі		7.214			- 1
		-90.0 degre				un i rucia vv Trucia		7.224			- 1
	Right View:	90.0 dagre	ēS		mean	ey ir uck	i. 0.	.2.24			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	0	istance	Finite	Road	Fred	11001	Barrier Alt	en Ber	m Atten
Autos:	71.79	1.68		-3.74		-1.20		-4.77	9.	300	0.000
Medium Trucks:	82.40	-15.36		-3.73		-1.2B		-4.85	0.0	300	0.000
Heavy Trucks	86.40	-19.32		-3.73		-1.2D		-5.16	9 :	300	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier attenu	iation)						
VehicleType	Leg Peak Hou	ir Leg Day	7	Leg Eve	ening	Leg.	Nighi		Ldn	C	VEIL
Autos	68	.7	68.8		65.1	,	58	.0	67.	6	68.2
Medium Trucks	62	.1	80 8		54.2		52	?	61.	2	61.4
Heavy Trucks:	62	.2	80.7		51.7		52	.9	61.	3	61.4
Vehicle Noise:	70	.3	88.5		85.6		69	.7	69.	3	69.7
Centerline Distan	ce to Naise Co	ontour (in feet	j								
				70 d8		85:			50 dBA		dBA
			Lan:	88		11	32		415	8	193

Friday, November 08, 2013

Friday, Neverabe: 08, 2813

	rio: Existing						o Valley V	simarr	
Road Nan	ne: Cactus Aver	ua su			Job Murr	ber: 8876			
Road Segme	nf: East of Fred	erick Street							
	SPECIFIC IN	UT DATA					L INPUT	S	
Highway Data				Site Co	nditions (H	ard $= 10.3$	oft = 15)		
Average Daily	Traffic (Adt). 3:	2,544 vehicles				Autos	15		
Peak Hour	Percentage:	19%		5/6	ealum Truck	s (2 Axies)	15		
Peak F	lour Volume: :	3,254 vehicles		H	eavy Trucks	(3+ Axies)	15		
Ve	rhicle Speed.	65 mph	į	Vehicle	Stiv				
Near/Fer La	ine Distance:	S8 feet	1		hideTvae	Day	Evenina	Night :	Daity
Site Date					Auf			9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		5	Redium Truc	ks: 84.89	4.9%	10.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	2.7%	10.8%	0.74%
Centerline Di		100.0 feet							
Centertine Dist.		100.0 feat	-	floise 2	ource Elev		enti		
Barrier Distance	to Observer	0.0 feet			Autos. um Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet					Grade Ad	i ratumant	0.0
	ad Elevation.	0.0 feet		HER	ny Trucks:	6.008	Graue Au	wan ien.	0.0
Ro	ed Elevation:	0.0 feet	- 1	Lane E	quivalent Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees		Medi	ım Trucks:	87 214			
	Right View:	90.0 degrees		Hee	ny Trucks.	87.224			
FHWA Noise Mad	lei Calculations		i						
Verlide Type			stance			Fresnel	Berner Att		nı Alten
Aulos:	71.78	2.00	-3.7		-1.20	-4.77		000	0.000
Medium Trucks:	82 40	-14,94	-3.		-1 20	-4 88		000	0.000
Невгу Тruсна.	98.40	-16.88	-3	13	-1.20	-5.16	0.0	000	9 900
Unmitigated Nois	e Levels (witho	ut Topo and barri	er atte	nuation					
VehicleType	Leg Peak Hour	Leg Day	Legi	Vening	Leg Nig	iht	Ldn	Ci	WEZ.
Aufas:	89	67.2		65.	5	59.4	68.1		68.7
Medium Trucks.	62.8			54.		53.1	61.8		61.8
Heavy Trucks:	62.8			52.		53.4	81.3		81.8
Vehicle Noise:	70.	69.0		66.	3	61.1	68.7	7	70.3
Centerline Distan	ce to Noise Co	ntour (in feet)							
				dB.A	65 dB.	Δ.	SO dBA		ав.А
		Loh).		15	205		443		54
		CMF7 :		0.2	221		478		128

Finday, November 69, 2013

Scenario: E	Existing					Project N	ame: Mon	eno Valley Vi	simart	
Road Name: (Cactus Av	enue				Job Mur	nber: 8871	3		
Fload Segment: \	Mest of Hi	accck Strai	et							
	ECIFIC II	APUT BAT	A					EL INPUT	S	
Highway Data				S	ite Cor	iditions (f	iard = 10,	Saft = 15)		
Average Daily Trof	Fic (Adt).	26,112 veh	clas				Auto	s: 15		
Peak Hour Pen	centage:	10%			Me	alum Truc	hs (2 Axie)	s): 16		
Peak Hour	Volume:	2,611 veh	cies		Re	avy Truck	s (3+ Axie:	s): 15		
Vehicle	e Speed.	65 mpt		1	etric is	noise				
Near/Far Lane D	Distance:	98 feet		F.		ideTvae	Day	Eisening	Night	Daire
Site Data					V (22)		tos: 77 i		9.6%	97.42%
					0.0	edium Tria			10.3%	1 94%
	Height:	0.0 fee	ış.			Heavy Tru			10.6%	0.74%
Barrier Type (0-Wall, Centerline Dist. to		100 P fee		ļ.,					10.070	0.1111
Centerline Dist. In C		100.0 fee		to	aise S	ounce Ele	rations (in	feet)		
Barrier Distance to C		0.0 fee				Autos.	0.000			
Observer Height (Abo		5.0 fee			Mediu	m Trucks:	2.287			
	Revation	0.0 fee			Heat	ry Trucks:	8.008	Grade Ad	justment.	0.0
	levation:	0.0 fee		- 17	ene Fo	sivelent f	listance (i	n feeti		
	d Grade	0.0%		F	m-77- 74-69	Autos:	87.316			
	eft View	-90.0 de	arae c		Mediu	m Trucks:	87 214			
-	att View:	90.0 de				rv Trucks.	87.224			
		00.0 00	310-00			,				
FHWA Noise Model C										
	REWEL	Traffic Flo		fstance	Finite	Pload	Fresne!	Barrier Att		n Alten
Aulos	71.78		35	-3.74		-1.20	-4.7		000	0.000
Medium Trucks:	82 40			-3.73		-1 20	-48		900	9.900
Heavy Trucks.	96.40	-19	85	-3 73		-1.20	-5.1	6 6.1	000	9 9 9 0
Unmitigated Noise Le	veis (with	out Tops a	nd ban	rier attenu	ation)					
VehicleType Led	Peak Ho	w Leg.	Эау	Leg Ev	ening	Leg Ni	g/sf	Ldn	C	WEZ.
Autos:	8	3.2	68.3		64.5		58.5	67.		67.7
Medium Trucks.	81	1.6	60.1		69.7		62.2	60.0		60.9
Heavy Trucks:	6	.8	60.2		51.2		52.4	6C.)	6C.S
Vehicle Noise:	69	3.B	68.0		65.1		80.2	.88	7	89.2
Centerline Distance to	Noise C	ontour (in t	ees)							
				70 d	3.4	65 df	3.4	60 dB.4	55	dB.4

Scenario									c Valley W	almart	
	Cactus Ave					Job Nu	imbar.	8970			
Road Segment.	: West of Ora	ham S	treet					~~~~			
	PECIFIC IN	PUTD	ATA						L INPUT	5	
Highway Data					Site Cor	iditions (riard :	10,50	aft ≈ 15)		
Average Oally Tr	raffic (Adl): 3	1,536 1	venicles					Autos:	15		
Peak Hour P	ercentaga.	10%	6		Nic	dium Tru	aks (2	Axies).	15		
Peak Hot	ur Volume	3,154 1	vehicles		He	евку Тлисі	ks (J+	Axles):	15		
Veni	icle Speed:	55 (mph		Vehicle	Mir					
Near/Far Lans	Distance.	98 1	feat			poleType		Day	Evening	Niglá	Dally
Site Data						A.	utos:	77.5%			87.42%
Flarm	er Height:	0.0	feet		0.6	edum Tre	ueks:	84.9%	4.9%	10.3%	1.64%
Barrier Type (0-We-		0.0			,	Heavy In	IACNS.	86.5%	2.7%	10.8%	0.74%
Centertine Dist		100.0				gurge Ele					
Centerline Dist. to	Observer:	100.0			Noise S			.000	eon,		
Barrier Distance to	Observer:	0.0	feat		A decesion	Autos m Trucks		297			
Observer Height (A.	bove Fad):	5.0	fest			m i rucks w Trucks			Grade Ad	ivetenne	0.0
Pac	Elevation:	0.0	feet							wan nem.	0.0
Road	Elevation:	0.0	feet		Lans Eq	uivalent	Distar	ce (in	feet)		
Ro	oad Grade	0.05	%			Autos	: 87	.316			
	Left View:	-90.0	degree:	s	Mediu	m Trucks	- 87	.214			
1	Right View:	90.0	degree	S	Hear	vy Trucks	: 67	224			
HWA Noise Model	Catculation										
VehicleTyne	REMEL	Traffic		Distance		Road	Fres		Barrier Att		
Autos	71.78		2.17	-3		-1.20		-4.77		000	0.000
Medium Trucks	82.40		- 15 97		.73	-1.20		-4.58		100	0.000
Heavy Trucks:	66,40		-19.03		.73	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise :											
	eg Peak Hou		ед Бау		Evening				Lán		MEL
Autos:	68	-	-	7.1	65.3		59		87		88 5
Medium Trucks:	62.			0.9	54.5		53.		61.		91.3
Heavy Trucks.	62			1.0	52.0		53.		61.		61.7
Vehicle Noise.	70.	.6	6	0.9	65.9		61.	9	69.	3	70.0

Friday, November 86, 2013

Scenar	io: Existina					Project	vame:	Moren	ic Valley VV	almart	
	ne: Cactus Ave	nue					mber				
Road Segme	nt: East of Fla:	scock Street									
	SPECIFIC IN	PUT DATA	www		**********				LINPUT	}	*******
Highway Data				S	ite Cone	sitions (Hard ≃	10, 5	oft = 15)		
Average Oally	Lraffic (Adl):	15,936 vehicles						Autos:			
	Percentage.	10%				lium Tru					
		1,594 vehicles			Hes	ну Тгис	ks (J+ A	lx(es):	15		
	mide Speed:	55 mph		V	ehicle #	Six					
Near/Far La	ne Distance.	36 feat			Vehic	deType		Day	Evening	Nigix	Daily
Site Data						A	utos:	77.5%	12.9%	9.8%	87.42%
Đа	rrier Height:	0.0 feet			0,90	dium Yn	ucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-V		0.0			Н	eavy In	WW.	88.5%	5 2.7%	10.8%	0.74%
Centerline Di	ist to Bemer	100.0 feat			oise Sa	57		- /			
Centerline Dist.	to Observer:	100.0 feet		-74	0128 20	Autos		100 m	001)		
Barrier Distance	to Observer:	0.0 feet			2.4m-dium	ников Такжя		297			
Observer Height	(Above Pad):	5.0 fest				r Trucks		106	Grade Adi	ustment	0.0
	ad Elevation:	0.0 feet									
	ad Elevation:	0.0 feet		L	ane Equ				feet)		
	Road Grade	0.0%				Autos					
		-90.0 dagrea				:Trucks					
	Right View:	90 0 degree	S		Heavy	Trucks	: 98	413			
FHWA Noise Woo											
VehicleType	REMEL.	Traffic Flow	Dsi	ance	Finite I		Fresn		Barrier Atts		n Atten
Autos	71.78	-0.80		-4.52		-1.20		-4.77	0.0		0.000
Medium Trucks	82.40			-4.51		-1.20		-4.58			0.00
Heavy Trucks:	66.40	-21.99		-4.51		-1.20		-5.16	0.0	UB	0.000
Unmitigated Nois				r ettenu	ation)						
VehicleType				Leg Ev		Legi			Lán		ŒĹ
Autos:	65		33.4		81.6		55 €		84.2		84 :
Medium Trucks:	68		57.1		50.8		49.5		67.7		57.8
Heavy Trucks	50		7.3		46.2		49.5		57.8		59.0
Vehicle Noise.	66	.8 6	35.1		62.1		57.3	3	65.8		68.3
Centerline Distan	ce to Noise Co	antour (în feet)									
				70 di		650			60 dBA		d5A
			.dn:	53		11	3 -		244	5	25
		CA		59		12			282		85

	no Existing								n Valley W	almart	
	ne: Cactus Ave					Job No	mber:	8870			
Road Segme	vx: East of Cra	ham Street									
	SPECIFIC IN	PUT DATA							LINPUT	S	
Highway Data					Site Con	ditions					
Average Daily		26,232 vehocie	5					Autos:	15		
	Percentage:	10%		- 1		olum Tru			15		
		2,623 vehicle	s	- 1	He	avy Truc	ks (3+ ,	4xies):	15		
	thicle Speed	55 mph		1	Vehicle i	Mix					
Neav/Far La	ine Distance:	98 feet		ı	Ven	icleType		Day	Evening	Stight	Daily
Site Data						A	utos:	77.5%	12.9%	9 636	97 4 2%
Ba	rrier Keight:	0.0 feet			An	edium Tr	uclas.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0				leavy 7s	ueks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	M-7 F			- 4			
Centerline Dist.	to Observer:	100.0 feet		-	Noise Se				et)		
Barrier Distance	to Observer.	0.0 feet		- 1		Autos		000			
Observer Herahli	(Above Pad).	5.9 teet		- 1		m Trucks		297	Grade Ad.		
P	ad Elevation:	0.0 feet			Heav	y Trucks	: 8	006	Grade Ad,	GS(II)SIII	0.0
Ro	ad Elevation:	0.0 feet		ľ	Lane Eg	uivaiant	Distan	ce (in	est)		
	Road Grade:	0.0%		ı		Autos	87.	318			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 87.	214			
	Right View:	90.0 degre	es		Heat	y Trucks	: 87.	224			
FHWA Noise Mod	let Calculation	s									
VehicleType	REMEL	Traffic Flow	Dist s	soce	Finite	Road	Frest	ie/	Barrier 4tt	en Ber	m Atten
Autos:	71.76	1.97		-3.7	4	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	82.40	-15.87		-3.7	3	-1.20		-4.89	0.0	100	0.000
Heavy Trucks	86.40	-19 83		-3.7	.3	-1.20		-5.18	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	atter	suation)						
	Leg Peak Hou			Leg E	vening	Leq I			Ldn		VEIL
Autos	68	-	66.3		64.5		58.5		67.1		67.
Medium Trucks	61		89 1		53 7		52 2		60.7		60.9
Heavy Trucks:	61		80.2		51.2		52.4		60.0		80.8
Vehicle Noise:	59	.0	69.0		85.1		60.0	2	0.69	1	69.2
Centeriine Distan	ce to Naise Co	intour (in fee:	ð								
					d8A	85.0		6	io aBA		dBA
			firta:			17			222		-26

Friday, November 08, 261

					300				
Scena	rio: Existing				Project N	ame: Moren	o Valley W	almart	
Road Ner	ne: Cactus Avi	enue			Job Nui	mber: 8870			- 1
Road Segme	ਅਸ਼ੀ: YVest of Inc	dian Street							
SITE	SPECIFIC II	APUT DATA	*********	***************************************	N E	ISE MODE	L INPUT	\$	wwwww
Highway Data				Site Cor	nditions (f	dard = 10, Se	oft = 15)		
Average Dah	Traffic (Act):	15,458 vehicle	s			Autos	15		
	r Percentage:	10%		Me	edium Truc	ks (2 Axles):	16		- 1
	Hour Volume:	1.547 vehicle	s			s (3+ Axles):	15		
V	shicle Speed	55 mph							
	ane Distance	38 feet		Vehicle			I et	-1 -1	
				ver	iicleType	Day	Evening	Night	Daily
Site Data						tos: 77.5%		9 6%	97 4 2%
	rrier Keight:	0.0 fest			edium Tru			10.3%	1.84%
Barrier Type (0-1		0.0			Heavy Tru	pks: 86.6%	2.7%	10.8%	0.74%
	list to Barrier.	100.0 feet		Noise S	ource Ele	vations (in f	eat)		
Centerline Dist		100.0 feet		-	Autos:	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks:	2 297			
Observer Height	(Above Pad).	5.0 heet		Hom	ov Trucks.	8.006	Grade Ad,	iustment:	0.0
	ad Elevation:	0.0 feet			,				
Ro	ad Elevation:	0.0 feet		Lane Eg		listance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-90.0 degree	es		т Тлиска:	98,404			
	Rigizi View:	90.0 degree	5 S	Hear	vy Trucks:	98,419			
FHWA Noise Mod	let Calculation	:3							
VehicleType	REMEL	Traffic Frow	Distan	ce Finite	Road	Fresher	Barrier Att	en: Ben	m Atten
Autos	71.79	-0.93		-4.52	-1.20	-4.77	0.0	180	0.000
Medium Trucks	82.40	-18.17		4 51	-1.2B	-4.85	8.0	000	0.000
Heavy Trucks	86.40	-22 12		-4.51	-1.2B	-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier s	ttenuation)					
	Lea Peak Ho			a Evenina	Lea N	ati	Ldn	T 0/	VEL I
Autos	65	5.1	63.2	61.5		55.4	64.0	j	64.6
Medium Trucks	- 58	3.5	67.0	50.7		491	67.6	à	67.8
Heavy Trucks	56	0.6	57.1	48.1		49.4	67.7	7	57.6
Vehicle Noise.	86	3.7	85.0	82.0		57.1	65.7	7	66.2
Centerline Dister	ce to Noise C	ontour (in feet	3						
			·	70 d8A	85 d£	34 6	99 dBA	55	dBA
			I ran:	51	111		238	- 6	15

Friday, November 98, 2013

Friday, Nevernber 08, 201

1.004, 100 0.00 0.00 2.00

	rio: Existing						ime: Morer	to Valley V	simarr	
	ne: Cactus Aver					Јођ Мип	ber: 8870			
Road Segme	nf: East of India	in Street								
	SPECIFIC IN	PUT BATA	Q.				SE MODE		S	
Highway Data					Site Co	nditions (H	erct = 10. S	ořt = 15)		
Average Daily	Traffic (Adt). 1	6,392 vehic	des				Autos	15		
Peak Hour	Percentage:	19%			5/6	'ealurn Truck	s (2 Axies)	15		
Peak F	lour Volume:	1,639 vehic	ies		H	eavy Trucks	(3+ Axies)	15		
	rhicle Speed.	55 mph		- }	Vehicle	Mir				
Near/Fer La	ina Distance:	36 feet		-		hideTvae	Day	LEvenina	Night	Daily
Site Date						Auf	as: 77.51	6 12.9%	9.6%	97.4.2%
Ra	rrier Height:	0.0 fee				Aedium Truc	ks: 84.89	6 4.9%	19.3%	1 84%
Barrier Type (0-V		0.0				Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet				Source Elev				
Centerline Dist.	to Observer.	100.0 feet		- }	marke 2	Autos	0.000	eng		
Barrier Distance	to Observer	0.6 feet			A 6	um Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet				env Trucks:	6.008	Grade Ad	indmant	0.0
2	ad Elevation.	0.0 feet		į						
	ed Elevation:	0.0 feet			Lane E	quivalent D		feet)		
	Road Grade:	0.0%				Autos:	98.494			
	Left View.	-90.0 deg	rees			um Trucks:	98 404			
	Right View:	80.0 deg	rees		Hee	ay Trucks.	98.413			
FHWA Noise Mod	lei Calculations			i						
VehicleType	REWEL	Traffic Flor	v Die	stance		e Road	Fresnel	Berner Aft	en Ber	m Alten
Aulos	71.78	-C.	86	-4.5	2	-1.20	-4.77	0.0	000	0.000
Medium Trucks:	82 40	-17,1	91	-4.5	11	-1.20	-4 88	0.0	000	0.000
Неаку Тruскв.	36.40	-21.1	87	-4 6	1	-1.20	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (witho	ut Topo ar	nd barri	er atte	nuation,	·				
VehicleType	Leg Peak Hour	Leg f.	lay.	Leg E	vening	Leg Nijo	ht	Ldn	C	WEZ.
Aikas:	85		63.5		61.		55.7	64.3		64.9
Medium Trucks.	583		57.3		50.		49.4	57.8		58.
Heavy Trucks:	58.		57.4		48.		48.6	58.6)	58.
Vehicle Noise:	67.	0	65.2		62.	2	57.4	65.9)	86.
Centerline Distan	ce to Noise Co.	ntour (in fe	et)							
					dBA	65 dB	Δ.	60 dBA		dB.A
			Lan.		j4	115		246		35
			CMF7 :		ia -	124		267		78

Friday, Neventher 69, 2013

Scenario: Existing							no Valley VV	simart	
Road Name: Cactus A					Job Nu	mber: 8876			
Road Segment: East of K	itching Str	eet							
SITE SPECIFIC	INPUT D	ATA		-	NO	NSE MOD	EL INPUT	8	
Highway Data				Site Cor.	iditions (I	Hard = 10, 5	iait = 15)		
Average Daily Traffic (Adt).	10,956 v	ehides				Autos	: 15		
Peak Hour Percentage:	10%			Me	alum Truc	%8 (2 Axies)): 15		
Peak Hour Volume:	1,096 \	ehicles		Re	avy Truch	s (3+ Axies)): 15		
Vehicle Speed.	65 r	nph		Vehicle	60/w				
Near/Far Lane Distance:	36 f	eet			ideTvae	Dav	Evening	Night	Daire
Site Date						tas: 77.5°		8.6%	97.42%
				1 44	edium Tru			10.3%	1 94%
Barrier Type (0-Wall, 1-Berril)		feet			Heavy Tru			10 8%	0.74%
Centedine first to Barrier									
Centerline Dist. to Observer.	100.0			Noise S	ource Ele	vations (in	feet)		
Barrier Distance to Observer		feet			Autos.	0.000			
Observer Height (Above Pad).		feet			m Trucks	2.287			
Pad Elevation		1000		Heat	ry Trucks:	8.008	Grade Adj	usiment:	0.0
Sned Glevation		1001		Lane Ea	uivalent l	Distance (in	feet)		
Boad Grade					Autos	98.494			
Left View		dearees		Mediu	m Trucks:	98 404			
Right View.		degrees		Heat	ry Trucks.	98.413			
HWA Noise Model Calculation				<u> </u>					
VehicleType REMEL	Traffic		Distance		Pload	Fresne!	Barrier Att		m Alten
Autos: 71.1	-	-2.43		.52	-1.20	-4.77			0.000
Medium Trucks: 82.4	-	19.86		.51	-1 20	-4 86			0.000
Heavy Trucks. 96 A		23.62		61	-1.20	-5.16	0.0	60	9 9 9 0
Inmitigated Noise Leveis (wi									
VehicleType Leg Peak i:		eq Day		Evening	Leg N		Ldn		WEZ.
	836		.7	0.00		53.9	62.5		63.1
	57.0		5.5	49.2		47.6	56.1		56.3
***************************************	57.1		9.6	48.6		47.8	58.3		56.3
Vieticie Major:	65.2		3.5	60.5		55.8	84.7		84.7

			****				1100110					
Scana	io: Existina			**********		D1	raisef hi	ame	Moran	o Valiev V	Jalmart	
	ne: Cactus Av	enue					iob Nu:			c vacey v	vali: iai t	
	nt: West of Pr		vard				ob ma.		0010			
	***********	***********	**********			***************************************						***************************************
Highway Data	SPECIFIC II	890100	i sa		Si	te Condit				LINPUT aft≈15)	ti	
Average Oaily	Looffic (AdS):	14 084 W	enicles.		1				Autos:	15		
	Percentage.	10%				Mediu	on Truc	ks (2	Axies).	15		
		1.406 vs	hicles			Hean	/ Truck	s (3+	Axles):	15		
Ve	nicle Speed:	55 m	oti									
Near/Far La	ne Distance.	36 fe	at		Ve	hicle Mix		_	Day	Evening	KNALE	Daliv
Site Data					ļ	Vehicle		,	77.5%		Night	87.42%
					-		яи um Tru	tos:	64.9%			
	rrier Height:	0.0	eet				um rrui evv Trui		86.5%			
Bernier Type (0-V		0.0				mea	ssy ma	JP8.	60.07	2.176	10.0%	G,7450
Centerline Di		100.0 f			No	oise Saur	ce Ele	ration	is (in f	:01)		
Centerline Dist.		100.0 (Autos:	0	.000			
Barrier Distance		0.0 f				Medium 7	rucks:	2	297			
Observer Height		5.0 f				Heavy 1	rucks	8	.006	Grade Ac	ljustment	0.0
	ad Elevation: ad Elevation:	0.0 f				one Equiv	er lowe f	Vetor	on On	50.00)		
	eo Erevadon. Road Grade	0.0% 0.0%					Anios		.494	1000		
	riona craue Left View					Medium 7			484			
	Right View:	-90.0				Heavy 7			413			
	right view:	96.0	degrees			meany i	races.	95	413			
FHWA Noise Woo	of Catculation	5										
VehicleTyne	REMEL.	Traffic F	low	Distance	- 1	Firite Ro	ed	Fres.	nel	Barrier At		m Alten
Autos	71.78		-1.34		52		1.20		-4.77		000	0.000
Medium Trucks	82.40		9 58	-4	.51		1.20		-4.58	- 9	000	0.000
Heavy Trucks:	66.40	- 4	22.54	-4	.61	-	1.20		-5.16	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo	and b	arrier atte	nu	ation)						
Vehicle Type	Leg Peak Ho	ur Le	g Day	Leq	Eve	ning	Leg M	ght	T	Lán	C	NEL
Autos	64	1.7	62	8		61 1		55	0	83	6	84.2
Medium Trucks:	51	3.1	56	.6		50.2		48.	7	57.	2	57.4
Heavy Trucks	51	3.1	56	3.7		47.7		48.	9	57.	3	57.4
Vehicle Noise.	61	3.8	64	1.5		61.6		56.	7	65.	3	65.7

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

Scenario	x Existina						Project	ivame	Moren	e Valiev W	almart	
	John F. Ke	nnedv D	rive						8970			
Road Segment	t: Wast of He	acock S	Streat									
SITE S	PECIFIC IN	PUTE	ATA	*******		**********	ř	OISE	MODE	LINPUT	9	*******
Highway Data					8	ite Con-	ditions	(Hard	≃ 10, Sc	aft ≈ 15)		
Average Cally I	raffic (Adl):	8.040	vehicles						Autos:	15		
Peak Hour F		10%	,			Med	Sum Tre	ucks ()	Axles).	15		
Peak Ho	sur Volume:	804	vehicles			Hes	ny Truc	oks (O	Axles):	15		
Ven	ricle Speed:	55	mghi		-	ehicle f						
Near/Far Lan	e Distance.	36	feat		-		aleTvpe		Dav	Evenina	Night	Dally
Site Data						v env		luios:	77.5%		F 8%	
							dium Ti		64.9%		10.3%	1.643
	ier Height:		feet				easv L		88 5%		10.8%	0.749
Barrier Type (0-Wa		0.0				-	eary n	retina.	60.070	2.176	10.0%	G.745
Centerline Dist		100.0			ñ	ioise Sa	urce El	le vatic	ns (in h	est)		
Centerline Dist. fr		100.0			-		Auto	31	0.000			
Barrier Distance to			feet			Mediun	п Тимен	5: :	2 2 9 7			
Observer Height (A			fest			Heav	Truck	s :	3.006	Grade Ad	ustment.	0.0
	d Elevation:		feet									
	d Elevation:		feet		1	ane Equ				reeti		
R	load Grade	0.0					Auto		3.484			
	Left View:		degrees				n Trucki		3,404			
	Right View:	90.0	degrees			Heavy	/ Truck	8: 9	3 413			
FHWA Noise Wode	I Catculation	\$										
VehicleType	REMEL	Traffic	Flow	Dsia	500	Firite .	Float	Fre-	sne/	Barrier All	en Ber	m Alten
Autos	71.78		-3.77		-4.52		-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40		-21.01		-4.51		-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	86.40		-24.96		-4.51		-1.20		-5.16	0.0	100	0.00
Unmitigated Noise	Levels (with	out Top	o and b	mier	etten	uation)						
Vehicle Type 1	Leq Peak Hos	r L	eq Day	Ł	eq Ev	ening	Leg	Night		Edin		NEL
Autos:	62	.3	80	4		58 6		52	6	81	5	81
Medium Trucks:	65	.7	54	.2		47.8		46	.9	54.	7	66.
Heavy Trucks	5.5	.7	54	.3		45.3		46	.5	54.	3	55.
Vehicle Noise.	83	.9	82	.1		59.2		54	.3	62	3	63
Centerline Distance	e to Noise C	intour (în feet)									
					70 a			dEA		0 deA		dE.A
			4.0		33			12		154		33
			CNE		38			17		188		58

Scenario: Existing Road Name: Cactus Avenue Road Segment: East of Pemis Boulavard Project Name: Moreno Valley Walmart Job Number: 8878 SITE SPECIFIC INPUT DATA Highway Data NOISE MODEL IMPUTS
Site Conditions (Hard = 10, Soft = 15) Autos: 15 Medium Trucks (2 Axles): 15 Average Daily Traffic (Adt): 13,778 vehicles Feak Hour Percentage: 10% Peak Hour Volume: 1,378 vehicles Heavy Trucks (3+ Axles): 15 Vehicle Speed: 55 mph Vehicle Mix
 Orbite billow
 Day
 Evenings
 Hight
 Day

 Autos
 77.79
 12.8%
 9.9%
 9.74.29%

 Meclium Trucks
 84.8%
 4.9%
 10.3%
 1.84%

 Heavy Trucks
 96.5%
 2.7%
 10.3%
 0.74%
 Neav/Far Lane Distance: 36 feet Site Data Barrier Height: 0.0 feet Barner Type (0-Welf, 1-Berri): 0.0 Centerline Dist to Barrier. 100.0 feet Noise Source Elevations (in feet) Centerline Dist. to Observer: 190.9 feet Autos: 0.000 Medium Trucks: 2.297 Barrier Distance to Observer. 0.0 feet Observer Height (Above Pad). 5-0 feet Pad Elevation: 0.0 feet Heavy Trucis. 8 006 Grade Adjustment: 0.0 Lane Equivalent Distance (in feet)
Autos: 38.494
Medium Trucks: 98.404 Road Elevation: Road Grade: 0.0 feet 0.0% Left View: -80.0 degrees Heavy Trucks: 98,413 Plight View: 90.0 degrees 0.000 Ummitigated Noise Levels (without Topo and harrier attenuation)
Verlack Type Leg Peak Hour Leg Chey Leg Evening |
Autor 64 6 927 91 0
Medium Thorks 98 0 96 5 50 2 56 5 50 2 48.6 57.1 57.3 Heavy Trucks: Vehicle Noise: Centerline Distance to Naise Contour (in feet)

> Ldn: 48 CNEL: 51

103

Friday, November 08, 2013

		**********	3819203388	01010000	NEW WATER	0080083899088			
E-co-	no Existina		******	*******	Control N	ame: Morer	o Veller M	alacart	******
	no existing ne: John F. Ker	made Driva				ober 8870	iti variey ev	annan.	
	wi: East of Hea				0001401	ADC1. 0010			
SITE	SPECIFIC IN	PUT DATA		***********	NΘ	ISE MODE	L INPUT	S	~~~~
Highway Data				Site Car	ditions (h	lard = 10, S	oft = 15)		
Average Daily	Traffic (Act): 1	0,644 vehicles				Autos	15		
Peak Hou	r Percentage:	10%		Me	olium Truc	ks (2 Anles).	15		
Peak i	Hour Volume:	1,004 vehicles		He	avy Truck	s (3+ Axles).	15		
V	shicle Speed:	55 mph		Voluicie	A92				
Near/Far Li	ane Distance:	38 feet			ideType	Dav	Evening	Night	Daviv
Site Data				* 01		tos: 77.59		9 536	87.42%
				1.0	edium Tax			10.3%	1.84%
	rrier Keight:	0.9 feet			нович Тик Невич Тик			10.8%	0.74%
Barrier Type (0-1	vail, 1-Sermy: list to Barrier.	0.0						10.010	0.1 170
Centerine L Centerline Dust		100.0 feet 100.0 feet		Noise 5	ource Elev	rations (in f	set)		
Barrier Distance		0.0 feet			Autos:	0.000			
Observer Height		5.0 teet		Mediu	m Trucks:	2.297			
	(Above Pag). Pad Elevation:	0.0 feet		Hear	y Trucks.	8.006	Grade Adj	justment:	0.0
	rad Elevation. rad Elevation:	0.0 feet		Lane Fo	ulvaient f	istance (in	feet)		
7.50	Foad Grade:	0.0%			Autos:	98.494	10.79		
	Left View	-90.0 degrees		Media	m Trucks:	98.404			
	Platz View:	90.0 degrees			n Trucks:	98.419			
						30			
FHWA Noise Mod									
VehicleType	REMEL	Traffic Frow	Distance		Road	Fresher	Barrier Att		
Autos		-2.90	-4		-1.20	-4.77		300	0.000
Medium Trucks		-20.04	-4		-1.2B	-4.85		100	0.000
Heavy Trucks		-24 80	-43		-1.2D	-5.16	91	100	0.000
Unmitigated Nois									
VehicleType	Leg Peak Hou			Evening	Leg N		Ldn		Æi.
Autos				59.8		53.5	62.3		62.8
Medium Trucks				49 9		47.2	65.7		65.8
Heavy Trucks				46.2		47.5	65.0		56.0
Vehicle Noise.	84	.8 63	.1	80.1		55.2	63.0	3	64.3
Centerline Dister	ce to Naise Co	ntour (in feet)							
			70	d8A	85 dE	3,4	69 dBA	55	dBA

Ediday, Newtonier 08, 2013

Scenar	io: Existing				Project N	ame: More	to Valley Wa	simarr	
Road Nan	ne: John F. Kenn	edy Drive			Job Nur	nber: 8870			
Road Segme	nf: West of India	in Street							
SITE	SPECIFIC INP	UT DATA		*********			EL INPUTS		
Highway Data				Site Con	ditions (f	tard $= 10.5$	oft = 15)		
Average Daily	Traffic (Adt). 9	,036 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Me	alum Truc	hs (2 Axies)	15		
Peak F	lour Volume:	964 vehicles		He	avy Truck	s (3+ Axies)	15		
	rhicle Speed.	55 mph	ŀ	Vehicle !	My				
Near/Fer La	ine Distance:	36 feet	- 1		ideType	Day	Evening	Night	Daity
Site Date						fas: 77.5°		9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		5/8	edium Trui	oks: 84.85	6 4.9%	10.3%	1 94%
Barrier Type (0-V		0.0 1001			leavy Tru	rks: 88.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet	- 1						
Centerline Dist		IGO C feet	Ļ	Maise Sc		ations (in	re ntj		
Barrier Distance	to Observer	0.0 feet	- 1		Autos. m Trucks:	0.000 2.287			
Observer Height	(Above Pad):	5.6 feet				8.008	Grade Adii	i olimoni f	0.0
	ad Elevation	0.0 feet		Hear	y Trucks:	6.000	Grade Auju	rain ich	0.0
Ro	ad Elevation:	0.0 feet	ſ	Lane Eq	uivalent E	listance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees	- 1	Mediu	m Trucks:	98 404			
	Right View:	80.0 degrees		Heav	y Trucks.	98.413			
FHWA Naise Mad	ei Calculations								
Verlicie I ype	REMEL	Traffic Flow D	stance	Finite	Road	Fresnel	Barner Afte	n Ben	m Alten
Aulos	71.70	-3.26	-4.5	2	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	82 40	-20.50	-4.5	1	-1.20	-4 86	0.0	00	0.000
Неву Тлиска.	36.40	-24.48	-4 6	1	-1.20	-5.16	0.0	DO	0.000
Unmitigated Nois	e Levels (withou	it Topo and barr	ier atter	wation)					
VehicleType	Leg Peak How	Leg Day	Leq E	vening	Leg Ni	ght	Ldn	Ci	νEΣ.
Aukos:	82.8	60.9		59.1		53.1	61.7		62.3
Medium Trucks.	58.2	54.7		48.3		46.6	55.2		55.5
Heavy Trucks:	58.2			45.8		47.0	55.4		55.5
Vehicle Noise:	64.4	62.6		58.7		54.8	63.3		63.6
Centerline Distan	ce to Noise Con	tour (in feet)							
				αB.A	65 dE	3,4	60 dB.A		dB.A
		/ dh		16					80
		LUI.		10	78		167		00

Finday, November 69, 2013

Scenario.	Existing					Project N	ame: More	eno Valley Va	simart	
Road Name.	John F. Ker	nnedy Drive				Job Nur	nber: 8870			
Fload Segment	East of Pan	ris Boulevard								
	PECIFIC IN	PUT BATA	*******					EL INPUT	8	
Highway Data				S	ite Con	ditions (f	lard = 10,	Sařt = 15)		
Average Daily Ti	raffic (Adt).	8,144 vehicles	3				Auto	s: 15		
Peak Hour P	ercentage:	10%			Me	alurn Truc	ks (2 Axied	J: 15		
Peak Ho.	ur Volume:	914 vehicles	S		He	avy Truck	s (3+ Axies	0: 15		
Vehi	cle Speed.	65 mph		132	ehicie i	Mir				
Near/Far Land	Distance:	36 feet		- F		ioteTvae	Dav	Eivening	Night	Daire
Site Data					V (33)	Au			8.6%	97.42%
					44	edium Tria			10.3%	1 94%
	er Height:	0.0 feet 0.0				leavy Tru			10.6%	0.74%
Barrier Type (0-Wa Centerline Dist.									10.070	0.1111
Centerline Dist. In		100.0 feet 100.0 feet		N	aise S	ource Ele	ations (in	feet)		
Barrier Distance to		0.0 feet				Autos.	0.000			
Observer Height (A		5.0 feet			Mediu	m Trucks:	2.287			
	Dove Pato. Elevation	0.0 feet			Hear	y Trucks:	8.00%	Grade Ad	usiment:	0.0
	Fievation	0.0 feet		17	ene Fa	sivelent f	istance (i	n feeti		
	nad Grade	0.0%		F		Autos:	98.494			
10	Left View	-90.0 de gree			Mediu	m Trucks:	98 404			
	Ratt View:	90.0 degree				v Trucks.	98.413			
	ngia vicu.	euro angres				<i>y</i> 1104110.				
FHWA Noise Model										
Vehicle Type	REWEL	Traffic Flow	Dista		Finite	Pload	Fresnei	Barrier All		n Alten
Autos	71.78	-3.21		-4.52		-1.20	-4.7		100	0.086
Medium Trucks:	82 40	-20.45		-4.51		-1 20	-48		100	0.000
Heavy Trucks.	96.49	-24.41		-4 51		-1.20	-5.1	S G.L	60	9 9 9 0
Unmitigated Noise	Levels (with	out Topo and	barrier	attenu	ation)					
VehicleType 1.	eq Peak Hou	v Leg Day	1.	eq Ev	ening	Leg Ni	ght	Ldn		wEZ.
Autos:	82	9 1	61.0		59.2		59.1	61.0	1	62.4
Medium Trucks.	58.		54.7		48.4		46.6	56.3		56.6
Heavy Trucks:	58.	3	54.8		45.8		47.1	55.4		55.6
Vehicle Noise:	64	.4	52.7		58.7		54.8	63.4		63.5
Centerline Distance	to Naise Co	ntour (in feet								
				70 di	3.4	65 dE	14 1	60 dB.4	55	dB.4

m Trucks (2 Trucks (3+ Type Autos: um Trucks:	MODEI 10, So Autos: Axles): Axles):	L INPUT: # ≈ 15) 15 15 15 15 15	5	
m Trucks (2 Trucks (3+ Type Autos: um Trucks:	Autos: Axies): Axies): Day 77.5%	ft ≈ 15) 15 15 15 15 Evening	5	
m Trucks (2 Trucks (3+ Type Autos: um Trucks:	Autos: Axies): Axies): Day 77.5%	ft ≈ 15) 15 15 15 15 Evening	5	
m Trucks (2 Trucks (3+ Type Autos: um Trucks:	Autos: Axles). Axles): Day 77.5%	15 15 15 Evening		
Trucks (3+ Type Autos: im Trucks:	Axies). Axies): Day 77.5%	15 15 Evening		
Trucks (3+ Type Autos: im Trucks:	Axies): Day 77.5%	15 Evening		
Type Autos: im Trucks:	Day 77.5%	Evening		
Type Autos: im Trucks:	77.5%			
Autos: im Trueks:	77.5%			
ım Yrucks:		10.001	Nigix	Daily
	64.9%	12 876	9.8%	87.42%
		4.9%	10.3%	1.64%
vy Trucks.	86.5%	2.7%	10.8%	0.74%
ce Elevation				
	000 000	enj		
	297			
		Grade Ad	Sistemant	0.0
			GOLFICIAL.	0.5
alent Distan	ce (in f	eet)		
	.494			
	.404			
ruchs: 98	413			
ad Fres.	-4.77	Barrier Att		m Atten 0.000
.20		0.0		
1.20 1.20	-4.58 -5.16		100	0.000
.20	-5.76	0.0	100	U.UU.
7 41 - 44		Ldn		NE)
				82.3
Leg Night				55.5
53	-			55.5
53 46.				63.9
	53 46.	53 1 46,8 47,1 54,8	53.1 81.7 46.8 55.3 47.1 55.4	53.1 81.7 46.8 55.3 47.1 55.4

Friday, November 08, 2013

Scenar	io: Existina			*********		Project	ivame:	Moren	e Valley W	almart	
	e: John F. Ke	nnedy Driv	е				umber				
Road Segme	nt: West of Kit	ching Stree	55								
SITE	SPECIFIC IN	PUTDAT	ra		*********	N	OISE	HODE	LINPUT		*******
Highway Data					Site Cor						
Average Cally	Leaffic (Adl):	8.280 vet	ticles					Autos:	15		
Peak Hour	Percentage.	10%			Me	dium Tru	roko (2 .	txles).	15		
Peak F	lour Volume	828 veh	nicles		14e	ally Truc	ks (J+ ,	4x/es):	15		
Ve	nicle Speed:	55 mg	tı	-	Vehicle						
Near/Far La	ne Distance.	36 fea	t	H		ioleType		Dav	Evenina	Night	Dally
Site Data							uios:	77.5%		G 8%	
					0.6	edium Tr		64.9%		10.3%	1.64%
	rrier Height:	0.0 fe	et			deavy Ir		88 59		1D 8%	0.74%
Barrier Type (0-VI Centertine Oil		100 0 fe		L						10.070	0
Centerline Dist		100.0 fer		[Noise S				e <i>t</i>)		
Barrier Distance		0.0 fe				Autos		000			
Observer Height		5.0 fe			Mediu	т Тикока	r 2	297			
	ad Elevation	0.0 fe			Hear	ry Trucks	8.	900	Grade Ad	ustment	0.0
Road Elevation 0.0 feet				ŀ	Lane Eq	vivalero	Distan	on fin	(ear)		
	Road Grade	0.0%	C:	ŀ	20110 014	Autos		484			
	Left View:	-90.0 da	areac.		Mediu	m Trucks		404			
	Right View:	90 0 de				ar Trucks		413			
		0000	-Qarotro			,					
FHWA Noise Wod	ol Cateulation										
VehicleType	REMEL.	Traffic Flo		siance		Road	Fresi		Barrier All		m Alten
Autos	71.78		3.84	-4.5		-1.20		-4.77		100	0.000
Medium Trucks	82.40		1 88	-4.5		-1.20		-4.59		100	0.00
Heavy Trucks:	86.40	-24	.84	-4.6	51	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo	and ban	ier ette	nuationi						
Vehicle Type	Leg Peak Hou	r Leq	Day	Leg 8	vening	Legi	Might	T	Edin	C	NEL
Autos	62	.4	80.5		58.8		52	7	81.	1	81 9
Medium Trucks:	66	.8	54.3		47,9		46,	1	54.8)	66.
Heavy Trucks	55	.G	54.4		45.4		46.	3	55.3)	55.
Vehicle Noise.	64	.0	82.2		59.3		54.	1	63.5)	63.
Centerline Distan	ce to Noise Co	antour (in	feeti								
				70	αĐA	650	IEA	1	O dea	55	dE.A
			Ldn:		34	7	3		158		39
			CWH.		17	7	a		189		185

	io: Existing					Project N	'ame: M	lareno	n Valley W	almart	
	se: John F. Ke					Job Nui	nber: 8	B70			
Road Segme	nt: YVest of Pe	erris Boule	evard								
	SPECIFIC II	IPUT DA	ATA						LINPUT	S	*******
Highway Data					Site Cor	nditions (f	land in 1	0, So	ft = 15)		
Average Daily		9,048 v	ehoctes					utas:	15		
Peak Hour	Percentage:	10%				edium Truc			15		
Peak h	laur Valume:	985 W	ehicles		Ffe	eavy Truck	s (3+ A)	des):	15		
Ve	hicle Speed	55 ::	ııph		Vahiate	ASS					
Near/Far La	ne Distance:	36 fe	et			victe I ype	1 0	Jay .	Evening	Night	Daily
Site Data						Au	tos: 7	7.5%	12.9%	9 6%	97.42%
Ba.	rrier Kelaht:	0.0	feet		. Ad	leolium Tru	chis. 8	4.6%	4.8%	10.3%	1.84%
Barner Typie (0-VI		0.0				Heavy Tru	eks: 8	6.6%	2.7%	10.8%	0.74%
Centerline Di		100.0	heet		N	ource Ele					
Centerline Dist.	to Observer:	100.0	feet		Motse 3		0.0		ez)		
Barrier Distance	to Observer.	0.0	feet			Autos: im Trucks:	2.2				
Observer Height (Above Pad).	5.9 (teet.			vy Truess.	8.03		Grade Ad.	iu atanomi:	0.0
Pi	ad Elevation:	0.01	feet		mea	cy trucks.	8 01	10	Orace Au,	G SUTTES AL	0.0
Roi	ad Elevation:	0.0	feet		Lane Eq	uivaient L	listance	(in i	693)		
	Road Grade:	0.0%	,			Autos:	98.4	34			
	Left View:	-80.0	degrees		Mediu	ım Trucks:	98.4	D4			
	Right View:	90.0	degrees		Hea	vy Trucks:	98.4	13			
FHWA Noise Mod	el Calculation	5			İ						
VehicleType	REMEL	Traffic I	-fow	Distance	Finite	Road	Freshe	d I	Barrier 4tt	en Ber	m Atten
Autos:	71.76		-3.28	-4.	52	-1.20		4.77	0.0	100	0.00
Medium Trucks:	82.40	-	20.50	-4	51	-1.20		4.88	0.0	100	0.00
Heavy Trucks	86.40		24 45	-4.	51	-1.2D		5.18	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Tope	and ba	rrier atte	nuation)						
VehicleType	Leg Peak Ho.	ur Le	g Day	Legi	Evening	Leg N	ghi		Ldn		WEIL
Autos	61	2.8	60	.8	59.1		53.1		61.7	7	62.
Medium Trucks	56	3.2	54	7	48.3		468		55.3	2	55.
Heavy Trucks:		1.2	54		45.8		47.0		55.4		55.
Vehicle Noise:	84	1.4	82	.6	59.7		54.0		63.3		63.
Centeriine Distan	ce to Naise C	ontour (k	n feet)								
					d8A	85 d£	3.4	б	0 dBA		dBA
					20	70			107		120

Friday, November 08, 261

	no Existing					ame: Morer	io Valley W	falmart .	
	ne: John F. Ke				Job Nur.	mber: 8870			
Road Segme	vit: East of Kit	ching Streat							
	SPECIFIC II	APUT DATA				ISE MODE		S	**********
Highway Data				Site Con	ditions (h	lard = 10, S	oft = 15)		
Average Daily	Traffic (Act)	5,796 vehicles	- 1			Autos	15		
Peak Hour	Percentage:	10%		Me	olum Truci	ks (2 Anles).	15		
Peak i	laur Valume:	580 vehicles		He	avy Trucks	s (3+ Axles).	15		
Ve	thicle Speed	55 mph	1	Vohicle	28/4				
Near/Far La	ine Distance:	36 feet	ł		ideType	Day	Evening	stight	Daily
Site Data					Aus			9 6%	87 42%
	rrier Keight:	0.0 feet		5a	edium Tax			10.3%	1.84%
Barrier Type (0-V		() ()			Heavy True			10.9%	0.74%
	ist to Barrier.	100.0 feet							
Centerline Dist.		100.0 feet		Noise Se		rations (in f	eet)		
Barrier Distance		0.0 feet			Autos:	0.000			
Observer Height		5 0 teet			m Trucks:	2.297			
	ad Elevation:	0.0 feet		Heav	y Trucis.	8 006	Grade Ad	ustment	0.0
Ro	ad Elevation:	0.0 feet	Ī	Lane Eg	ulvaient D	istance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-90.0 degrees	- 1	Mediu	m Trucks:	98,404			
	Right View:	90.0 dagreas		Heat	ly Trucks:	98,413			
FHWA Noise Moo	let Calculation								
VehicleType	REMEL	Traffic Frow C	distance	Finite	Road	Fresher	Barrier Alt	en Ber	m Atten
Autos	71.79	-5.18	-4	52	-1.20	-4.77	0.0	300	0.000
Medium Trucks:	82.40	-22.43	-4 5	51	-1.28	-4.85	0.0	300	0.000
Heavy Trucks	86.40	-26.39	-43.5	51	-1.2D	-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and ban	rier atte	nuation)					
VehicleType	Leg Peak Ho.	ur Leg Day	Legi	vening	Leg Ni	ghi	Ldn	C	VEIL
Autos	60	1.9 59.0)	57.2		51.2	59.1	3	60.4
Medium Trucks	54			46 4		448	63.3	3	63.5
Heavy Trucks:	54	1.9 52.9	3	43.8		45.1	53.4	4	63.6
Vehicle Noise:	83	2.4 80.7	7	57.7		52.9	61.4	1	€1.9
Centerline Distan	ce to Naise C	ontour (in feat)							
			70	d8A	85 dE	3/4	69 dBA	55	dBA
			_						

Friday, November 08, 2013

Friday, Nevernber 08, 201

	ia: Existing					ime: Moren	o Valley V	simart	
Road Nan	ne: Gentian Ave	nua			Job Nurr	ber: 8870			
Road Segme	nf: West of Indi	an Street							
	SPECIFIC IN	PUT DATA				SE MODE		S	
Highway Data				Site Cor	nditions (H	ard $= 10.3$	oft = 15)		
Average Daily	Traffic (Adt).	1,564 vehicles				Autos:	15		
Peak Hour	Percentage:	19%		5/8	ealurn Truck	s (2 Axies):	15		
Peak F	lour Volume:	158 vehicles		H	eavy Trucks	(3+ Axies):	15		
	rhole Speed.	45 roph	į	Vehicle	860v				
Near/Fer La	ne Distance:	36 feet	1		iideTvae	Day	Evenina	Night	Daity
Site Date					Auf		12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		Set.	ledium Truc	ks: \$4.89	4.9%	19.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet					·		
Centertine Dist.	to Observer.	100.0 feat	- 1	maise 5	ource Elev Autos		eng		
Barrier Distance	to Observer	0.0 feet		A 6 10	Autos. m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			im Frucks:	6.008	Grade Ad	i ratumant	0.0
	ad Elevation.	0.0 feet		Heb	vy rrucks:	6.000	Graue Au	wan ien.	0.0
Road Elevation: 0.0 feet				Lane Ec	juivalent Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Media	m Trucks:	98 404			
	Right View:	90.0 degrees		Hea	vy Trucks.	98.413			
FHWA Noise Mad	ei Calculations		i						
VerlideType			fstance			Fresnel	Berner Att		nı Alten
Aulos:	68.46	-8.95	-4.5		-1.20	-4.77		000	0.00
Medium Trucks:	79 45	-27.18	-4.6		-1 20	-4 88		000	0.000
Неаку Ілиска.	84.25	-91.15	-4 6	51	-1.20	-5.16	0.0	300	0.000
Unmitigated Nois	e Levels (witho	ut Tops and ban	ier atte	nuation)					
VehicleType	Leg Peak How	Leg Day	Leg E	-Vening	Leg Nig	ht	Ldn	Ci	νEΣ.
Aikas:	526			49.1		43.1	51.3		52.3
Medium Trucks.	48.5			38.7		37.1	45.5		45.8
Heavy Trucks:	47.4			38.8		38.2	46.5		46.7
Vehicle Noise:	54.1	6 52.9		48.7		45.1	53.6	3	54.
Centerline Distan	ce to Noise Co	ntour (in feet)							
				₫BA	65 dB.	Δ	SO dBA		dBA
		Lahr.		S	17		37		31
		CMF7 :		9	19		40		88

Scenario: Existing Road Name: Iris Aveni	10				roject rvai Job Numt		to Valley W	smarr	
Fload Segment: West of it					JOD 19UITE	er. dore			
SITE SPECIFIC	NPUT GATA	*****			NOU	SE MODE	LINPUT		*********
Highway Data			S	ite Condi		rd = 10, S			
Average Daily Traffic (Adt).	9,849 vehicls	 !S				Autos	15		
Peak Hour Percentage:	10%			Medi	urn Trucks	(2 Axies)	16		
Peak Hour Volume:	984 vehicle	es.		Heas	y Trucks i	3 · Axies)	15		
Vehicle Speed.	48 mph		-	enicie Mi					
Near/Far Lane Distance:	12 feet			Vehio		Day	Evenina	Night	Daire
Site Data				Vono	Auto			8.6%	97.42%
				1400	Juro Truck			10.3%	1 94%
Barrier Height: Barrier Type (0-Wall, 1-Berm).	0.0 feet 0.0				avv Truck			10.6%	0.74%
Genterine Dist to Sarrier:	100 B feet		L						
Centenine Dist. to barrier: Centerline Dist. to Observer	100.0 feet		N	oise Sou	nce Eleva	tians (in t	(set)		
Barrier Distance to Observer	0.0 feet				Autos.	0.000			
Observer Height (Above Pagl):	5.0 feet			Medium		2.297			
Ped Elevation	0.0 feet			Heavy	Trucks:	8.008	Grade Adj	usiment:	0.0
Road Flevation	0.0 feet		T.	ane Equi	valent Dis	tance (in	leet)		
Road Grade:	0.0%		-		Autos:	99.845	y		
Left View	-90.0 de gra	ee c		Medium		89 956			
Right View:	90.0 degre			Heavy	Trucks.	99.866			
FHWA Noise Model Calculatio			i_						
Vehicle I voe REMEL	Traffic Flow	1 00	Vacce	Finite B	covi c	recrei	Harrier Att	an Bac	n Allen
Autor 88.5			-4 62		1 20	-4 77			0.000
Medium Trucks: 77.7			-4.61		-1.20	-4.88	0.0		0.000
Heavy Trucks. 92.9	9 -22.70		-4.61		1.20	-5.16	0.0	60	9.990
Unmitigated Noise Levels (wit	nout Toos and	bami	ar attanı	arionl					
VehicleType Leg Peak H			Lea Eve		Lea Nioi	of I	Ldn	C	WEZ.
Autos: S	9.2	57.3		55.5		48.5	58.1	·	58.3
Medium Trucks. 5	9.2	61.7		45.3		43.7	52.2		52.4
Heavy Trucks:	4.5	53.1		44.0		45.3	53.6		53.6
Vehicle Moise: E	11.9	58.5		58.2		51.8	80.7		80.6

Scenan	io: Existina				Project :	vame:	Moren	e Valiey VV	almart	
Road Nam	e: Gantian Av	enue			Job No.	mbar	8970			
Road Segmen	nt: East of Pen	is Boulevard								
SITE	SPECIFIC IN	PUT DATA	***************************************		řě	OISE	MODE	LINPUT	5	
Highway Data				Site Con-	ditions (riard a	10, 5	oft = 15)		
Average Daily	Leaffic (Adl):	1,986 vehicles					Autos:	15		
Peak Hour	Percentage.	10%		Mc.	Sum Tru	cks (2 i	axies).	15		
Peak H	lour Volume	197 vehicles		Hes	Bly Truc	ks (J+ .	4::(es):	15		
Ve.	nicle Speed:	40 mph		Vehicle #	N/a					
Near/Far La.	ne Distance.	12 feat			deTvoe		Dav	Eveninal	Niolx	Dally
Site Data					A	utos:	77.5%	12.8%	9.8%	87.42%
5	nier Height:	0.0 feet		Me	dum Tr	ucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Vi		0.0 1860		н	leavy In	IACHS.	88.5%	2.7%	10.8%	0.74%
Centerline Die		100.0 feat		Noise So						
Centerline Dist.	to Observer:	100.0 feet		Noise So			າ ຣ (ນກ ກ 000	een		
Barrier Distance	to Observer:	0.0 feet		A.A. aliin	Autos n Trucks		297			
Observer Heighl (Above Pad):	5.0 feat			n i rucks / Trucks		297 006	Grade Adi	iconnant	0.0
Pé	ad Elevation:	0.0 feet							asanen	0.0
Ros	ed Elevation:	0.0 feet		Lane Equ	iivalent	Distan	ce (in	feet)		
	Road Grade:	D.0%			Autos	. 89	945			
	Left View:	-90.0 dagrees	\$		n Trucks		856			
	Right View:	90 0 degrees	5	Heavy	/ Trucks	: 59	865			
FHWA Noise Work	el Catculation:	5								
VehicleTyne	REMEL.	Traffic Flow	Distance		Road	Fresi		Barrier Att		
Autos	66.61	-8.50	-4.	62	-1.20		-4.77	0.0	100	0.000
Medium Trucke	77.72	-25 74	-4.		-1.20		-4.58	0.0		0.000
Heavy Trucks:	62.99	-29.89	-4.	61	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise										
	Leg Peak Hou			Evening	Legi		L	Lán		NEL
Autos	52.		0.3	48.5		421		51 1		51.7
Medium Trucks:	46.		4.7	38.3		36.		45.3		45.4
Heavy Trucks	47.		6.1	37.0		38.		46.9		46.5
Vehicle Noise.	54.	.2 5	2.5	49.2		44.	5	53.2		53.8

70 d9A 65 d9A 55 d9A

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

	io: Existing								o Valley W	almart	
	ne: Iris Avenue					Adol:	lumber	8970			
Road Sagme	nt: East of Ind	an Street									
	SPECIFIC IN	PUT DATA	R.						LINPUT	9	
Highway Data					Site Co	nditions	(Hard	≃ 10,Sc	rit ≈ 15)		
Average Cally	Traffic (Adl):	12,504 vehic	les					Autos:	15		
Peak Hour	Percentage.	10%			M	edium Yr	ucks (2	Axles).	15		
Peak F	lour Volume	1,250 vehic	des		14	eavy Tru	cks (J+	Axles):	15		
Ve	tricle Speed:	55 mgh		-	Vahie le	40/-					
Near/Far La	ne Distance.	36 feat		H		holeTvo	.	Dav	Evenina	Night	Dally
Site Data							Autos:	77.5%		9.8%	87.423
						dedium 7		64.9%		10.3%	1.643
	rrier Height	0.0 feet	t			Heavy I		88.5%		10.8%	0.749
Barrier Type (0-V		0.0				ricasy i	round.	66.070	2.170	10.070	G.7-7.
Centerline O		100.0 feat		17	Noise S	aurce E	levatio	ns (in fe	6t)		
Centerline Dist.		100.0 feet		Ī		Auto	ig: (0.000			
Barrier Distance		0.0 feet			Medi	іт Тішей	s: 1	2 2 9 7			
Observer Height		5.0 feet			Hea	vy Truck	os- 8	900.6	Grade Ad	justment.	0.0
	ad Elevation: ad Elevation:	0.0 feet		-		suivalen	- 0/		fA		
		0.0 feet		H-	Lane E	Anic		1.484	aeń		
	Road Grade	0.0%				нис эт Тписі		3.484 3.404			
	Left View:	-90.0 deg				ит списн му Тгисі		3,408 3,413			
	Right View:	90 0 deg	rees		PRESE	109 1700	15. 51	3 413			
FHWA Noise Woo	el Cateviation	ş									
VehicleType	REMEL.	Traffic Flow	/ D.	siance	First	2 Road	Free	snel	Barrier Att	en Ber	ro Alten
Autos	71.78	-1.)	35	-4.5	2	-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40	-191	39	-4.5	1	-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	86.40	-23.9	35	-4.5	1	-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	a Levels furith	out Tono as	nd harri	er after	uation						
	Lea Peak Hos				venina		Night		Ldn	C	UF)
Autos	64		82.3		80		54	5	83		83
Medium Trucks:	67	.6	58.1		49.	7	49	.2	56.8	3	56
Heavy Trucks.	57	.6	56.2		47.	2	48	.4	56.5	3	56
Vehicle Noise.	65	.8	84.0		81.	1	56	.2	64.1	3	65
Centerline Distan	ce to Noise C	natour (in S	of)								
		erroad (A) M		70 (iBA	1 65	dEA	T 6	0 dEA	55	d5A
			Ldn:	4			98		207		47
			CNEL	4	o		fi4		223	4	81

Scenario: Existing Road Neme: Santiago Drive Road Segment: East of Pemis Boulavard Project Name: Moreno Valley Walmart Job Number: 8878 SITE SPECIFIC INPUT DATA Highway Data NOISE MODEL IMPUTS
Site Conditions (Hard = 10, Soft = 15) Autos: 15 Medium Trucks (2 Axles): 15 Average Daily Traffic (Adt): 2,480 vehicles Feak Hour Percentage: 10% Peak Hour Volume: 246 vehicles Heavy Trucks (3+ Axles): 15 Vehicle Speed: 40 mph Vehicle Mix
 Orbite billow
 Day
 Evenings
 Hight
 Day

 Autos
 77.79
 12.8%
 9.9%
 9.74.29%

 Meclium Trucks
 84.8%
 4.9%
 10.3%
 1.84%

 Heavy Trucks
 96.5%
 2.7%
 10.3%
 0.74%
 Near/Far Lane Distance: 12 feet Site Data Barrier Height: 0.0 feet Barner Type (0-Walf, 1-Bern): 0.0 Centerline Dist to Barrier: 100.0 feet Noise Source Elevations (in feet) Centerline Dist. to Observer: 190.9 feet Autos: 0.000 Medium Trucks: 2.297 Barrier Distance to Observer. 0.0 feet Observer Height (Above Pad). 5-0 feet Pad Elevation: 0.0 feet Heavy Trucis. 8 006 Grade Adjustment: 0.0 Lane Equivalent Distance (in feet)

Autos: 98,945

Medium Trucks: 99,956 Road Elevation: Road Grade: 0.0 feet 0.0% Left View: -80.0 degrees Heavy Trucks: 99.865 Plight View: 90.0 degrees 0.000 0.000 Unmitigated Noise Levels (without Topo and barrier attenuation)

Vehicle Type Leg Peak How Leg Day Leg Evening Autor 53.2 51.3 49.5 Medium Trucks 47.1 45 8 39 3 37.7 46.2 45.4 Heavy Trucks: Vehicle Noise: Centerline Distance to Noise Contour (in feet)

Friday, November 08, 2013

		170000707070707	000000	00000000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	*******	******	0700000			
	rio Existing		****	******	*******	*******	***	******	a Valley M		*******
	no existing me: Iris Avenua							: BB70	o valley in	sattlisani.	
	one: This Average and: West of Pe					00074	unaei	0010			1
	SPECIFIC II	***************************************	*****	~~~~	***********	N	nice	MODS	L INPUT		
Highway Data	41 600 76 11	W. C. F. CALLY			Site Cor						=
Average Deb	Traffic (Act)	11 SSS vehocle	15					Autos	15		
	r Percentage:	10%			Me	edium Ta	icks O	Axles)	15		- 1
	Hour Volume:	1 199 vehicle	20			avv Truc					
	shicle Speed	55 mph									
	ane Distance	36 feet			Vehicle.						
					ver	icleType		Day	Evening	Night	Daily
Site Data							lutos:	77.59		9 6%	
Bi	arrier Kelght:	0.0 feet				edium Tr		84.69		10.3%	
Barrier Type (0-1		0.0				Heavy Tr	UKIRS:	86.69	2.7%	10.8%	0.74%
	list to Barrier.	100.0 feet			Noise 5	ource El	e vetic	ns (in t	eet)		
Centerline Dist		100.0 feet				Augina		1000			
Barrier Distance		0.0 feet			Media	m Truck		297			
Observer Height	(Above Pad).	5 8 Met			Hom	o Trucki	. :	3 0 0 6	Grade Ad	iustmen	0.0 3
	Pad Elevation:	0.0 feet				,					
Ro	Road Elevation: 0.0 feet				Lane Eg				feetj		
	Fload Grade: 0 8%					Autos		3.494			- 1
	Left View:	-90.0 degre	es		Medium Trucks: 96,404						
	Right View:	90.0 degre	ēS		Hear	ry Trucki	5: 9	3,413			
FHWA Noise Mod	del Calculation										
VehicleType	REMEL	Traffic Frow		stance		Road	Fre.	37901	Barrier Alt		
Autos				-4.		-1.20		-4.77		100	0.000
Medium Trucks				-4		-1.2D		-4.85		300	0.000
Heavy Trucks	86.40	-23 23		-4.	51	-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois			barri	er atte	nuation)						
VehicleType	Leg Peak Ho.			Legi	Evening	Leq.			Ldn		NEL.
Autos		1.0	62.1		60.4		54		62.5		63.5
Medium Trucks	5	7,4	55 8		49.5		48	0	66.5	5	68.7
Heavy Trucks	57	7.5	56.0		47.0		41	.2	56.	3	56.7
Vehicle Noise.	85	i.6	83.8		80.9		58	.0	64.1	3	65.0
Centerline Distor	nce to Naise C	ontour (in fee	ę)								
				70	d8A	85:	1BA		50 dBA	55	dBA
			Edn:		43	9	4		202		434
		G	MEL.		47	11	31		217		467

Finday, Newsenticer 69, 2013 Frinday, Newsenticer 38, 2013

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iday, Nevernber 08, 2013

	io: Existing						o Valley VV	simarr	
Road Nan	ne: Iris Avenue				Job Nurr	ber: 8876			
Road Segme	nt: East of Perris	Boulevard							
	SPECIFIC INP	UT BATA					LINPUT	S	
Highway Data				Site Co.	nditions (H	ard $= 10.3$	ořt = 15)		
Average Daily	Traffic (Adt). 15	,264 vehicles				Autos	15		
Peak Hour	Percentage:	19%		5/5	ealurn Truck	s (2 Axies)	15		
Peak F	łour Volume: 1	,526 vehicles		H	eavy Trucks	(3+ Axies)	15		
Ve	rhole Speed.	55 mph	1	Vehicle	Miv				
Near/Fer La	ne Distance:	36 feet	-		hideTvae	Day	Evenina	Night	Daily
Site Date					Auf	as: 77.51	12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet		5e	ledium Truc	As: 94.89	4.9%	10.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		W-7 6	ource Elev				
Centerline Dist.	to Observer.	IGO.C feat	- }	morse 2	Autos	0.000	eso		
Barrier Distance	to Observer	0.0 feet		A diameter	m Trucks	2.287			
Observer Height	(Above Pad):	5.6 feet			w Trucks	6.008	Grade Adj	i referent	0.0
2	ad Elevation	0.0 feat	į						
Road Elevation: 0.0 feet				Lane Ec	guivalent Di		fest)		
	Road Grade:	0.0%			Autos:	98.494			
		-90.0 degrees			ım Trucks:	98 404			
	Right View:	90.0 degrees		Hea	vy Trucks.	98.413			
FHWA Naise Mad	el Calculations		i						
Vehicle Type	REMEL 1	raffic Flow Did	stance		- Road	Fresnel	Berner Afti	en Ben	m Alten
Aulos	71.70	-0.99	-4.5	52	-1.20	-4.77	0.0	000	0.000
Medium Trucks:	82 40	-18.22	-4.5	51	-1.20	-4 88	0.0	000	0.000
Неаку Тrucкв.	96.40	-22.18	-4 6	51	-1.20	-5.16	6.0	000	0.000
Unmitigated Nois	e Levels (withou	it Topo and barri	er atte	nuation)					
Verticle Type	Leg Peak Hour	Leg Day	Leg E	Vening	Leg Nig	iht	Ldn	Ci	WEZ.
Aikas:	85 1	63.2		61.4		55.4	64.0		64.0
Medium Trucks.	58.5	57.0		50.6		49.1	57.5		57.3
Heavy Trucks	58.5	57.1		48.0		48.3	57.8		57.8
Vehicle Noise:	68.7	64.8		61.9	3	57.1	85.6	ì	86.
Centerline Distan	ce to Noise Con	tour (in feet)							
				σΒA	65 dB.	Δ.	SO dBA		dB.A
		Loh).		51	110		237		16
		CMF7		55	119		265		49

	a: Existing								Valley VV	simarr	
	e: Iris Avenus					Job Mur	nber: (1870			
Road Segmen	vf: West of La	sselle Street									
	SPECIFIC IN	PUT BATA		-					INPUT	3	
Highway Data					Site Cor	ditions (f	iard =	10. Sa	H=15)		
Average Daily	Traffic (Adt).	16,524 vehicl	85					lutos:	15		
Peak Hour	Percentage:	10%			Me	olum Truc	48 12 A	x106):	15		
Peak H	our Volume:	1,652 vehici	es		He	eavy Truck	s (3+ A	xies):	15		
Ve	hicle Speed.	65 mph		-	Vehicle	66iv					
Near/Far La	ne Distance:	88 feet		-		ildeTvae	-	Dav	Eivening	Night	Dairy
Site Data								77 5%	12.9%	8.6%	97.42%
Des	rier Heiaht:	0.0 feet			56	edium Tria	oks:	84.8%	4.9%	10.3%	1.94%
Barrier Type (0-W		0.0 1661				Heavy Tru	:ks	86.5%	2.7%	10.8%	0.74%
Centerline Da		100 D feet		-		<u></u>					
Centerline Dist.		100.0 feet		į	Noise S	ource Ele			et)		
Barrier Distance		0.0 feet				Autos.	0.0				
Observer Height (Above Padi:	5.0 feet				m Trucks	2.2 8.0		Grade Ad	colonant	0.0
Pe	d Elevation	0.0 feet			Heal	ny Trucks:	6.L	U0	Static Muj	uau nen.	0.0
Ros	d Elevation:	0.0 feet		Ī	Lane Eq	uivalent E	listano	e (in t	eet)		
1	Road Grade:	0.0%				Autos:	87.3	316			
	Left View.	-90.0 degr	238		Mediu	m Trucks:	87 2	114			
	Right View:	90.0 degn	ees		Hea	vy Trucks.	97.3	224			
HWA Noise Made	ul Calaulation										
Vehicle I voe	REMEI	Traffic Flow	1 18	stagge	Finite	Proed !	Fresh	e) [Barrier Att	nn Bev	m Alten
Aulos	71.78	-0.64	1	-3.7	4	-1.20		4.77	0.0		0.086
Medium Trucks:	82.40	-17.8	3	-3.7	'3	-1.20		4 88	0.0	00	0.000
Heavy Trucks.	96.40	-21.8	1	-37	3	-1.20		5.16	6.0	60	0.000
Inmitigated Noise	i eveis (with	out Toon an	i hami	ar attes	wation						
	Lea Peak Ho				venina	Lea Ni	oht		Ldn	C	WEZ.
Autos	86	3 2	64.3		62.5	·	56.5		65.1	i	66.
Medium Trucks.	51	3.6	68.1		61.7		60.2		56.6		56.5
Heavy Trucks:	58	9.8	58.2		48.2		50.4		58.8		58.9
Vehicle Noise:	67	1.8	68.0		63.1		58.2		7.98		87.3
Centerline Distant	e to Noise C	ontour (in fee	r)								
			Ť		авл	65 dE		6	0 dB.4		d8.4
			Lobs.	6	i1	131			282		07
			700-7		15	141			30.2		63

Scenario: Existing Road Name: Iris Avanu Road Segment: West of K					Project iv Job Nu:			o Valley Vv	almart	
SITE SPECIFIC I					N.C	HSF :	MODE	LINPUT		*********
Highway Data			- 1	Site Cone					-	
Average Daily Traffic (Adl):	19,480 vehicles						Autos:	15		
Peak Hour Percentage.	10%			Med	Sum Truc	ks (2 i	Axies).	15		
Peak Hour Volume	1,848 vehicles			Hes	ny Truck	s (3+ .	4x/es):	15		
Vehicle Speed:	55 mph		-	Vehicle #	Nie					
Near/Fat Lane Distance.	36 feat		-		deTvoe		Dav	Eveninal	Niglá	Dally
Site Data					Au	tos:	77.5%	12.8%	9.8%	87.42%
Barrier Height:	0.0 feet			Me	dium Tru	eks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Berm):	0.0			Н	leavy Iru	DNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barrier	100.0 feat			Noise Sa			. 6- 8			
Centerline Dist. to Observer.	100.0 feet		-	NO1518 20	Autos:		000 000	en)		
Barrier Distance to Observer:	0.0 feet			Administration	n Trucks:		297			
Observer Height (Above Pad):	5.0 fest				r Trucks: / Trucks:			Grade Ad	ivotmant	0.0
Pad Elevation:	0.0 feet		_						ia atricini.	0.0
Road Elevation:	0 0 feet		L	Lane Equ	iivalent L	istan	ce (in i	(set)		
Road Grade:	0.0%				Autos:		494			
Left View:	-90.0 degree:	S			n Trucks		404			
Right View:	90 0 degree	9		Heavy	Trucks:	98	413			
FHWA Noise Model Catculation VehicleType REMEL	1 Troffic Flow		stance	Finite		Fresi		Barrier Att		46
VehicleType REMEL Autos 71.78		LAS	-4.5		-1.20	rresi	-4.77		en Ber 100	m Atten 0.000
Medium Trucks: 82.46			-4.5		-1.20		-4.77		100	0.000
Heavy Trucks: 68.40			-4.5		-1.20		-5.16		100	0.000
Unmitigated Noise Levels (wit:					-1.20		-0.70			0.000
VehicleType Leg Peak Hi		HATTH		vening	Lea N	izht	Т	Lán	T c	ΝΕί
	5.8 6	40		62.2		56	2	84 8	3	85.4
Medium Trucks: 6	9.3 5	7.8		51.4		49,	e e	58.3	3	58.8
Heavy Trucks. 5	9.3 5	7.9		48.9		50.	1	58.5	5	58.8
Vehicle Noise B	7.5 8	5.7		62.8		57	B	66 4	1	68.9

Friday, November 08, 2013

	nio: Existing								o Valley VV	almart	
	ne: Iris Avenu					Job Nu	mber. 1	3370			
Road Sagma	nt: East of La	sselle Street									
	SPECIFIC II	NPUT DATA							LINPUT	9	
Highway Data				S	ite Condi	itions (i	hard ≃	10, Sc	rit ≈ 15)		
Average Cally	Traffic (Adl):	19,404 vehicle	s				,	lutos:	15		
Peak Hou	Percentage.	10%			Medi	um Yrus	жs (2 A	ixles).	15		
Peak i	four Volume:	1,940 vehicle	s		Hear	y Truck	s ()+ A	lzies):	15		
Ve	enicle Speed:	55 mph			nhicle Mi						
Near/Far La	ene Distance.	98 feat			Vehiol		_	Dav	Eveninal	Night	Dally
Site Data					***************************************			77.5%		9.8%	
					0.60.4	um Tru		64.9%		10.3%	1.643
	rrier Height	0.0 feet				asv Iru		88.5%		10.8%	0.749
Barrier Type (0-V		0.0			7.00	asy /10	una.	66.070	2.170	10.076	6.747
Centerline 0		100.0 feat		N	oise Sau	rce Ele	vation:	s (in fe	6t)		
Centerline Dist.		100.0 feet				Autos:	0.0	100			
Barrier Distance		0.0 feet			Medium	Trucks:	2.2	197			
Observer Height		5.0 fest			Heavy	Trucks	8.6	106	Grade Adj	ustment.	0.0
	lad Elevation: ad Elevation:	0.0 feet		-;-	one Equi		0/		fA		
		0.0 feet		1.	one Equi	Anios			aoti		
	Road Grade	0.0%			Medium	110.000					
	Left View:	-90.0 degre									
	Right View:	90.0 degre	es		meany	Trucks:	67	224			
FHWA Noise Woo	lel Cateviation	0.5									
VehicleType	REMEL.	Traffic Flow	Dis	ance	Finite R	bac	Fresn	e/ i	Barrier All	en Ber	m Alten
Autos.	71.78	0.06		-3.74		1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40	-17.18		-3.73		1.20		-4.58	0.0	100	0.00
Heavy Trucks:	86.40	-21.14		-3.73		1.20		-5.16	0.0	100	0.00
Unmitigated Nois	a Levels furith	out Topo and	harrie	r aften:	ationi						
	Lea Peak Ho			Lea Eve		Leg N	iotd	T	Lan	T C	NJF7
Autos			85 0		83.2		57.2	L	85 6		86
Medium Trucks	61	0.8	68.8		52.4		50.9		59.3)	69.
Heavy Trucks	61	3.3	50.9		49.9		51.1		59.5	5	59.
Vehicle Noise.	6	3.5	86.7		63.8		58.8		67.4		67.
Centerline Distan	na to Maise C	ostour (in fast									
Contention Distan	CC 10 74075 0	omou (m net		70 dE	14	65 d	5A	-	0 dEA	55	d5A
			Ldo:	68		146			314		75

Scenan	io Existing				Project N	алте: Мол	no Valley W	almart.	
Road Nam	e: Iris Avenue				Job Nu	mber: 8870			
Road Segmen	of: East of Kitch	ning Street							
SITE	SPECIFIC IN	PUT DATA	*******				EL INPUT	S	**********
Highway Data				Site	Conditions (I	lard = 10,	Soft = 15)		
Average Daily	Traffic (Adt): 1	8,300 vehicles				Auto	s: 15		
Peak Hour	Percentage:	10%			Medium Truc	ks (2 Anles): 15		
Peak H	laur Valume:	1,830 vehicles			Heavy Truck	s (3+ Axles): 15		
Ve	hicle Speed:	55 mph		Vatrio	to Mix				
Near/Far La	ne Distance:	98 feet			renicleType	Dev	Evento	Night	Darly
Site Data						tos: 77.5		9 636	97.42%
	rrier Keight:	0.0 feet			Attentium Tou			10.3%	1 84%
		0.0 reet			Heavy Tru			10.8%	0.74%
Barner Type (0-W Centerline Dir		0.0 100.0 feet			,			10.077	
Centerine Did		100.0 feet		Noise	Source Ele	vations (in	foot)		
Barrier Distance		0.0 feet			Autos:	0.000			
		6.0 teet		Me	dium Trucks:	2.297			
Observer Height (Above Pag). ad Finsation	0 0 feet		н	eavy Trucks.	8 006	Grade Ad	justment:	0.0
	ad Elevation: ad Elevation:	0.0 feet		/ ana	Equivalent i	Vintaneo G	o footl		
	aa zievanon. Foad Grade:	0.00		2.0776	Autos:	87.318	77009		
,		0.0%			Autos: dium Trucks:	87.316			
	Left View:	-90.0 degree			вішт і піскя: ваих Trucks:				
	Right View:	90.0 degree	S	1 "	вану тиска:	87.224			
FHWA Noise Mode	el Calculations	 I							
VehicleType	REMEL	Traffic Flow	Distar		vie Road	Fresher	Barrier Att		m Atten
Autos:	71.76	-0.20		-3.74	-1.20	-4.7		300	0.000
Medium Trucks:	92.40	-17.44		-3 73	-1.20	-4.8	3 0.0	300	0.000
Heavy Trucks	86.40	-21 39		-3.73	-1.20	-5.1	3 00	300	0.000
Unmitigated Noise	e Levels (with	out Topo and I	barrier (ttenuatio	n)				
Ve hicle Type	Leg Peak Hou	r Leg Day	L	g Evening	LegN	ghi	Ldn	O	WEIL
Autos	66.	6 (34.7	63	3.0	58.8	65.	3	68.
Medium Trucks	60.	0 8	68 5	5	2 2	59.6	59.	1	59.3
Heavy Trucks:	60.	1 5	8.7	45	9.6	50.9	59.	2	59.
Vehicle Noise:	88.	2 5	36.5	8	3.5	59.6	67.	2	67.
Centeriine Distanc	e to Naise Co	ntour (in feet)							
				70 d8A	85 da	3 <i>A</i>	60 dBA	55	dBA
			do:	65	140		302	8	60

Friday, November 08, 2013

Road Nan	io: Existing te: Kramena A					Project i Job Ni			io Vsiley W	falmart.	
***************	vi: East of Indi	***********					****			********	***********
SITE Highway Data	SPECIFIC IN	PUT DATA			ion Con	ditions (EL INPUT	s	
<u>*</u> <i>.</i>	· · · · · · · ·	0.040		- 0	ns con	macris (754713	Autos			
Average Daily	Percentage:	2,640 vehicles 10%				olum Tru					
	rercentage. lour Volume:	284 vehicles				aw Truc					
	hide Speed:	45 mph			rio	avy muc	no (or	нию зу	. 10		
Near/Far La		24 feet		ν	ohicte i	<i>Mi</i> ×					
	ne Distance.	24 (66)			Ven	iicleType		Day	Evening	strani	Daily
Site Data						/1	utos:	77.59	6 12.8%	9 636	87 4 2%
Sa.	rrier Height:	0.0 feet				edium Tr		84.69		10.3%	
Barrier Type (0-W	68, 1-Serry:	0.0			i	Heavy Tr.	U0A5:	86.69	6 2.7%	10.8%	0.74%
Centerline Di	st to Barrier.	198.9 feet		-	laire C	ource Ele		na Con	South		
Centerline Dist.	to Observer:	100.0 feet		12	10750 21	Autos Autos		1000	560		
Barrier Distance	to Observer.	0.0 feet			full-office	т Тписка		297			
Observer Height (Above Pad).	5.0 Neet				a Trucks		0006	Grade Ad	instmen	6.0.0
P ₄	ad Elevation:	0.0 feet		L		,				,0-241172171	. 0.0
Roi	ad Elevation:	0.0 feet		1	ane Eg	ulvaient			feet)		
	Froad Grade:	0.0%				Autos		3.403			
	Left View:	-90.0 degree	S			m Trucks		3.314			
	Right View:	90.0 degree	S		Heat	ry Trucks	: 9:	3.323			
FHWA Noise Mod	el Calculation	;									
VehicleType	REMEL	Traffic Frow	0	istance	Finite	Road	Fres	mer	Barrier Alt	en Be	rm Atten
Autos	68.46	-7.73		-4.58		-1.20		-4.77	9.0	180	0.000
Medium Trucks:	79.45	-24.97		-4 57		-1.2B		-4.85	9.6	300	0.000
Heavy Trucks	84.25	-28 93		-4.57		-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois											
VehicleType	Leg Peak Hou			Leg Ev		Leq!			Ldn		WEIL
Autos	54		53.0		51.3		45		53.1		54.8
Medium Trucks	48		17.2		40.8		38		47.		48.0
Heavy Trucks:	49		10.1		39.1		40		48.		49.8
Vehicle Noise:	56	8	55.0		51.9		47	.2	55.1	3	56.2
Centerline Distan	ce to Naise Co	ntour (in feat)		70 d		85.0			60 d8A	7	dBA

Friday, November 69, 2013 Friday, November 69, 2013

154

day, Nevernber 08, 2013

			20003777	3 .0033	Cold (See 1)				
	ia: Existina		*********		Orginal N		ena Vallev V	deisager	********
	e: Krameria A	as no se				rther 887		10:110:1	
	nt: West of Per				102.74	7001. 00.			
	SPECIFIC IN		***************************************	***************************************	A17	uer ma	DEL INPUT		
Highway Data	SPECIFIC IN	eu: Daia		Site Co	nditions (f			•	
Average Dally	Troffic (4et)	3,300 vehicles		+		Auto	ss: 15		
	Percentage:	18%		56	ealurn Truc				
	aur Valume	330 vehicles			eavy Truck				
	hicle Speed.	49 mph	,						
Near/For La		12 feet		Vehicle					
	ne braterice.	12 1001		Ve.	hide?ype	Day		Night	Daity
Site Data				_		itas: 77		9.6%	
Bar	nier Height:	0.0 feet			ledium Trui			19.3%	1 949
Barrier Type (0-W	all, 1-Berryl.	0.0			Heavy Tru	cks: 86:	5% 2.7%	10.6%	0.749
Centerline Dis	st. to Barrier:	100.0 feet		Maise S	ource Ele	vations (i	a feet)		
Centerline Dist.	lo Observer.	100.0 feet		110.00	Autos	0.000			
Barrier Distance	to Observer	0.0 feet		Macii	im Trucks:	2.287			
Observer Height (Above Pad):	5.0 feet			w Trucks:	8 008	Grade Ac	tii istment	0.0
Pe	ed Elevation.	0.0 feet						90.011110.11	
Ros	ed Elevation:	0.0 feet		Lane E	guivalent E		in feet)		
1	Road Grade:	0.0%			Autos:	99.945			
	Left View.	-90.0 degree	2	Media	ım Trucks:	99 956			
	Right View:	80.0 degree	es.	Hes	vy Trucks.	99.865			
FHWA Naise Made	si Calculation:	5							
Vehicle Type	REWEL	Traffic Flow	Distanc		- Fload	Fresnel	Barrier Af		m Alten
Aulos	68.51	-6.25		1.62	-1.20	-4.7		000	0.00
Medium Trucks:	77.72	-23.48		1.61	-1.20	-48		000	0.00
Неаку Тrucка.	82.99	-27.45	-	161	-1.20	-5.1	6 0.	600	0.00
Unmitigated Noise				tenuation)					
	Leg Peak Hou			Evening .	Leg Ni		Ldn		WEZ.
Aikas:	54		52.5	50.8		44.7	53.		54.
Медішт І писна.	48.		18.9	40.5		39.0	47.	-	47.
Heavy Trucks:	49.		48.3	39.		40.5	48.		49.
Vehicle Noise:	58.	5 6	54.7	51.4		46.9	55.	4	55.
Centerline Distant	e to Noise Co	ntour (in feet)							
				O dBA	65 dE	B.A.	60 dBA		dBA
			Lah.	11	23		50		0.7
		O)	del.	11	25		53	1	14

Friday, Neventher 69, 2013

	Existing						no Valley VA	simarr	
	Harley Kno				Job Mur	nber: 8876			
Fload Segment.	East of VVe	oster Avenue							
	PECIFIC IN	PUT BATA					EL INPUT	;	
Highway Data				Site Cor	ditions (f	tard = 10, 5	laft = 15)		
Average Daily Tr	raffic (Adt).	9,300 vehicles				Autos	15		
Peak Hour P	ercentage:	18%		Me	oburn Truc	48 (2 Axies)	15		
Peak Hor	ur Volume:	930 vehicles		Re	avy Truck	s (3+ Axies)	15		
Vehi	ole Speed.	45 roph		Vehicle	66iv				
Near/Far Lans	Distance:	24 feet			ildeTvae	Day	Eivening	Night	Dairy
Site Date						tos: 77.5°		8.6%	97.42%
	ler Helaht:	0.0 feet		- 44	edium Tria			10.3%	1 94%
Barrier Type (0-Wa)		0.0 reet			Heavy Tru			10.8%	0.74%
Genterline Dist.		100 B feet							
Centerline Dist. In		100.0 feet		Noise S		rations (in	feet)		
Barrier Distance to		0.0 feet			Autos.	0.000			
Observer Height (A)		5.0 feet			m Trucks	2.297			
	Elevation.	0.0 feet		Hea	ny Trucks:	8.008	Grade Adj	usiment:	0.0
	(Fievation	0.0 feet		Lane Ed	uivalent E	Vistance (in	feet)		
Rr	nad Grade	0.0%			Autos:	99.403			
	Loft View.	-90.0 degree	e	Mediu	m Trucks:	89.314			
,	Right View:	90.0 degree		Hea	vy Trucks.	89.323			
FHWA Notse Model	Calculation			i					
VehicleType	REWEL	Traffic Flow	Distant	e Finite	Pload	Fresnei	Barrier Atte	n Ben	m Alten
Aulos	68.46	-2.27	-	4.58	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	79 45	-19.50		4.57	-1.20	-4 88	0.0	DÐ.	0.000
Heavy Trucks.	94.25	-23.46		4.67	-1.20	-5.16	0.0	69	9 9 9 0
Unmitigated Noise	Leveis (with	out Topo and I	bamier a	tenuation)					
	eq Peak Hou			g Evening	Leg Ni	o/nf	Ldn	CI	WEZ.
Autos:	80	4 5	8.5	56.7	·	50.7	59.3		58.8
Medium Trucks.	54.	2 6	2.7	48.3		44.6	53.2		53.4
Heavy Trucks:	55.	0 6	9.6	44.8		45.8	54.2		54.3
Vehicle Noise:	62.	3 6	0.5	57.4		52.7	81.2		81.7
Centerline Distance	to Naise Co	ntour (in feet)							
			T	70 dBA	65 dE	3.4	60 dB.4	.55	dB.4

				Mark 1					
Scenar	io: Existina	***************************************			Project hi	ame: More	nc Valiev V	/almart	***********
	o: Krameria A	venue.				mbar: 8870		dii.idi t	
	nt: East of Pen								
SITE	SPECIFIC IN	BILT DATE	***********	***************************************	Ni C	USE MOD	EL INPUT		***********
Highway Data	07 2311 10 777	, , , , , , , , ,		Site Cond		iard ≈ 10, 5		<u>.</u>	
Average Daily	Leaffic (Adl):	7.580 vehicles				Autos	: 15		
Peak Hour	Percentage.	10%		Me.	ium Truc	ks (2 Axles). 15		
Peak E	four Volume	756 vehicles		Hea	iv Truck	s (3+ Axles): 15		
9e	nicle Speed:	55 mgh		Vehicle M	·				
Near/Far La	ne Distance.	36 feat			leType	Day	Evening	Nigix	Daliv
Site Data				verv.		tos: 77.5			87.42%
				0.60	na Sum Tru				1.64%
	rrier Height:	0.0 feet			savy Iru				
Barrier Type (0-VI Centerline Di		0.0						10.076	0.7470
Centerline Did		100.0 feat 100.0 feat		Noise Sa	irce Ele	rations (in	feet)		
Barrier Distance		B.O. feet			Autos:	0.000			
Observer Height		5 (Lifes)			Trucks:	2 297			
	ad Elevation	D.O. feet		Heavy	Trucks	9.006	Grade Aq	justment	0.0
	ad Elevation	B.O. feet		Lana Fou	ivalent (distance (h	feat)		
	Road Grade	0.0%			Autos				
	Left View	-90.0 degree:		Medium	Trucks				
	Right View:	90 0 degree		Heavy	Trucks:	98 413			
		00 (00,000							
FHWA Noise Mod									
VehicleTyne	REMEL.	Traffic Flow	Distance			Fresnel	Barrier Att		
Autos.	71.78	-4.04			-1.20	-4.77		000	0.000
Medium Trucks	82.40	-21.28			-1.20	-4.88		000	0.000
Heavy Trucks:	66.40	-25.23	-4	.61	-1.20	-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier atte	nuation)					
Vehicle Type	Leg Peak Hou	r Leg Day	Leq	Evening	Leg M	ght	Lán	C	NEL
Autos	62.	.C 6	B 1	58.4		52.3	80	9	81.5
Medium Trucks:	65	4 5	8.8	47.5		46.0	54:	5	54.7
Heavy Trucks.	55	5 5	4.0	45.0		46.2	54.	6	54.7
Vehicle Noise.	63.	6 6	1.8	58.9		54.0	62	В	63.0

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

Scenan	io: Existina						Project	ivame	Moren	e Valiev W	almart	
	e: Harley Kno	x Boule	vard					lumber				
Road Segmen	nt: Wast of Inc	lian Stre	ist									
SITE	SPECIFIC IN	PUTE	ATA		******	*********	······································	OISE	MODE	LINPUT	9	·
Highway Data					5	ite Con	ditions	(Hard	= 10, Se	dt = 15)		
Average Cally	Leaffic (Adl):	9.552	vehicles						Autos:	15		
	Percentage.	10%				Med	žium Yn	ucks ()	Axles).	15		
Peak H	lour Volume	955	vehicles			He	anv Tru	oks (D)	Axles):	15		
Ve	nicle Soeed:	55	moti		ļ.,							
Near/Far La	ne Distance.	36	feat		1	/ehicle f			/\	I encountries.	KU-14	F1-75-
						ven	oleType		Day	Evening	Night	Daily
Site Data								Autos:	77.5%		9.8%	
	nier Height:		feet				dum Y		64.9%		10.3%	1.643
Barrier Type (0-W		0.0				-	leavy I	rucks.	88.5%	2.7%	10.8%	0.749
Centerline Dia		100.0			7	ioise Sa	urce E	levatic	ns (in f	eti		
Centerline Dist.	to Observer:	100.0	feet		H		Auto		1000			
Barrier Distance	to Observer:	0.0	feet			Martine	п Тписк		297			
Observer Height (Above Pad):	5.0	feet				v Truck		3.006	Grade Ad	iustment	0.0
ρ_{ϵ}	ad Elevation:	0.0	feet									
Ros	ed Elevation:	0.0	feet		1	ane Equ				feet)		
1	Road Grade	0.0	%				Auto		3.484			
	Left View:	-90.0	degrees				п Тписк		3,404			
	Right View:	90.0	degrees			Heav	y Truck	s: 9	3 413			
FHWA Noise Work	el Cateulation	\$										
VehicleType	REMEL.	Traffic	Flow	Dist	ance	Firite	Road	Fre-	sne/	Barrier All	en Ber	rn Alten
Autos	71.78		-3.02		-4.52		-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40		-20.28		-4.51	1	-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	86.40		-24.22		-4.51	l	-1.20		-5.16	0.0	100	0.00
Unmitigated Noise	Levels (with	out Top	o and b	nnie	retten	uation)						
VehicleType	Leg Peak Hos	r L	eq Day		Leg E	rening	Leg	Night		Edin	Ci	NEL
Autos:	63	.0	81	11		58.4		53	3	81	9	82
Medium Trucks:	56	.4	54	1.9		48.6		47	.0	66.	ó	66.
Heavy Trucks	5.6	.5	58	0.5		46.0		47	.3	55.	3	55.
Vehicle Noise.	64	.6	63	.9		59.9		55	.0	63	3	64
Centerline Distanc	e to Noise C	antour (în feet)									
					70 c	64	65	dEA		0 dEA	.55	dE:A
				to:	3.			30		179		73
			CNE		41			37		186		112

Present to the management of the present of the second Scenario: Existing Road Name: Harley Knox Boulevard Road Segment: West of Webster Avenue Project Name: Moreno Valley Walmart Job Number: 8878 SITE SPECIFIC INPUT DATA Highway Data NOISE MODEL IMPUTS
Site Conditions (Hard = 10, Soft = 15) Autos: 15 Medium Trucks (2 Axles): 15 Average Daily Traffic (Ad): 9,300 vehicles Peak Hour Percentage: 10% Peak Hour Volume: 930 vehicles Heavy Trucks (3+ Axles): 15 Vehicle Speed: 45 mph Vehicle Mix
 Orbite billow
 Day
 Evenings
 Hight
 Day

 Autos
 77.79
 12.8%
 9.9%
 9.74.29%

 Meclium Trucks
 84.8%
 4.9%
 10.3%
 1.84%

 Heavy Trucks
 96.5%
 2.7%
 10.3%
 0.74%
 Neav/Far Lane Distance: 24 feet Site Data Barrier Height: 0.0 feet Barner Type (0-Welf, 1-Berri): 0.0 Centerline Dist to Barrier. 100.0 feet Noise Source Elevations (in feet) Centerline Dist. to Observer: 190.9 feet Autos: 0.000 Medium Trucks: 2.297 Barrier Distance to Observer. 0.0 feet Observer Height (Above Pad). 5-0 feet Pad Elevation: 0.0 feet Heavy Trucis. 8 006 Grade Adjustment: 0.0 Lane Equivalent Distance (In feet)
Autos: 98.463
Medium Trucks: 99.314 Road Elevation: Road Grade: 0.0 feet 0.0% Left View: -80.0 degrees Heavy Trucks: 99.323 Plight View: 90.0 degrees 0.000 Unmitigated Noise Levels (without Topo and barrier attenuation)

| Vehicle Type | Leg Peak How | Leg Day | Leg Evening |
| Autor: | 60.4 | 58.5 | 58.7 Medium Trucks 54.2 52 7 46 3 44.9 53.2 53.4 Heavy Trucks: Vehicle Noise: Centerline Distance to Naise Contour (in feet)

CNEL.

Friday, November 08, 2013

		000000000000000000000000000000000000000	**********	*********		***************************************			
5-00-0	rio: Existing		******	*********		azne: Moren	e Marile Mar	olecent	******
	no existing ne: Harley Kni	ny Souissiard				ane: Millen ober: 8870	u valley ev	annan.	
	vi: East of Inc				0001101				
SITE	SPECIFIC I	NPUT DATA	**********			ISE MODE		5	*********
Highway Data				Site Cor	nditions (F	land = 10, Se	oft = 15)		
Average Daily	Traffic (Act)	5,388 vehicles		1		Autos:	15		
Peak Hour	Percentage:	10%		Me	edium Truc	ks (2 Axles):	16		
Peak i	lour Volume:	539 vehicles		He	avy Truck	s (3+ Axles):	15		
Va	shicle Speed	55 mph		Vehicle	A92				
Near/Far La	ane Distance:	38 feet			nicleType	Day	Eveningi	Night	Daily
Site Data				V CV	Au Au			9 5%	97.42%
					edium Tau			10.3%	1.84%
	rrier Keight:	0.0 feet			Heavy Trus			10.9%	0.74%
Barrier Type (0-V	vail, 1-Serriy: int to Barrier	0.0		1				10.010	0.1170
Centerine Dist		100.0 feet 100.0 feet		Noise 5	ource Elev	rations (in f	eet)		
Barrier Distance		0.0 feet			Autos:	0.000			
Observer Hexant		0.0 teet 5.0 teet		Mediu	m Trucks:	2.297			
	ad Elevation:	0.0 feet		Hear	vy Trucks.	8 0 0 6	Grade Adj	iustment:	0.0
	ad Elevation ad Elevation	0.0 feet		Lane Fo	usivalent f	istance (in	leet)		
	Foad Grade:	0.01661			Autos:	98.494			
	Left View	-90.0 dearce		Madia	m Trucks:	98.404			
	Platé View:	90.0 degree			w Trucks:	98.413			
	ragic rien.	30.0 469/66	10		.,	30			
FHWA Noise Moo									
VehicleType	REMEL	Traffic From	Distanc		Road		Barrier Att		m Atten
Autos	71.78			1.52	-1.20	-4.77	9.0		0.000
Medium Trucks:				1 51	-1.2B	-4.85	0.0		0.000
Heavy Trucks	86.40	-26.70		1.51	-1.2D	-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier at	tenuation)					
VehicleType	Leg Peak Ho	ur Leg Day	Lec	Evening	Leg N	ghi	Ldn	C	VEIL
Autos	6	0.8	58.7	58.8		50.8	59.5	5	60.1
Medium Trucks	- 5	3.9 E	52 4	46 1		44.5	63.0)	63.2
Heavy Trucks:	5	4.0 5	52.6	43.5		44.0	63.1	!	63.0
Vetricle Noise:	8	2.1 8	30.4	57.4		52.5	61.1		61.6
Centerline Distan	ce to Noise C	ontour (in feet)							
		(11.1010		0 d8A	85 dE	34] 6	0 dBA	55	dBA
			uta:	-24	66		110		GE.

Friday, November 88, 2913

Friday, Nevernber 08, 201

	: Existing							Valley V	aimarr	
	: Harley Knox				Job Mu	mber: 88	370			
Road Segmen	r: west or her	ns acusevara	***********							***************************************
	PECIFIC IN	PUT DATA						INPUT	8	
Highway Data				She C	onditions (
Average Dally 1		4,564 vehicles					utos:	15		
Peak Hour l		19%			Asalum Truc			15		
	ur Volume:	458 vehicles			Yeavy Truck	s (3+ Ax	ies):	15		
Vet	nne Speed.	45 mph		Vehic	n Mir					
Near/Fer Lan	e Distance:	24 feet			ehideType	1.0	ay	Eivening	Night	Daity
Site Date					At	itas: 7	7 5%	12.9%	9.6%	97.42%
Ran	ier Heiaht:	0.0 feet			Medium Tru	icks: 9	4.8%	4.9%	19.3%	1 84%
Barrier Type (0-Wa		0.0			Heavy Tru	cks: 8	6.5%	2.7%	10.6%	0.74%
Centerline Dis		100.0 feet		Malas	Source Ele		Con Ze			
Centerline Dist. 6	Observer.	100.0 feat		200386	Autos	0.00		r9		
Barrier Distance for	o Observer	0.0 feet			Autos. ium Trucks:					
Observer Height (A	lbove Pad):	5.6 feet			iom Fracks: ow Trucks:			Grade Ad	Lockmont	- 0.0
Pa	d Elevation	0.0 feet		76	элу ттиско:	6.01	20 1	Stauc Au	UGI/IE:N	. 0.0
Ros	d Elevation:	0.0 feet		Lane	Equivalent l	Distance	(in fe	et)		
F	load Grade:	0.0%			Autos:	99.40	13			
	Left View.	-90.0 degree	2	Men	ium Trucks:	99.31	14			
	Right View:	80.0 degree	5	He	way Trucks.	99.32	23			
FHWA Naise Made	i Calculations	5								
Versiose Type	REWEL	Traffic Flow	Distant	ce Fin	te Road	Fresne		lemer Aft	en Bei	nn Alten
Aulos:	68.46	-6.34		4.58	-1.20	-4	4.77	0.0	60	0.000
Medium Trucks:	79 45	-22.58		4.57	-1.20	-4	188	0.0	60	0.000
Heavy Trucks.	84.25	-26.53		4 67	-1.20	-4	5.16	0.0	60	0.000
Unmitigated Noise	Levels (with	out Topo and I	arrier a	ttenuation	J					
VehicleType .	Leg Peak Hou	r Leg Day	Le	q Evening	Leg N	ight		Ldn	C	NEL
Alfas:	57	3 5	5.4	5.3	.7	47.6		56.3		56.9
Medium Trucks.	51.	1 4	9.6	43	.2	41.7		50.1		50.4
Heavy Trucks:	51.	9 5	0.5	41	.5	42.7		51.		51.2
Vehicle Noise:	59.	2 6	7.4	54	.3	48.6		58.3		59.6
Centerline Distanc	e to Noise Co	ntour (in feet)								
Centerline Distanc	e to Noise Co	<u>-</u>		70 dBA	65 di		80	dBA		dB.A
Centerline Distano	e to Noise Co	<u>-</u>	oh.	70 dBA 16 17	65 di 35		80	76 81		d8A 182 174

Finday, November 69, 2013

Scenario: Exi						Jame: Morei	no Valley V&	simarr	
Road Name: Fre					Job Mu	mber: 8876			
Fload Segment: Ne	th of Cad	tus Avenue							
SITE SPEC	IFIC IN	PUT DATA		T		DISE MODE		3	
Highway Data				Site Cor	iditions (Mard = 10, S	aft = 15)		
Average Delly Traffic	(Adt).	5,772 vehicles				Autos	15		
Peak Hour Percer	rtage:	10%		Me	alum Tru	oks (2 Axies)	15		
Peak Hour Vo	lume:	577 vehicles		Ke	avy Truct	is (3+ Axies)	15		
Vehicle S	psed.	65 mph		Vehicle	00/v				
Near/Far Lane Dist	ance:	36 feet			ideTvae	Dav	Evenina	Night 1	Daire
Site Data				+		tos: 77.59		8.6%	97.42%
Barrier H	o/o.kt	0.0 feet		54	edium Tri			10.3%	1 84%
Barrier Type (0-Wall, 1-6		0.0 1661		1 7	Heavy Thu	cks: 86.59	6 2.7%	10.6%	0.74%
Centediae Dist to B		100 fi faet							
Centerline Dist. to Obs		100.0 feet		Noise S		vations (in :	690)		
Barrier Distance to Obs		0.0 feet			Autos.				
Observer Height (Above		5.0 feet			m Trucks		Grade Adi		
Ped Elev		0.0 feet		Heat	ry Trucks:	8.008	Grade Adj	Jaurnern.	0.0
Road Elev	ration:	0.0 feet		Lane Eq	ulvalent i	Distance (in	feet)		
Road 6	Brade:	0.0%			Autos	98.494			
Left	View.	-90.0 degree	9	Mediu	m Trucks:	98 404			
Right	View:	90.0 degree	s	Heat	ry Trucks.	98.413			
				<u> </u>					
FHWA Notse Model Calc	urations w∈i	Traffic Flow 1	Distance	. 1 65.55	Pload	Freezre)	Barner Afte		m Allen
Aidne Aidne	71 78	-5.71		52	-1.20	-4.77			0.000
Medium Trucks	82.40	-22.45		51	-1.20	-4.88			0.000
Heavy Trucks	98 40	-26.4B		1.51	-1.20	-5 16	0.0		0.000
					-1.20	-0.70			
Unmitigated Noise Leve								·	
VehicleType Leq P	eak How			Evening	Legh		Ldn 59.8	C	WEZ. 60.4
Medium Laucus	80: 54:		9.0 2.7	57.2 48.4		51.1 44.6	58.8 58.8		59.5
Heavy Trucks	54.	-	12.7 12.8	46.4 43.8		45.1	53.3 53.4		53.5 53.6
Vehicle Moise:	62		12.6 IO 7	43.6 57.7		45.1 52.8	81.4		81.9

Scenario:									e Valley VV	almart	
	Ramona Ex					Job Ni	imber. I	3970			
Road Segment:		***************************************									
	PECIFIC IN	PUT DATA							LINPUT	9	
Highway Data					Site Con	ditions (riard =	10, 5	xft ≈ 15)		
Average Daily Tr		8,620 vehicles						lutos:			
Peak Hour Pr		10%				dium Tru					
Peak Hou	ır Volume	2,862 vehicles			He	вну Тгис	ks (3+ A	lxles):	15		
	de Speed:	55 mph		-	Vehicle I	Mix					
Near/Far Lans	Distance.	9B feat		- 1	Veh	eleType		Day	Evening	Nigix	Daily
Site Data						A	utos:	77.5%	12.9%	9.8%	87.42%
Barri	er Height:	0.0 feet			0.60	edium Tri	ueks:	84.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wa)		0.0			F	teavy In	ACNS.	88.5%	2.7%	10.8%	0.74%
Centerline Dist.		100.0 feat		-	Noise Se						
Centerline Dist. to	Observer:	100.0 feet		-	NOIST SC	Autos		100 100	161)		
Barrier Distance to	Observer:	0.0 feet			A America	ников п Тпискв					
Observer Height (Al	bove Pad):	5.0 feat				v Trucks		106	Grade Ad	indmant	0.0
₽ad	Elevation:	0.0 feet								autricin.	0.5
Road	Elevation:	0.0 feet			Lane Eq.	uivalent			feet)		
Ro	oad Grade	0.0%		- [Autos	87.3	318			
	Left View:	-90.0 degrees			Mediu	n Trucks	87.3	214			
ŗ	Right View:	90 0 degrees			Heav	y Trucks	: 67	224			
FHWA Noise Wodel											
VehicleTyne	REMEL. 71.78	Traffic Flow	Dis	fance		Road	Fresn		Barrier Att	eni Ber IDD	m Atten 0.000
Autos		1.74		-3.7		-1.20		-4.77			
Medium Trucks	82.40	- 15 49		-3.7		-1.20		-4.58		100	0.000
Heavy Trucks:	66.40	-19.45		-3.7		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise I			anie					,		,	
VehicleType (,			<u>. j.</u>	Leq E	vening	Legi		L	Lán		NEL 88 1
Autos Medium Trijoks	68) 62)		3.7 3.5		64.9 54.1		58.9 52.6		87 f 91 i		88 T
Heavy Trucks	621		3.6 3.6		51.6		52.6		61.0		61.3
Vehicle Noise	70		7.0		85.5		60.5		69.1		68.5
			2.14		90.0		90.0	· 	03.1		08.0
Centerline Distance	to Noise Co.	ntour (in feet)						·		·	
					49.4	650			SO HEA		de A

Friday, November 88, 2013

Scenario:						ne Maliey Wa	lmart	
	Heacock Stree			Job Num	ber: 8070			
Road Segment.	North of Aless	andro Boulevard						
SITE S	PECIFIC INPL	IT DATA				EL INPUTS		
Highway Data			Site C	onditions (He	ind ≈ 10, S	oft = 15)		
Average Cally L	raffic (Adf): 15	336 vehicles			Autos	: 15		
Peak Hour P	ercentage.	10%		iledium Trucki	s (2 Axles)	. 15		
Peak Hot	ur Volume: 1,	534 vehicles		Heavy Trucks	(3+ Axles)	: 15		
Veni	cle Speed:	55 mph	Vehic					
Near/Far Lans	Distance.	36 feat		ehioleType	Dav	Evenina	Night	Dally
Site Data				Auto			5 8%	
		0.0 feet		Medium Truck			10.3%	1.64%
	er Height:	0.0 feet 0.0		Heavy Truck			10.8%	0.74%
Bernier Type (0-Vva. Centertine Dist.		0.0 00.0 feat					10.070	0
Centerline Dist. to		00.0 feet	Noise	Source Eleva	tions (in	fe <i>et)</i>		
Barrier Distance to		G O feet		Autos:	0.000			
Observer Height (A.		5.0 feet		вит Тлиска:	2 297			
	(Elevetion:	0.0 feet	H	avy Trucks	8.006	Grade Adju	istment.	0.0
	Elevation	0.0 feet	Lane	Guivalent Di	stance (in	feet)		
	nad Grade	0.0%		Autos:	88.484			
	Left View	90.0 degrees	Med	ium Trucke	98.404			
J		90 0 degrees	Ff	evy Trucks:	98 413			
FHWA Noise Model	Catculations							
VehicleType					resnel .	Barrier Alle		m Alten
Autos	71.78	-0.97	-4.52	-1.29	-4.77			0.000
Medium Trucks	82.40	-18 20	-4.51	-1.20	-4.59			0.003
Heavy Trucks:	65.40	-22.16	-4.51	-1.20	-5.16	0.01	DD:	0.009
Unmitigated Noise	Levels (withou	Topo and barri	er ettenuatio	rji				
VehicleType 1.	eq Peak Hour	Leg Day	Leg Evening	Leg Nig	ht	Edin	Ci	NEL
Autos:	65.1	83.2	81		554	84.0		84 :
Medium Trucks:	68.6	57.0	50		49.1	57.5		67.8
Heavy Trucks	50.5	57.1	4(.1	49.3	57.7		57.1
Vehicle Noise.	86.7	64.9	63	.0	57.1	65.8		68.
Centerline Distance	to Noise Cant	our (in feet)						
			70 dBA	65 dE/	4	60 dBA		dE.A
		Ldn: CNEL:	51 55	110		238		12
				119		256		51

	io Existing						no Valley W	almart	
	te: Ramona E:				Job Nur	nber: 8870			
****************	nt: East of Per								
	SPECIFIC IN	PUT DATA		Chr. C	NO Canditions (f		LINPUT	S	
Highway Data				3/28 (onumons (r				
Average Daily		25,080 vehocie:	5			Autos			
	Percentage:	10%			Medium Truc				
	laur Valume:	2,508 vehicle:	5		Heavy Truck	s (3+ Axles,	15		
	hicle Speed	55 mph		Vehic	te Mix				
Neavi-ar La	ne Distance:	98 feet		- 5	renicleType	Day	Evening	Stight	Daily
Site Data					Au	tos: 77.5	6 12.9%	9 6%	97 4 2%
Ea.	rrier Keight:	0.0 feet			Medium Truc	As. 84.61	4.9%	10.3%	1.84%
Barner Type (0-W	Anit 1-Serint:	0.0			Heavy Trus	sks: 86.61	6 2.7%	10.8%	0.74%
Centerline Di	at to Barrier.	100.0 feet		Maria	Source Elev	and non- Co	So with		
Centerline Dist.	to Observer:	100.0 feet		790756	Aufos:	0.000	104		
Barrier Distance	to Cibserver:	0.0 feet		ful.	dium Trucks:	2.297			
Observer Height (Above Pad).	5.9 heet			eavy Trucks.	8 006	Grade Ad	iretmant	0.0
p_i	ad Elevation:	0.0 feet						o amon.	0.0
Roi	ad Elevation:	0.0 feet		Lane	Equivalent D		feet)		
	Road Grade:	0.0%			Autos:	87.318			
	Left View:	-90.0 degree	es.		dium Trucks:	87.214			
	Right View:	90.0 degree	es.	H	eavy Trucks:	87.224			
PHWA Noise Mod	el Calculation	5							
VehicleType	REMEL	Traffic Flow	Dist ar	ice Fir	wie Road	Fresher	Barrier Att	en Ber	m Atten
Autos:	71.76	1.17		-3.74	-1.20	-4.77	0.0		0.000
Medium Trucks:	92.40	-18.07		-3.73	-1.20	-4.88	0.0	100	0.000
Heavy Trucks	86.40	-20 02		-3.73	-1.20	-5.16	0.0	100	0.000
Unmitigated Nois									
Vehicle Type				eq Eveninç			Ldn		VEIL
Autos	68		66.1		6.4	58.3	66.		67.5
Medium Trucks	61		59 8		3 5	520	60.5		60.7
Heavy Trucks:	61		0.08		1.0	52.2	60.1		60.7
Vehicle Noise:	89	.6	87.9	8-	4.9	60.0	.69	3	69.0
Centeriine Distan	ce to Noise Co	ontour (in feet)						
			l da	70 d8A 60	85 d£		60 dBA 372		dBA 112

Friday, Nevernber 08, 2013

				****			***	*****			****
	no Existing								o Valley W	falmart	
	ne: Heacock S					Job N.	umber:	8879			
Road Segme	wit: North of Ca	ictus Avenue									
	SPECIFIC IS	PUT DATA			~~~~				L INPUT	s	
Highway Data					Site Car	nditions	Hard:	= 10, Se	oft = 15)		
Average Daily	Traffic (Act):	11,198 vehicles	3					Autos:	15		
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Apriles):	16		
Peak i	laur Valume:	1,120 vehicles	5		He	avy Truc	ks (3+	Axles):	15		
Ve	shicle Speed:	55 mph		1	Vohicte	387~					
Near/Far La	ane Distance:	36 feet		ŀ		iideTivoe		Dav	Evening	Night	Daw
Site Data							utos:	77.5%		9 634	87.42%
					4.0	edium Tr		84.6%	1 6 1 6 1 1 1	10.3%	1.84%
	rrier Keight:	0.0 feet		- 1		Heavy Tr		86.5W		10.9%	0.74%
Barrier Type (0-V		0.0		- 1						10.070	0.1 170
Centerline D. Centerline Dust		100.0 feet 100.0 feet		- 1	Noise 5	ource El	e vatio	ns (in fi	eet)		
				Ī		Autos	: 0	.080			
Barrier Distance		0.0 feet			Mediu	m Trucki	0 2	.297			
Observer Height	(Above Pad). lad Elevation:	5.0 feet 0.0 feet			Hear	vy Trucki	. 9	006	Grade Ad	justment:	0.0
	ad Elevation: ad Flevation	0.0 feet		-	Lane Eq	n denimat	Dinter	*** (In	te or		
	eaa Ereverion: Finad Grade:	0.0 reet 0.0%		- 1	Lane Li	Auto		494	1009		
	Froat Grade:				1.4mm/c.	мисо. т Тпискі		.404			
		-90.0 degree				un i rucia vv Trucia		.413			
	Right View:	90.0 degree	es.		riea	у гиск	. 90	1,413			
FHWA Noise Moo	let Calculation	3									
VehicleType	REMEL	Traffic Frow	0	stance	Finite	Road	Fred	1001	Barrier Alt	en Ber	m Atten
Autos	71.79	-2.33		-4.	52	-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-19.57		-4 5	51	-1.20		-4.85	9.0	300	0.000
Heavy Trucks	86.40	-23 53		-43.3	i1	-1.2B		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atte	nuation)						
VehicleType	Leg Peak Hou			Legi	vening	Leq.			Ldn		WEIL
Autos	63		61.8		50.1		54		62.0		63.2
Medium Trucks	57		55 G		49 3		47	?	68.		66.4
Heavy Trucks:	57	.2	55.7		46.7		47	9	56.)	56.4
Vehicle Noise:	85	.3	83.5		80.6		55	.7	€4.	3	64.7
Centerline Distan	ce to Naise Co	ontour (in feet)									
					d8A	85:			59 dBA	- 0.0	dBA
			Ldn:		12	9	8		193	4	15

Friday, November 98, 2013

Friday, Nevernber 08, 201:

	rio: Existing ne: Indian Street					ime: Moren ber: 8870	o Valley V	simart	
		tonwood Avenue			102.3411	D21. 20.0			
SITE	SPECIFIC IN	UT DATA		***********	NOI	SE MODE	L INPUT	5	********
Highway Data				Site Co.	nditions (H	erd = 10. S	ořt = 15)		
Average Dally	Traffic (Adt).	7,716 vehicles				Autos	15		
Peak Hour	Percentage:	18%		5/8	ealurn Truck	s (2 Axies):	15		
Peak F	lour Volume:	772 vehicles		H	eavy Trucks	(3+ Axies):	15		
	rhicle Speed.	49 roph	į	Vehicle	860v				
Near/Fer La	ine Distance:	12 feet	1		iideTvae	Day	Evenina	Night	Daity
Site Date					Auf		12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	O.O. feet		50	ledium Truc	ks: \$4.89	4.9%	19.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet			ource Elev		·		
Centerline Dist.	to Observer.	100.0 feet		marse S	Autos	0.000	ess		
Barrier Distance	fo Observer	0.0 feet		40-00	m Trucks	2.287			
Observer Height	(Above Pad):	5.0 feet			w Trucks:	6.008	Grade Ad	i referent	0.0
2	ad Elevation.	0.0 feet	į						
	ed Elevation:	0.0 feet		Lane Ec	juivalent Di		fest)		
	Road Grade:	0.0%			Autos:	99.945			
	Left View.	-90.0 degrees			m Trucks:	99 956			
	Right View:	90.0 degrees		Hea	vy Trucks.	99.866			
FHWA Naise Mad	lei Calculations		i						
Verlide Type			fstance			Fresnel	Berner Att		m Alten
Aulos:	66.51	-2.57	-4.6		-1.20	-4.77		000	0.000
Medium Trucks:	77.72	-19.80	-4.6		-1 20	-4 88		000	0.000
Неаку Ілиска.	82.99	-23.76	-4 6	81	-1.20	-5.16	0.0	300	0.000
Unmitigated Nois	e Levels (witho	ut Topo and ban	ier atte	nuation)					
VehicleType	Leg Peak Hour			Vening	Leg Nig		Ldn		WEZ.
Alfas:	58			54.5		48.4	57.0		57.8
Medium Trucks.	52.			44.2		42.7	51.1		51.4
Heavy Trucks	53.4			43.0		44.2	52.6		52.7
Vehicle Noise:	60.			55.1		50.6	58.		59.6
Centerline Distan	ce to Noise Co	ntour (in feet)							
				dBA	65 dB.	4	SO dBA		dBA
		Loh. CNF7 :		19 20	41		97 94		86 61

Fitday, November 69, 2013

Scienario.	Existing					Project N	ame: Mi	oren	o Valley W	simart	
	Indian Stree					Job Nut	nber: 88	70			
Fload Segment	: South of Jol	hn F. Kennady	Driva								
	PECIFIC IN	PUT DATA	******		*********				L INPUT	3	
Highway Data				S	ite Cor	ditions (f	lard = 10), Sc	ift = 15)		
Average Daily Ti	raffic (Adt).	8,016 vehicles	3				Ai	ios:	15		
Peak Hour P	ercentage:	18%			Me	alurn Truc	48 12 Ax	66J:	16		
Peak Ho.	ur Volume:	862 vehicles	S		Re	avy Truck	s (3+ Ax	(es):	15		
Vehi	icle Speed.	65 mph		12	etric is	Mir					
Near/Far Land	e Distance:	36 feet		×		ioteTvae	1 0	Our.	Evenina	Night	Daire
Site Data					V (37)	Au		7 5%		8.6%	97.42%
					0.0	edium Tria		1.8%		10.3%	1 94%
	ier Height:	0.0 feet 0.0				leavy Tru		3.5%		10.6%	0.74%
Barrier Type (0-Wa Centerline Dist.		100 B feet								10.070	0.1111
Centerline Dist. In		100.0 feet		10	aise S	ource Ele	rations (în te	e t)		
Barrier Distance to		0.0 feet				Autos.	0.00	0			
Observer Height (A		5.0 feet			Mediu	m Trucks:	2.28	7			
	: Elevation	0.0 feet			Heat	y Trucks:	8.60	ô	Grade Adj	usiment:	0.0
	i Cievation	0.0 feet		- 17	ene Fo	uivalent E	listance	(in	leet)		
	nad Grade	0.01660		F	m-77- 74-69	Autos:	98.49				
	Left View	-90.0 degree			Mediu	m Trucks:	98 40				
,	Roatt View:	90.0 degree				v Trucks.	98.41				
		on angles				,					
FHWA Noise Model											
Vehicle Type	REWEL	Traffic Flow	Dist	ance	Finite	Ploated	Fresnei		Barrier Att		m Alten
Autos	71.78	-3.78		-4.52		-1.20		.77	0.0		0.080
Medium Trucks:	82.40	-21.02		-4.51		-1 20		88	0.0		0.000
Heavy Trucks.	96.40	-24.9B		-4 51		-1.20	-5	16	0.0	60	9 9 9 0
Unmitigated Noise	Leveis (with	out Topo and	barrie	r attenu	ation)						
VehicleType 1.	ед Реак Нои	r Leg Day	7	Leg Ev	ening	Leg Ni	ght		Ldn	C	νŒΖ.
Autos:	82	3 6	80.4		58.6		52.6		61.3		61.8
Medium Trucks.	55.	7 8	54.2		47.6		46.3		64.7		54.8
Heavy Trucks:	55.	7 (54.3		45.2		46.5		54.9		55.0
Vehicle Noise:	63.	8 (52.1		58.1		54.3		82.8		63.3
Centerline Distance	m Waise Co	ntour (in feet)									
				70 d	24	65 d8	7.4		0 d84		riB 4

Scenario: Existing					Project N	ame:	Moren	Valley Vv	almart	
Road Name: Indian Str					Job Nu	mbar.	8870			
Road Segment: North of A	lessandro Bou	levard								
SITE SPECIFIC I	NPUT DATA							LINPUT	5	
Highway Da <i>ta</i>				Site Con	ditions (i	iard a	10, Sc	đt ≈ 15)		
Average Oally Traffic (Adl):	10,690 vehicl	es					Autos:	15		
Peak Hour Percentage.	10%				šium Truc			15		
Peak Hour Volume:	1,068 vehicl	es		He	эну Тгиск	s (J+ /	4x/es):	15		
Venicle Speed:	55 mph		-	Vehicle f	die					
Near/Far Lane Distance.	36 feat			Vehi	deType	\neg	Day	Evening	Niglx	Daily
Site Data					AL	ios:	77.5%	12.8%	9.8%	87.42%
Barrier Height:	0.0 feet			8/90	dum Tru	eks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Well, 1-Berm):	0.0			F	leavy Iru	DNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barrier	100.0 feat		-	Marina Co	urce Ele		- 6-8			
Centerline Dist. to Observer.	100.0 feet		-	WOIST St.	Autos:		000	:01)		
Barrier Distance to Observer:	0.0 feet			& Aparthus	ников. п Тпискв		297			
Observer Height (Above Pad):	5.0 feat				v Trucks			Grade Ad	iustment	0.0
Pad Elevation:	0.0 feet		_							
Road Elevation:	0.0 feet			Lane Equ	iivalent l			(set)		
Road Grade	0.0%				Autos:		494			
Left View:	-90.0 degr				n Trucks		404			
Right View:	90 0 degr	ees		Heav	y Trucks:	59	413			
FHWA Noise Model Catculatio VehicleType REMEL	ns Trothic Flow	1 6	ance.	1 Finite	O T	Fresi		Barrier Att		246
Autos 71.7			-4.5		-1.20		-4 77		en L 8er	0.000
Medium Trucks: 92.4			-4.5		-1.20		-4.77 -4.58		inc	0.000
Heavy Trucks: 68.4			-4.5		-1.20		-9.00 -5.16		100	0.000
					-1.20		-0.70			0.000
Unmitigated Noise Levels (wit Vehicle Type Lea Peak Hi				vening 1	Lea N	isht	T	l dn	Г с	NE)
	3.5	61.6		59.9		53.8	3	82 4		83.0
Medium Trucks: 5	8.9	55.4		49.0		47.5	i	56.0)	56.2
Heavy Trucks 5	7.0	55.5		46.5		47.7	7	56.		56.2
Vehicle Noise F	5.1	83.3		80.4		55.5		64		64.5

Friday, November 88, 2913

	no: Existing							e Valley VV	almart	
	me: Indian Stree int: North of Ge				JOD TYU!	nber 88	10			
************	SPECIFIC IN	***********		******		**********		**********		******
Highway Data	SPECIFIC IN	PUTBATA		Site Con-				LINPUT	*	
	7 (7 (4 1)	5.004		200 0021	accors (r.		tos:	15		
Average Cally		6,964 vehicles			fum Yruc			15		
	r Percentage.	596 vehicles			num Truck:			15		
	Hour Volume enicle Speed:			7165	ну тиск	5 (J* AX	es).	10		
	ericie soeeo: ene Dislance	40 mph	17	Vehicle f	Six					
iveant at La	ane Distance.	12 feat		Vehi	жеТуре	0	зу	Evening	Nigix	Dally
Site Data					Αυ	ios: 7	5%	12.9%	9.8%	87.423
Đa	rrier Height:	0.0 feet		8,60	dium Yruc	oka: 64	18%	4.9%	10.3%	1.649
Barrier Type (0-V		0.0		H	easy Inx	288. BR	.5%	2.7%	10.8%	0.749
Centerline 0	ist to Barner	100.0 feat	-	Noise Sa	51.					
Centerline Dist.	to Observer:	100.0 feet	- 1	4012A 20	Autos:	0.00		161)		
Barrier Distance	to Observer:	0.0 feet		A American	Trucks:	2.29				
Observer Height	(Above Pad):	5.0 fest			Trucks:	8.00		Grade Adi	cotroont	0.0
p	Pad Elevation:	0.0 feet							urour norm.	0.0
Ro	ad Elevation:	0.0 feet	17	Lane Equ	ivalent D	istance	(in:	feet)		
	Road Grade:	0.0%			Autos:	89.94	5			
	Left View:	-90.0 degrees		Mediun	:Trucks:	99.85	6			
	Right View:	90.0 degrees		Heavy	Trucks:	99 86	6			
HWA Noise Moc	tel Catculations									
VehicleType	REMEL		si ance	Finite -		Fresne)		Barrier Alls		m Allen
Autos		-3.88	-4.63		-1.20		.77	0.0		0.00
Medium Trucks		-20.92	-4.6		-1.20		5.9	0.0		0.00
Heavy Trucks:	62.89	-24.88	-4.6	1	-1.20	-5	16	0.0	90	0.00
Inmitigated Nois	e Levels (with	ut Topo and barri	er etten	uation)						
	Leq Peak How		Leg E		Leg Ni			Lán		NEL
Autos				53.3		47.3		55 9		56
Medium Trucks:				48.1		41.6		50.0		50.3
Heavy Trucks				41.8		43.1		51.5		51.
Vehicle Noise.	59.	0 57.3		54.0		49.5		58.0		58.
Centerline Distan	ce to Noise Co.	ntaur (in feet)							r	
			70 c		65 dE	54	- :	0 dEA		dE.A
		£dn:	- 1		34			74	,	58
		CNEL:	1		37			79		70

Road Nan	io: Existing se: Indian Strei sé: North of Ca					i Name: Vumber:		n Valley W	almart	
SITE	SPECIFIC IN	PUT DATA	*********			NOISE	MODE	LINPUT	3	**********
Highway Data				S	ite Condition	s (Hard =	10, 80	oft = 15)		
Average Daily	Traffic (Adl)	10,982 vehicle	5				Autos:	15		
Peak Hour	Percentage:	10%			Medium 1	rucks (2.	Anles):	15		
Peak h	laur Valume:	1,099 vehicle	ts.		Heavy Tri	ucks (3+.	Axles):	15		
Ve	hicle Speed:	55 mph		-	africte Mix					
Near/Far La	ne Distance:	36 feet		- 1	Vehicle Typ		Dav	Evening	Shahé	Daily
Site Data					V 51-1615 7 7 7	Autos	77.5%		9 636	97.42%
one but	rrier Keight:	0.0 feet			Adectivati		84 8 %		10.3%	1 84%
Barner Type (0-VI		0.0 reet			Heavy		86.6%		10.8%	0.74%
Centerline Di		100.0 feet		L.,	,					
Centerine Fuel		100.0 feet		N	oise Source i			et)		
Barrier Distance		fill feet			Aut		000			
Observer Herahl I		5.0 heet			Medium Truc		297			
	nd Finantian	0.0 feet			Heavy Truc	85. S	006	Grade Ad,	ustment	0.0
	ad Elevation	0.0 feet		17.	ene Equivales	nt Distan	ce (in :	(net)		
	Finad Grade:	0.01661		-	Aut		494			
	Left View	-90.0 deare	00		Medium Truc	ion: 98	4B4			
	Right View:	90.0 degre			Heavy Truc		413			
FHWA Noise Mod	et Calculation	s								
VehicleType	REMEL	Traffic Flow	Dist s	nce	Finite Road	Fresi	167	Barrier 4tt	en Ber	m Atten
Autos:	71.76	-2.41		-4.52	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	82.40	-19.65		-4.51	-1.20		-4.89	0.0	90	0.000
Heavy Trucks	86.40	-23 61		-4.51	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	attenu	ation)					
	Leg Peak Hou	r Leg Da	y 1.	.eq Eve	ening Le	, Nighi		Ldn		WEIL
Autos	63		61.8		60.0	53.	_	62.6		63.2
Mediam Trucks	57		55 5		49 2	47		56.1		56.3
Heavy Trucks:	57		55.7		46.6	47.5		56.2		56.3
Vehicle Noise:	85	2	83.5		80.5	65.	6	64.2		64.7
V STREET PROVIDE.										
Centeriine Distan	e to Naise Co	ontour (in fee	t)	70 df		dBA		0 d8A		dBA

Friday, Nevernber 68, 2613

*****		*****		*******			******		******		
				***		***	***				***
	no Existing								o Valley M	/almart	
	ne: Indian Strei					Job N	umber:	8870			
Road Segme	vಜ: South of iris	s Avenue									
	SPECIFIC IN	PUT DATA	~~~						L INPUT	S	**********
Highway Data				s	ite Can	ditions	Hard:	- 10, S	oft = 15)		
Average Daily	Traffic (Adl)	4,250 vehicles						Autoe	15		
Peak Hour	Percentage:	10%		- 1	Me	edium Ta	icks (2	Axles).	15		
Peak i	lour Volume:	426 vehicles			He	avy Truc	ks (3+	Axles).	15		
Ve	thicle Speed	40 mph		1/	atile to	3874					
Near/Far La	ine Distance:	12 feet				ideType		Dav	Evenno	strant	Daw
Site Data					*****		utos:	77.59		9.6%	87.42%
					4.4	edium Tr		84.69		10.3%	1.84%
	rrier Keight:	0.0 feet		İ		Heavy Tr		86.69		10.3%	0.74%
Barrier Type (0-V		0.0								10.070	0.1170
Centerline D. Centerline Dust		198.9 feet 188.9 feet		N	oise Se	ource El	e vatio	ns (in t	set)		
						Autos	: 0	.000			
Barrier Distance		0.0 feet			Mediu	m Trucki	0 2	.297			
Observer Height		5 8 Net			Heav	у Тгискі	. 9	906	Grade Ad	justment:	0.0
	ad Elevation:	0.0 feet		-		ulvalent	F-1-4				
	ad Elevation:	0.0 feet		12.	ane en	Autor		945	reng		
	Road Grade:	0.0%		- 1		нисо: т Тписка		.945			
	Left View:	-90.0 degrees						.865			
	Right View:	90.0 degrees			mean	ry Trucki	E 46	.865			
FHWA Noise Moo	el Calculation	3									
VehicleType	REMEL	Traffic Frow	Dis	tance	Finite	Road	Fred	1901	Barrier Alt	en Ber	m Atten
Autos	86.51	-5.15		-4.82		-1.20		-4.77	9.	300	0.000
Medium Trucks:	77.72	-22.38		-4.61		-1.20		-4.85	9.8	300	0.000
Heavy Trucks	82.99	-26 34		-4.81		-1.2D		-5.16	9 :	300	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrie	er attenu	ation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg Eve	ening	Leq.	Vighi	T	Ldn	Ci	VEIL
Autos	55	.8 5	3.7		51.8		45	8	54.	5	55.1
Medium Trucks	49	.5 41	3.0		41.7		40	1	48.	6	48.6
Heavy Trucks:	50	.0 49	9.4		40.4		41	ô	50.	0	59.1
Vehicle Noise:	57	.6 5	5.8		52.6		48	0	56.	5	57.0
Centerline Distan	ce to Noise Co	intour (in feet)									
			T	70 di	3A	85:			50 dBA		dBA
			20:	13		2			58		27
			170	4.6					D13	- 4	50

Friday, November 08, 2013

Friday, Nevernber 08, 201

Scenar	io: Existing				Project N	ame: More	no Valley Wa	imarr	
Road Nam	ne: Indian Street				Job Nur	nber: 8876	,		
Road Segme	nf: North of Kran	neria Avenue							
SITE	SPECIFIC INP	UT DATA					EL INPUTS	*****	**********
Highway Data				Site Cor.	iditions (F	farct $= 10.5$	ařt = 15)		
Average Daily	Traffic (Adt). 4	,392 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Ms	alum Truc	hs (2 Axies)	: 15		
Peak F	lour Volume:	439 vehicles		He	avy Truck	s (3+ Axies)	15		
	rhicle Speed.	49 roph	ŀ	Vehicle.	Mix				
Near/Fer La	ne Distance:	12 feet		Veh	ideType	Day	Evening	Night	Daity
Site Date					Aυ	fas: 77.5°	6 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		5/3	edium Trui	oks: 94.85	6 4.9%	10.3%	1 84%
Barrier Tyge (0-W	Vall. 1-Berral.	0.0		1	Heavy Tru	rks: 86.59	6 2.7%	10.6%	0.74%
Centerline Dr	st. to Barrier:	100.0 feet	- 1	Maine C	Ela	ations (in	To and		
Centerline Dist.	to Observer.	160.0 feat		noise of	Autos	0.000	eng		
Barrier Distance	to Observer	0.0 feet		A shorting	m Trucks:	2.287			
Observer Height ((Above Pad):	5.6 feet			n Trucks:	6.008	Grade Adii.	ustment:	0.0
	ad Elevation.	0.0 feet	į.						
	ad Elevation:	0.0 feet		Lane Eq		listance (in	feet)		
	Road Grade:	0.0%			Autos:	99.945			
		-90.0 degrees			m Trucks:	99 956			
	Right View:	90.0 degrees		Hear	ry Trucks.	99.866			
FHWA Naise Mad	ei Calculations		i						
Vehicle Type	REMEL	Traffic Flow D	stance	Finite	Road	Fresnel	Barner Afte	n Ben	m Alten
Aulos	68.51	-6.01	-4.6	2	-1.20	-4.77	0.00	10	0.000
Medium Trucks:	77 72	-22.25	-4.6		-1.20	-4 88	0.00	00	0.000
Невуу Тruсня.	82.99	-26.21	-4 F	1	-1.20	-5.16	0.00	30	0.000
Unmitigated Nois	e Levels (withou	it Topo and barr	ier atter	wation)					
Vehicle Type	Leg Peak How	Leg Day	Leg E	vening	Leg Ni	ght	Ldn	Ci	νEΣ.
Autos:	55.7	53.8		52.0		46.0	54.6		55.3
Medium Trucks.	49.7	48.1		41.6		40.2	46.7		46.5
Heavy Trucks:	51.0	49.6		49.5		41.8	50.1		50.3
Vehicle Noise:	57.7	58.C		52.7		48.1	56.7		57.
Centerline Distan	ce to Noise Con	tour (in feet)							
				dB.A	65 dE	3,4	60 dBA		dBA
		Lobs	1	3	28		80		29
					20		0.0		20

Scenario: Existing					Project N	lame: Mo	reno	Valley VA	simarr	
Road Name: Perris B	oulevard				Job Nu	mber: 88	70			
Fload Segment: North of	SFR-60 V	8 Ramps								
SITE SPECIFIC	INPUT	DATA	******		NC	ISE MC	DE	INPUTS	,	~~~~
Highway Data				Site Co.	nditions (f	tard = 10	l, Sa	tt = 15)		
Average Delity Traffic (Adt)	30,480	vehicles				Αü	ios:	15		
Peak Hour Percentage	r 10	96		Ms	ealurn Truc	48 (2 Axi	es):	15		
Peak Hour Volume	3,048	vehicles		R	eavy Truck	s (3+ Ax)	es):	15		
Vehicle Speed	. 65	roph		Vehicle						
Near/Far Lane Distance	: 88	feet			nideType	I De	a., [Eivenina	Night	Daire
Site Data				V.C.			5%	12.9%	8.6%	97.42%
					ledium Tru		8%	4.9%	10.3%	1 94%
Barrier Heigh		feet			Heavy Tru		5%	2.7%	10 8%	0.74%
Barrier Type (0-Wall, 1-Berry Centerline Dist. to Barrie)) feet							10.070	0.111
Centerline Dist. to barrie		reet Ofeet		Noise S	ource Ele	vations (în fe	et)		
Barrier Distance to Observe		i feet			Autos.	0.00	D			
Observer Height (Above Pad) feet		Mediu	m Trucks	2.28				
Pad Elevation) feet		Hea	vy Trucks:	8.66	8 '	Grade Adji	usiment	0.0
Sned Flevation) feet		Lane Fr	ulvalent L	Distance	lin 5	eeti		
Road Grade		166		Carre At	Autos:	87.31				
Left View) dearees		Medio	m Trucks:	87.21				
Right View		degrees			vy Trucks.	87.22				
FHWA Noise Madei Calculat	ions			L						
VehicleType RSMEL	Traffi	c Flow	Distance	Finite	Pload	Fresnei	18	Barrier Afte	n Ber	m Allen
Autos: 71	78	2.02	-3.	74	-1.20	-4	77	0.0	60	0.086
Medium Trucks: 82	40	-15.22	-3.	73	-1.20	-4	88	0.0	00	0.000
Heavy Trucks. 96	49	-19.1B	-3	73	-1.20	-5	16	0.0	B0	0.000
Inmitigeted Noise Leveis (w	ithout To	pc and b	arrier atte	nuation)						
VehicleType Leg Peak i		Leq Day		Evening	Leq N			Ldn	C	WEL.
Autos:	88.9		7.0	65.2		59.1		67.8		66.4
Medium Trucks.	82.9		0.7	64.4		62.6		61.3		61.5
Heavy Trucks:	62.3		9.0	51.8		53.1		61.4		81.6
Viehicše Mnise:	70.4	6	B 7	65.7		80.9		88.4		89.9

Scenario:									c Valley V	/almart	
Road Name: Road Seament:						Job Nu	mbar	8870			
***************************************	***************************************	*******	***********		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	***************************************		**********		**********	
SITE SI Highway Data	PECIFIC IN	PUTD	ATA		Cita Day	M Holitians (LINPUT	5	
					aite Cor	rowons (naro				
Average Daily Tr			venicles			r 20		Autos:	15 15		
Peak Hour Pe		10%				dium Tru					
	ir Volume:		zehicles		He	евну Тлис	RS (J+	Axies):	15		
	de Speed:	40 r			Vehicle	Mix					
Near/Far Lane	Distance.	12 f	eat		Veh	ројеТуре		Day	Evening	Nigix	Dolly
Site Data						A	utos:	77.5%	12.9%	9.8%	97.42%
Barni-	er Height:	0.0	feet			edum Tr		64.9%			
Barrier Type (0-Wall	I. 1-Bermi:	0.0			,	Heavy In	ACAS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist.	to Berner	100.0	feat		Noise S	ource Ek	untine	e Go S	nedi		
Centerline Dist. to	Observer:	100.0	feet		40/31/ 0	Autos		000			
Barrier Distance to	Observer:	0.0	feat		8.6a-rii i	т Trucks		297			
Observer Height (Al	cove Pad):	5.0	feat			vv Trucks			Grade Ad	bustment	0.0
Pad	Elevation:	0.0	feet							ja dadin	
Road	Elevation:	0.0	feet		Lane Eq	uivalent	Distan	ce (in:	feet)		
Ro	ad Grade	0.09	Vo.			Autos	: 99	.945			
	Left View:	-90.0	degree:	s	Mediu	т Тписка	- 99	.856			
F	Right View:	90.0	degree	S	Hear	vy Trucks	: 59	865			
FHWA Noise Model					L						
VehicleTyne	REMEL	Traffic		Distance		Road	Fres		Barrier Att		
Autos.	66.61		-8.34	-4.		-1.20		-4.77		000	0.000
Medium Trucks	77.72		25 58	-4.		-1.20		-4.58		000	0.000
Heavy Trucks:	62.89		-29.54	-4.	61	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise L											
	eq Peak Hou		eq Day		Evening			L	Lán		NEL
Autos:	52.			B 5	48 7		42		51		51 9
Medium Trucks	46.			4.8	3B.5		36.		45.		45.8
Heavy Trucks	47.			6.2	37.2		38,		48.		46.9
Vehicle Noise.	54.	4	5	2.6	49.4		44	8	53	3	53.8

Friday, November 08, 2013

Scenario: Existina					Project is	ame: N	erenc	Valley VV	almart	
Road Name: Perris E	oulevard				Job Nur					
Road Segment: SR-60 V	VB Flamp	s te Sunnyn	read Bou	levard						
SITE SPECIFIC	INPUT	DATA	************	********	NC	HE M	ODE	INPUT	}	manana
Highway Data				Site Con	ditions (F	iard ≃ :	lΩ, So	ft = 15)		
Average Daily Traffic (Adl.	33,972	vehicles				Α	utos:	15		
Peak Hour Percentage	. 10	%		Me	dium Truc	ks (2 A	xles).	15		
Peak Hour Volume	3,307	vehicles		He	any Truck	s (3+ A	zies):	15		
Venicle Speed	6 55	mph	-	Vehicle :						
Near/Far Lane Distance	98	feat	- 1		oleType		Day I	Evenina	Nigiti	Dally
Site Data							77.5%	12.9%	9.8%	
		1 foat		0.6	edium Tru		34.9%	4.9%	10.3%	1.643
Barrier Heigh					teasy Iru		88 5%	2.7%	10.8%	0.749
Barrier Type (0-Wall, 1-Berm Centerline Dist. to Barrie) Lifeat								
Centerline Dist to Observe		o reat O feet		Noise S	urce Ele	rations	(in fe	6f)		
Barrier Distance to Observe		o reet O feet			Autos:	0.0	00			
Observer Height (Above Pad		i ree: I feet		Mediu.	m Trucks:	2.2				
Pad Elevation) feet		Heat	y Trucks	8.0	90	Grade Adj	ustment	0.0
Road Elevation		l feet	ŀ	Lane Fo	uivalent L	listeno	a Rest	earl)		
Road Grade		1%	ŀ	20110 214	Autos	87.3				
riona Craur		Jw D dearees		Mediu	m Trucks	87.2				
Right View) degrees			v Trucks:	67.2				
. ign vice	. 50	orginero.			<i>)</i> 1100 to.					
FHWA Noise Wodel Calculat										
VehicleType REMEL			Defence	Finite		Fresno		Barrier Att		m Alten
Autos 71		2.37	-3.7		-1.20		4.77	0.0		0.00
Medium Trucks: 82		-14 87	-3.7	-	-1.20		4.58	0.0		0.00
Heavy Trucks: 85	40	-18.82	-3.1	13	-1.20		5.16	0.0	OD	0.00
Unmitigated Noise Levels (v.	ithout To	pe and ba	rier ette	nuation						
VehicleType Leg Peak	four	Leg Day	Leg 8	vening	Leg M	ght		Lán	Ci	MEL
Autos:	68.2	67	3	85 6		59.5		88 1		88
Medium Trucks:	62.6	61.	1	64.7		53.2		81.7		61.
Heavy Trucks	62.6	61.		52.2		53.4		61.8		61.
Vehicle Noise.	70.8	69.	0	66.1		61.2		69.8	-	70.
Centerline Distance to Noise	Contour	(in feet)								
			70	dB/4	65 d£	:4	- 6	0 dBA	.55	dE.A
		Ldr		36	208			447	9	64
		CNEL		04	273			481		037

	io Existing						eno Vailey V	/almart	
	æ: Indian Street				Job Nun	ber: 8870)		
Road Segme	nt: South of Harl	ey Knox Bouleva	rd						
	SPECIFIC INP	UT DATA					EL INPUT	S	
Highway Data				Site Cor	rditions (H				
Average Daily		,344 vehicles				Auto			
Peak Hour	Percentage:	10%			edium Truck				
Peak F	laur Valume:	434 vehicles		He	avy Trucks	(3+ Axle:): 15		
	hide Speed:	55 mph		Valuate	Mix				
Near/Far La	ne Distance:	36 feet		Vet	iicleType	Day	Evening	Shark	Daily
Site Data					Aut	05: 77.5		9 636	97 4 2%
Ra	rrier Keight:	0.0 feet		ħi.	ledium Truc	fcs. 84.8	% 4.9%	10.3%	1.84%
Barner Type (0-VI		0.0			Heavy Truc	As: 96.6	% 2.7%	10.8%	0.74%
Centerline Di		100.0 feet							
Centerline Dist.	to Observer:	100.0 feet		Moise 3	ource Elev Autos	0.000	meth		
Barrier Distance	to Observer.	0.0 feet		4.4-40	m Trucks:	2.297			
Observer Height	Above Pad).	5 S teet			vn Frucisi: vv Trucisi:	8 006	Grade Ad	livetmani	0.0
p.	ad Elevation:	0.0 feet						yes surroun.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivaient El	istance (i	n feet)		
	Road Grade:	0.0%			Autos:	98.494			
		-90.0 degrees			т Тпискв:	98.404			
	Right View:	90.0 degrees		Hea	vy Trucks:	98,413			
FHWA Noise Mod									
VehicleType			istance			Fresher	Barrier 4t		m Atten
Autos:	71.76	-6.44	-4.		-1.20	-4.7		300	0.00
Medium Trucks:	92.40	-23.69	-4		-1.20	-4.8		380	0.00
Heavy Trucks	96.40	-27 64	-4		-1.20	-5.1	5 0	300	0.00
Unmitigated Nois									
	Leg Peak Hour	Leg Day		Evening	Leq Nk		Ldn		VEI.
Autos	59.8	57.7		58.0		49.9	58.	-	59.
Medium Trucks	53.0	51 5		45 1		436	52.		52.
Heavy Trucks: Vehicle Noise	53.0 81.2			42.6 56.5		43.8 51.6	52. 60		52.1 60.1
				00.5		V1.0	· · · · · · · · · · · · · · · · · · ·		
Centeriine Distan	ce to Naise Con	tour (in feet)	70	dBA	85 dB	A	60 dBA	1 55	dBA
		1 100		2071	0.7110		100		120,001

Friday, Nevernber 08, 2013

					3333			337			
Scenari	o: Existing					Project	Name:	Moren	o Valley W	almart	
Road Nam	e: Perris Sou	ilevard				Job Ni	ımber:	8870			
Road Segmen	z: South of S	Sunnymead Box	ilevar	ď							
9179	IDECIEIC II	NPUT DATA	*****	************	***********	Annonna N	DISE	MODE	LINPUT	e S	***********
Highway Data		W G , OK I A		- 1.	Site Cor	nditions :					
Average Daily	Creditio (Act):	24.324 vehoch	18					Autos	15		
Peak Hour		10%			Me	edium Tru	ctes (2)	Apples):	16		
	our Volume:	2 432 vehicle	20			avv Truc			15		
	hiote Speed	55 mph		-							
Near/Far Las		38 feet		-	Vehicle					-1 -1	
					ver	iicleType		Day	Evening	stight	Daily
Site Data							utos:	77.5%	1 6 1 6 1 1 1	9 636	
Bar	rier Keight:	0.0 fest		i		edium Tr	G E 1 1001	84.6%		10.3%	11.0
Barrier Type (0-W	bit, 1-Serry:	0.0		-		Heavy Tr	UCAS:	86.5%	2.7%	10.8%	0.74%
Centerline Dis	it to Barrier.	100.0 feet		l-	Noise 5	ource El	evetion	e On fe	ent)		
Centerline Dist.	to Observer:	100.0 feet		F		Autor		000			
Barrier Distance	to Observer.	0.0 feet			folaction	m Trucks		297			
Observer Height (Above Pad).	5.0 Neet		- 1		ov Trucks		006	Grade Ad	iustmeni	0.0
	id Elevation:	0.0 feet		-							
	id Elevation:	0.0 feet		- 2	Lane Eq	uivaient			(6 <i>01</i>)		
ş	load Grade:	0.0%				Autos		494			
	Left View:	-90.0 degre				т Тписка		404			
	Right View:	90.0 degre	èës		Hea	vy Trucks	96.	413			
FHWA Noise Mode											
VehicleType	REMEL	Traffic From		istance		Road	Frest		Barrier Alt		nn Atten
Autos:	71.76			-4.5	_	-1.20		-4.77		300	0.000
Medium Trucks:	82.40			-4.5		-1.2B		-4.85		100	0.000
Heavy Trucks	86.40	-29 16		-4.5	1	-1.20		-5.16	9.6	100	0.000
Unmitigated Noise			i ban	ier atter	uation)						
VehicleType	Leg Peak Ho			Leq E		Leq I			Ldn		NEIL
Autos:		7.1	65.2		63.4		57.4		68.1		68.6
Medium Trucks		0.5	59 0		52 6		51		68.5		58.8
Heavy Trucks:	6	0.5	59.1		50.1		51.1	3	59.	7	59.8
Vehicle Noise:	8	9.7	88.9		84.0		59.	1	87.	3	69.1
Centerline Distanc	e to Naise C	ontour (in fee	t)								
				70 :	18A	85:	1BA	6	9 dBA	55	dBA

Friday, November 69, 2013 Friday, November 69, 2013

Friday, November 08, 201

Scenar	io: Existing				Project N	ame: Morer	o Valley V&	simarr	
Road Nan	ne: Parris Boulev	ard			Job Mur	nber: 8870			
Fload Segme	nt: North of Euca	alyptus Avenue							
SITE	SPECIFIC INP	UT DATA					L INPUTS	;	
Highway Data				Site Cor.	rditions (F	taret = 10.5	ořt = 15)		
Average Dally	Traffic (Adt). 20	,160 vehicles				Autos	15		
Peak Hour	Percentage:	18%		Ms	rakum Truc	hs (2 Axies)	16		
Peak F	łour Volume: 2	,016 vehicles		He	eavy Truck	s (3+ Axies)	15		
	hicle Spead.	55 roph	ŀ	Vehicle.	Mix				
Near/Fer La	ne Distance:	36 feet		Veh	ideType	Day	Evening	Night	Daity
Site Date					Aυ	las: 77.51	6 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		5/8	edium Trui	oks: 84.89	6 4.9%	10.3%	1 84%
Barrier Type (0-V		0.0		- 1	Heavy Tru	:4s: 86.59	6 2.7%	10.6%	0.74%
Centerline Di	st. to Barrier:	100.0 feet	- 1	Maine C	Ela	ations (in t	[a asi		
Centerline Dist.	to Observer.	160.0 feat	- }	700386 31	Autos	0.000	eng		
Barrier Distance	to Observer	0.0 feet		A sin etii.	m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			w Yrucks:	8.008	Grade Adii	ustment	0.0
	ad Elevation	0.0 feet	į.						
	ad Elevation:	0.0 feet	Ĺ	Lane Eq		listance (in	feet)		
	Road Grade:	0.0%			Aulos:	98.494			
		-90.0 degrees			m Trucks:	98 404			
	Right View:	90.0 degrees		Heat	vy Trucks.	98.413			
FHWA Naise Mad	ei Calculations								
Verticae Type	REWEL 1	Traffic Flow D	stance	Finite	Road	Fresnel	Berner Afte	n Ben	nı Alten
Aulos	71.70	0.22	-4.5	2	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	82.40	-17.02	-4.5	11	-1.20	-4 88	0.0	00	0.000
Невуу Туценя.	96.40	-20.97	-4 5	1	-1.20	-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (withou	it Topo and barr	ier atter	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	vening	Leg Ni	ght	Ldn	CI	WEZ.
Autos:	86.3	64.4		62.6		56.6	65.2		65.8
Medium Trucks.	59.7	58.2		51.6		56.3	56.7		59.0
Heavy Trucks:	59.7	58.3		49.3		50.5	58.9		58.0
Vehicle Noise:	67.8	68.1		63.1		58.3	8.98		67.3
Centerline Distan	ce to Noise Con	tour (in feet)							
				dB.A	65 dE		60 dBA		dB.A
		Lohn.		11	132		285		14

Finday, November 69, 2013

Scenario: Existing						Project I	lame:	Moren	o Valley V	/simsrt	
Road Name: Perris Bo	ulevard					Job Nu	mber:	8876			
Fload Segment: South of	Cettensy	ced Aver	าบอ								
SITE SPECIFIC	INPUT	BATA	-		*******	H	DISE	MODE	L INPUT	S	
ighway Data				S	ite Con	ditions (Hard?	10. S	ařt = 15)		
Average Daily Traffic (Adt)	20,260	vehicle	s					Autos	15		
Peak Hour Percentage	10	%			Me	olurn Tru	3h8 f2	Axies):	16		
Peak Hour Volume	2,028	vehicles	S		He	avy Truci	s (3+	Axies):	15		
Vehicle Speed	65	roph		132	ehicie i	100					
Near/Far Lane Distance	36	feet		· ·		ideTvae	-	Dav	Evening	Night	Dairy
ite Data					*****		stas:	77.59		9.6%	
Barrier Height		C feet			5.0	edium Tri		84.89		10.2%	
Barrier Type (0-Wall, 1-Berm)					+	leavy Th	icks	86.5%	2.7%	10.6%	6 0.74%
Centediae Stat to Barrier	-	D faet				<u>-</u>					
Centerline Dist. In Observer	100.	C feet		N	aise So	ounce Ele			6 <i>8</i> ‡)		
Barrier Distance to Observer	- 0	0 feet				Autos	_	.000			
Observer Height (Above Pad)	5	0 feet				m Trucks	-	.287	The same of the	Al codenia	6.00
Pad Elevation		C feet			Heat	y Trucks	6	890.	Grade Ac	gusunen	£ 0.0
Road Elevation	0.	0 feet		L	ane Eq	ulvalent	Distar	ce (in	feet)		
Road Grade	0.	0%				Autos	98	.494			
Left View	-90.	C degree	25		Mediu	m Trucks	98	484			
Right View	90.	0 degree	es.		Heav	y Trucks	88	.413			
HWA Noise Model Calculati	oris										
VehicleType REMEL	Traffi	c Flow	D	stance	Finite	Pload	Fres		Barrier At	ten Be	ımı Alten
Aulos: 71.	18	0.25		-4.52		-1.20		-4.77	C.	000	0.00
Medium Trucks: 82 -	-	-16.98		-4.51		-1.20		-4 88		000	0.000
Heavy Trucks. 96 /	10	-20.95		-4.51		-1.20		-5.16	G.	000	9.000
nmitigated Noise Leveis (w	thout To	po and	bam	er attenu	ation)						
VehicleType Leg Peak t	our	Leg Day	- 7	Leg Ev	ening	Legh	lig/hf	T	Ldn	1 0	INEL.
Autos:	86.3		64.4		62.6		56.	6	66.	2	65.0
Medium Trucks.	59.7		69.2		61.6		60.		56		59.0
**********	59.7		58.3		49.3		50.		58.		58.
Vehicle Noise:	67.8		68.1		63.2		58.	3	86.	9	67.3

Road Segmen	e: Perris Bo						Project	Jumhar	0070			
SITE	x: South of I		s Avenue				JOD 7	rumber	8910			
	SPECIFIC I		***************************************	•	************	**********		OISE	MODE	LINPUT		**********
Highway Data						Site Co.						
Average Daily	Traffic (Adl):	18,168	venicles						Autos:	15		
Peak Hour	Percentage.	109	6			No	edium Ti	ucks ()	Axles).	15		
Peak H	our Volume:	1,817	vehicles			He	eavy Tru	oks (3)	Axles):	15		
Ve.	nicle Speed:	55	mphi		-	Vehicle	Adie					
Near/Far Le.	ne Distance.	36	feat		-		noleTvo		Dav	Eveninal	Niglá	Dally
Site Data					+			Autos	77.5%			87.42%
5	rier Height:	0.0	feet			No.	ledium 1	rucks:	64.8%	4.9%	10.3%	1.64%
Barrier Type (0-W		0.0					Heavy)	rucks.	88.5%	2.7%	10.8%	0.74%
Centerline Die		100.0			-							
Centerline Dist.	to Observer:	100.0			-	Noise S				een		
Barrier Distance	to Observer:	0.0	feat			A decesion	Auto Im Truol		0.000 2.297			
Observer Height (Above Pady	5.0	feat				im Fraci vv Traci		2.287 3.006	Grade Adi	iconnant	0.0
Pé	id Elevetion:	0.0	feet								a our norm	0.5
Ros	ed Elevation:	0.0	feet			Lana Ec	guivaler			feet)		
1	Road Grade:	0.0	%				Auto	s: 9	9.494			
	Left View:	-90.0	degrees			Medic	ım Truci	ec. 8	8.404			
	Right View:	90.0	degrees			Hea	vy Truci	is: 9	8 413			
FHWA Noise Wood												
VehicleTyne	REWEL		Flow	Dis	fance		Road	Fre		Barrier Att		
Autos	71.7		-0.23		-4.5	-	-1.20		-4.77		100	0.000
Medium Trucks	82.4		-17 47		-4.5		-1.20 -1.20		-4.58		100	0.000
Heavy Trucks:	66.4	-	-21.42		-4.6		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Vehicle Type			ea Day	anh		nuationi vening	160	Might		I do	Г с	NE)
Autos		5.8		3 9		62.2		56	1	84 7		85.3
Medium Trucks:	- 5	8.2	57	7.7		51.4		45	1.8	58.3	3	58.5
Heavy Trucks	5	9.3	57	7.8		48.8		50	1.1	58.4		58.5
Vehicle Noise.	F.	7.4	68	5.6		62.7		57	.8	66.4		68.8

Friday, November 88, 2013

Scenario:	Perris Boulev	med			Job Nu			e Valley VV	allmart	
Road Segment.			rod.		300 176	muer.	6910			
***************************************	**********	***************************************	::u	******	***********	~~~~	*****	**********		
SITE S: Highway Data	PECIFIC INP	UT DATA		Cian One	M: Garciticans (LINPUT	8	
	er (4 10 40	200		0.10 00.	i encouns		Autos			
Average Daily Ti Peak Hour P		18%		0.00	dium Tru					
		.804 vehicles			eauv Truci					
	ur volume - i de Soeed	55 moti				10101	HAROD.	10		
Near/Far Lane		36 feat		Vehicle						
	: Diolance.	an isst		Vet	noleType		Day	Evening	Night	Dolly
Site Data						uios:	77.5%		9.8%	
Barn	er Height:	0.0 feet			ledium Tri		64.9%		10.3%	1.64%
Barrier Type (0-Wa	l, 1-Bermi:	0.0			Heavy In	X288.	88.5%	2.7%	10.8%	0.74%
Centerline Oist.	to Berner	100.0 feat	l l	Noise S	aurae Ele	vation	is (in f	eedi		
Centerline Dist. to		100.0 feet	-		Autos		nnn			
Barrier Distance to		0 0 feet		Media	т Тписка	. 2	297			
Observer Height (A		5.0 feet		Hea	v Trucks	- 8	0.00	Grade Ad	ustment.	0.0
	Elevation:	0.0 feet	-							
	Elevation:	0.0 feet	-	Lane Eq	uivalent			feet)		
Ro	oad Grade	0.0%			Autos		.494			
		-90.0 degrees			m Trucks		413			
,	Right View:	90 0 degrees		mea	vy Trucks	98	413			
FHWA Noise World	Catquistions									
VehicleType	REMEL 3	raffic Flow	Distance	Firite	Road	Fres.	ne/	Barrier All	en Ber	rn Alten
Autos	71.78	-0.26	-4.5	2	-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	-17.50	-4.5	1	-1.20		-4.58	0.0	100	0.003
Heavy Trucks:	86.40	-21.46	-4.5	1	-1.20		-5.16	0.0	OD	0.000
Unmitigated Noise	Levels Avither	at Topo and ba	rrier ofter	wationi						
VehicleType 1.				venina	Lea N	liatit	Т	Lain	Ci	NEL
Autos	65.8	83	9	82 1		56	1	84 7	L	85 3
Medium Trucks:	59.2	57	.7	61.3		49.	9	58.1		59.8
Heavy Trucks	59.2	57	.8	46.8		50.	0	58.4		58.5
Vehicle Noise.	87.4	65	.6	62.7		57.	8	68.3	3	68.8
Centerline Distance	to Noise Con	tour (in feet)								
			70	x674	65 a	67	T	50 dEA	7 65	dEA.
		£d			12		1 -	265		70

	rio: Existing ne: Perris Soul	avard.				Project Na.		o Valley W	almart.	
	vá: North of Co		ue			020140174				
	SPECIFIC IN	PUT DATA	~~~~	-	**********		SE MODE		S	
Highway Data					Site Cor	ditions (Ha	rd = 10, Se	oft = 15)		
	Traffic (Adl) 1	22,600 vehicles		- 1			Autos:	15		
Peak Hour	Percentage:	10%				elium Trucki		15		
Peak F	lour Volume:	2,280 vehicles	:		HE	avy Trucks	(3+ Axles):	15		
Vs	thicle Speed	55 mph		-	Vahiata	AST-				
Near/Far La	ine Distance:	38 feet		H		ideType	Day	Evenno	Night	Darly
Site Data				+		Auto			9 636	97.42%
D-	rrier Keight:	0.0 feet			M	edium Truci	s 84.6%	4.9%	10.3%	1.84%
Barner Type (0-V		0.0 reec				Heavy Truck		2.7%	10.8%	0.74%
Centerine Di		100.0 feet								
Centerline Fuel		100.0 feet		- 1	Noise S	ource Eleva		ret)		
Barrier Distance		0.0 feet				Autos:	0.000			
Observer Herahti		5.0 test				m Trucks:	2.297			
	ad Flevation	0.0 feet			Hear	у Тrucяв.	8 006	Grade Ad	justment:	0.0
	ad Elevation	0.0 feet		- 1	Lane Eq	ulvaient Di	tance (in	feet)		
	Fload Grade:	0.0%		ľ		Autos:	98.494			
	Left View	-90.0 deanes	S	- 1	Mediu	m Trucks:	98.404			
	Right View:	90.0 degree			Head	ry Trucks:	98.413			
FHWA Noise Mod	el Calculation	s		1						
VehicleType	REMEL	Traffic Flow	Dista			Road I	resner	Barrier 4tt	en Ber	m Atten
Autos:	71.76	0.78		-4.5	2	-1.20	-4.77	0.0	300	0.00
Medium Trucks:	82.40	-18.49		-4.5	1	-1.20	-4.89	0.0	390	0.000
Heavy Trucks	86.40	-20 44		-4.5	1	-1.20	-5.16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo and	barrier	atte	suation)					
Vehicle Type	Leg Peak Hou	r Leg Day	7	Leg E	vening	Leg Nig	7	Ldn	O	WEIL
Autos	68	.8	¥4.8		63.2		57.1	65.		66.3
Medium Trucka	60		8 7		52 3		508	59.		59.5
Heavy Trucks:	60	.2	8.8		49.8		51.0	59.4	1	59.
Vehicle Noise:	89	.4	6.8		83.7		59.6	67.4	\$	67.
Centeriine Distan	ce to Noise Co	intour (in feet)							,	
			(1a:		d8A	85 dB/		90 dBA 900		nBA 67

Friday, November 08, 201

				8.75	100				
Scena	rio: Existing				Project N.	ame: Moren	n Valley W	falmart	
Road Ner	ne: Perris Boui	ievard			Job Nur.	mber: 8870			
Road Segma	พร์: South of A	lessandro Boule	rvand						
	SPECIFIC IN	PUT DATA				ISE MODE		S	www
Highway Data				Site Cor	nditions (h	land = 10, Sc	oft = 15)		
Average Daily	Traffic (Act):	18,252 vehicle:	3			Autos:	15		
Peak Hou	r Percentage:	10%		Me	edium Truci	ks (2 Anles):	16		
Peak i	Hour Volume:	1,825 vehicle:	5	FRE	eavy Trucks	s (3+ Axles):	15		
V	shicle Speed:	55 mph		Vehicle	A92-				
Near/Far Li	ane Distance:	36 feet			nicleType	Day	Evening	Night	Daily
Site Data					Aus			9 536	87.42%
					edium Tax			10.3%	1.84%
	rrier Keight:	0.0 feet			Heavy Trus			10.3%	0.74%
Barrier Type (0-1	vail, 1-Serriy: list to Barrier.	0.0						10.010	0.1170
Centerine Dist		190.0 feet 180.0 feet		Noise 5	ource Elev	rations (in fe	eet)		
Barrier Distance		0.0 feet			Autos:	0.000			
Observer Height		0.0 teet 5.0 teet		Mediu	ım Trucks:	2.297			
	Pad Elevation:	0.0 feet		Hea	cy Trucks.	8 9 9 6	Grade Adj	justment:	0.0
	rad Elevation ad Elevation	0.0 feet		I ana Ec	nulvalant O	istance (in :	faat!		
710	Road Grade:	0.0 leet		Edito Ci	Autos:	98.494			
	Left View	-90.0 deares		Mark	im Trucks:	98.404			
	Rigiz View:	90.0 degree			ov Trucks:	98.419			
	ragra view.	80.0 003/00	15	1700	egr 11 section	00.410			
FHWA Noise Mod	let Calculation	3							
VehicleType	REMEL	Traffic From	Distanc		Road	Fresher	Barrier Att	en Ben	m Atten
Autos		-0.21	-4	4.52	-1.20	-4.77	0.0	100	0.000
Medium Trucks	82.40	-17.45		4 51	-1.2B	-4.85	9.0	300	0.000
Heavy Trucks	86.40	-21 40		4.51	-1.2D	-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier at	tenuation)					
VehicleType	Leg Peak Ho	ur Leg Day	Lec	Evening	Leg Ni	ghi	Ldn	C/	VEIL
Autos	65	.9	34.0	62.2		58.1	64.8	3	65.4
Medium Trucks	59	1.2	57.7	51.4		498	68.3	3	68.5
Heavy Trucks	59	1.3	57.9	49.8		50.1	58.4	4	59.6
Vehicle Noise.	87	.4	85.7	82.7		57.8	66.4	1	86.9
Centerline Distor	ce to Naise C	ontour (in feet)						
			7	70 d8A	85 dE	3A 6	99 dBA	55	dBA
			Lda:	57	124		267	- 6	76

Friday, November 98, 2013

Friday, Nevernber 08, 28

	rio: Existing						to Valley Va	simarr	
Road Nan	ne: Parris Boule	rard			Job Nurr	ber: 8876			
Road Segme	nt: North of Cac	tus Avenue							
	SPECIFIC IN	UT DATA					L INPUT	S	
Highway Data				Site Co	nditions (H	ard $= 10.3$	ořt = 15)		
Average Daily	Traffic (Adt). 18	968 vehicles				Autos	15		
Peak Hour	Percentage:	19%		5/7	ealurn Truck	s (2 Axies)	15		
Peak F	lour Volume: 1	,697 vehicles		H	eavy Trucks	(3+ Axies)	15		
Ve	etricle Speed.	55 mph	1	Vehicle	Miv				
Near/Fer La	ine Distance:	36 feet	1		hideTvae	Day	LEvenina	Night	Daily
Site Date					Auf			9.6%	97.42%
D-	rrier Heiaht:	0.0 feet		Α	ledium Truc	As: 94.89	6 4.9%	10.3%	1.94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet							
Centertine Dist		100 C feet	į	Maise S	ource Elev		est		
Barrier Distance	to Observer	0.0 feet			Autos.	0.000			
Observer Height	(Above Padl:	5.6 feet			m Trucks	2.287	Grade Ad		
2	ad Elevation	0.0 feat		Hea	vy Trucks:	6.008	Grade Aq	ustrien.	0.0
Ro	ed Elevation:	0.0 feet	ì	Lane E	guivalent Di	stance (in	feet)		
	Road Grade:	0.0%	i		Autos:	98.494			
	Left View.	-90.0 degrees		Media	ım Trucks:	98 404			
	Right View:	90.0 degrees		Hea	vy Trucks.	98.413			
FHWA Naise Mad									
Verlicie Type			stance			Fresnel	Berner Alt		m Alten
Aulos	71.78	-0.53	-4.5		-1.20	-4.77		000	0.000
Medium Trucks:	82 40	-17.76	-4.5		-1 20	-4 88		900	0.000
Неаку Ілиска.	96.40	-21.72	-4 5	51	-1.20	-5.16	6.0	300	0.000
Unmitigated Nois	e Leveis (witho	ut Topo and bam	er atte	nuation)					
Versicle Type	Leg Peak Hour		Leq E	vening	Leg Nig		Ldn		WEZ.
Aikas:	85 5			61.		55.8	64.4		65.0
Medium Trucks.	58.8			51.		49.5	58.1		56.3
Heavy Trucks:	59.0			48.	;	48.8	58.		58.3
Vehicle Noise:	67.1	65.4		62.4		57.5	. 98		86.6
Centerline Distan	ce to Noise Cor	stour (in feet)							
				σΒ.A	65 dB.	Δ.	60 dBA		dB.A
		Loh).		55	118		254		46
		CMF7:		59	122		979		88

Finday, November 69, 2013

Scenario:	Existing					Project i	Vame:	Moren	o Valley V	/simart	
Road Name:	Perris Boule	rvard				Job No	imber:	0870			
Fload Segment:	South of Joh	nn F. Kennad	y Driv	8							
SITE SE	ECIFIC IN	PUT BATA			**********	N	OISE	MODE	L INPUT	S	**********
Highway Data				13	Site Cor	ditions (Hard >	10, S	ařt = 15)		
Average Daily Tr	offic (Adt). 1	8,720 vehicle	85					Autos:	15		
Peak Hour Pe	ercentage:	10%			Me	olum Tru	Oh8 12	Asies):	16		
Peak Hou	r Volume:	1,872 vehicis	es.		He	avy Truc	ks (3+ .	Axies):	15		
Vehic	ole Speed.	65 mph		h	Vehicie.	90iv					
Near/Far Lane	Distance:	S8 feet		-		ideTvae		Dav	Evening	Night	Dairy
Site Data						A	utas:	77 59	12.9%	8.6%	97.42%
Resid	er Heiaht:	0.0 feet			5/3	edium Tri	acks:	84.89	4.9%	10.3%	1 94%
Barrier Type (0-Wall		0.0				Heavy Tr	icks:	86.5%	2.7%	10.6%	0.74%
Centerline Dist.		100 B feet		- 1-							
Centerline Dist. to		100.0 feet		12	Moise S	ource Ek			690)		
Barrier Distance to	Observer	0.0 feet				Autos m Taucks		.000			
Observer Height (Al	ove Padi:	5.0 feet						.287 008	Grade Ad	Victoria and American	
Ped	Elevation.	0.0 feet			Heal	ry Trucks	. 6	DUO	Graue Au	juau nen	. 0.0
Road	Elevation:	0.0 feet		- 17	Lane Eq	uivalent	Distan	ce (in	feet)		
Ro	ad Grade:	0.0%				Autos		316			
	Left View.	-90.0 degre	238		Mediu	m Trucks	: 87	214			
F	hght View:	90.0 degra	es		Heat	ry Trucks	. 97	224			
FHWA Notse Model	Calculations										
Vehicle Type	REWEL	Traffic Flow	D	stance	Finite	Road	Fres	nei	Barrier Att	en Bei	nn Alten
Aulos	71.78	-C.10	1	-3.74	4	-1.20		-4.77	0.1	360	0.000
Medium Trucks:	82.40	-17.34		-3.73	3	-1.20		-4 88	0.0	100	9.800
Heavy Trucks.	96.40	-21.29	3	-3.70	3	-1.20		-5.16	G.I	360	9 9 9 0
Inmitigated Noise L	eveis (with	ut Tops and	bam	ier atten	uation)						
VehicleType Le	ng Peak Hou	Leg Da	Y	Leg E	rening	Leq?	light	1	Ldn	C	NÆZ.
Autos:	86	7	64.6		63.1		57.		66.		66.3
Medium Trucks.	80.		68.6		62.3		60.		59.3		59.4
Heavy Trucks:	60.		58.8		49.7		51.		58.		58.4
Vehicle Noise:	68.	3	9.89		63.6		58.	7	87.	3	87.8
Centerline Distance	to Noise Co	ntour (in fee	r)								
				70 c		65 c		1 1	90 dB.4		d8.4
			Lon.	6	6	14	2		306		36.0
			700-7	7		1.6	_		329		410

Scenari	o: Existing				Project h	iame: I	Moreno	Valley VV	almart	
Road Nam	e: Perris Boule	vard			Job Nu	mbar. I	8870			
Road Segmen	v: South of Cad	tus Avenue								
SITE	SPECIFIC INF	UT DATA			Per	DISE N	ODE	LINPUT	5	naconnaco
Highway Data				Site Con-	ditions (i	Haroi a	10, So	dt ≈ 15)		
Average Daily .	raffic (Adl): 1	,588 vehicles				,	lutos:	15		
Peak Hour.	Percentage.	10%		Mc.	Sum Tru:	iks (2 A	ixles).	15		
Peak H	our Volume - 1	,757 vehicles		Hes	ary Truck	s (3+ A	kiles):	15		
Vet	vicle Speed:	55 mph		Vehicle #	Mie					
Near/Far Lar	ne Distance.	3B feat			deTvoe		Dav	Evening	Night	Dally
Site Data					A	itos:	77.5%			87.42%
Far	rier Height:	0.0 feet		Me	dum Tru	eks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-9)		0.0		H	leavy Iru	ONS.	88.5%	2.7%	10.8%	0.74%
Centertine Die		100.0 feat								
Centerline Dist. I	o Observer:	100.0 feet		Noise Sc				en		
Barrier Distance :	o Observer:	0.0 feat		Admin Section	Autos: n Trucks:					
Observer Heighl (Above Pad):	5.0 feat			n i rucks: v Trucks:			Grade Ad	icationnat	0.0
Pa	d Elevation:	0.0 feet							uuu non	0.5
Roa	d Elevation:	0.0 feet		Lane Equ	iivalent i	Distant	e (in f	eet)		
f.	Road Grade	0.0%			Autos:		316			
	Left View:	-90.0 dagrea	s		n Trucks					
	Right View:	90 0 degree	S	Heavy	y Trucks:	67	224			
FHWA Noise Wood	d Cateulations									
VehicleTyne		Traffic Flow	Distance		Road	Fresn		Barrier Att		
Autos	71.78	-0.30	-3.	74	-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	-17.61	-3.1	73	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-21.57	-3.	73	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise	Levels (witho	ut Topo and b	arrier atte	nuationi						
Vehicle Lype	Leg Peak Hour	Leg Day	Legi	vening	Leg N	ight	I	Lán	Ci	NEL
Autos	66.5	5 6	4.6	62.8		56.8		85 4		86 0
Medium Trucks:	59.9		B.4	52.0		50.4		58.1		59.1
Heavy Trucks	59.9		8.5	49.4		50.7		59.0)	59.2
Vehicle Noise	88.0		6.3	63.3		58.5		67.0		67.5

Friday, November 88, 2013

Scenario: Existina			Project Nan	se: Moren	e Valley VV	almart	
Road Name: Perris Boulevard			Job Numb			annon c	
Road Segment: North of Gentian Avenue							
SITE SPECIFIC INPUT DATA	***************************************	*********	11010	E MARK	LINPUT	***************************************	
Highway Data		Site Con	ditions (Ha			•	
Average Oally Traffic (Adl): 16,956 vehicle				Autos			
Peak Hour Percentage. 10%		Me	žium Trucks	72 Axles).	15		
Peak Hour Volume: 1,806 vehicle	s		anv Trucks (
Verlicle Speed: 55 mph							
Near/Far Lane Distance. 98 feet		Vehicle I	aleTvpe	I //	Evenina	KU-III	C1-75-
Site Data		ven	auto:	Day 77.5%		Night	Dolly 87 4 2%
			лить: dum Truck			10.3%	1.64%
Barrier Height: 0.0 feet			aum rruck Jeavy Truck			10.3% 10.8%	0.74%
Barrier Type (0-Well, 1-Berm): 0.0		1 '	easy man	5. 60.07	2.176	10.098	G.7459
Centerline Oist. to Barrier 100.0 feet		Noise Sc	urce Eleva	tions (in f	e <i>etj</i>		
Centerline Dist. to Observer: 100.0 feet			Autos:	0.000			
Barrier Distance to Observer: 0 0 feet		Меабил	n Trucks:	2 297			
Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet		Heav	y Trucks	8.006	Grade Adj	ustment.	0.0
Pad Elevation: 0.0 feet Road Elevation: 0.0 feet		Lans Em	iivalent Dis	tanca //n	(oat)		
Road Grade: 0.0%		Lone Lq.	Autos:	87.316	7200		
Left View: -90.0 degre	0.0	Magin	n Trucks	87.214			
Right View: 90.0 degre			v Trucks:	67.224			
right view. Of a degre			,				
FHWA Noise Wodel Calculations							
VehicleType REMEL Traffic Flow				resne/	Barrier Atta		m Alten
Autos 71.78 -0.77		3.74	-1.20	-4.77	0.0		0.000
Medium Trucks: 82.40 -18.00		3.73	-1.20	-4.58	0.0		0.008
Heavy Trucks: 66.40 -21.96	-3	3.73	-1.20	-5.16	0.0	OD:	0.009
Unmitigated Noise Levels (without Topo and	barrier et	tenuation					
VehicleType Leg Peak Hour Leg Day	/ [Lec	Evening	Leg Nigt	af	Lán	Cf	VEL
Autos: 66.1	84.2	82.4		564	85 0		85 9
Medium Trucks: 69.5	58.0	51.6		50.1	59.6		58.8
Heavy Trucks. 59.5	50.1	49.1		50.3	58.7		50.1
Vehicle Noise. 87.7	65.9	62.9		58.1	8.88		67.
Centerline Distance to Noise Contour (in feet	9						
		70 dBA	65 dEA		50 dEA	.55	dE:A
	Ldn:	80	128		276	5	85

	io: Existing								Valley W	almart	
Road Nan	e: Perris Soul	everd				Job No	mber: 8	979			
Road Segme	rá: North of Jo	hn F. Kennedy	Drive								
	SPECIFIC IN	PUT DATA		-	***********				LINPUT	3	*********
Highway Data					Site Cor	ditions (Hard = 1	0, Sa	ft = 15)		
Average Daily	Traffic (Adl)	15,312 vehicle	5				A	Hos:	15		
Peak Hour	Percentage:	10%		- 1		edium Tru			15		
Peak h	laur Valume:	1,531 vehicle	s:		He	avy Truci	ks (3+ A)	ile s):	15		
Ve	hicle Speed	55 mph			Vahiata	3.97~					
Near/Far La	ne Distance:	98 feet		H		icleType	1.6	1907	Evening	Shahé	Darly
Site Data								7.5%		9 636	97.42%
Ra	rrier Keight:	0.0 feet			M	edium Tra	uchs. 8	4.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0 1000				Heavy Tru	ueks: 8	6.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-							
Ceptedine Dust	In Chaerver	100 0 feet		-	Noise S	ource Ele			es)		
Barrier Distance	to Cibserver.	0.0 feet				Autos					
Observer Herafit i	Above Padl.	5.0 teet				m Trucks			Grade Adi		0.0
Pi	ad Elevation:	0.0 feet			near	у Тгискв	: 800	10	Grade Au	GOLFFENIL.	0.0
Roi	ad Elevation:	0.0 feet			Lane Eq	uivaiant	Distance	(in i	690)		
	Road Grade:	0.0%				Autos	87.3	18			
	Left View:	-90.0 degre	es		Mediu	т Тписка	87.2	14			
	Right View:	90.0 dagre	es		Hear	ry Trucks	87.2	24			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic From	Ois	tance		Road	Freshe		Barrier Atti		m Atten
Autos:	71.76	-0.97		-3.7	4	-1.20	-4	1.77	0.0	00	0.00
Medium Trucks:	82.40	-18.21		-3.7		-1.20		1.89	9.0		0.00
Heavy Trucks	86.40	-22 17		-3.7	.3	-1.2D	-6	. 18	0.0	00	0.00
Unmitigated Nois			barri	er atter	suation)						
VehicleType	Leg Peak Hou	r Leg Daj	7	Leg E	vening	Leg h			Ldn		WH.
Autos	65		64.0		62.2		58.2		64.8		65.
Mediam Trucks	59		57.8		51.4		499		58.3	:	58.5
Heavy Trucks:	59		57.9		48.8		59.1		58.4		58.
Vehicle Noise:	87	.5	85.7		82.7		57.9		66.4		66.
Centeriine Distan	e to Naise Co	ontour (in fee	þ								
			_[d8A	85 a		6	0 dBA		dBA
			1150		38	12			288		77

Friday, November 08, 201

Scenario: E					Project f	lame: N	larena	n Valley W	almart	
Road Name: F	erris Soule	ward			Job Nu	mber: 8	870			
Road Segment: G	entian Ave	mue to Drivevo	ty 3							
SITE SPE	CIFIC IN	PUT DATA	******		N	ISE M	ODE	LINPUT	S	
Highway Data				Site Co.	nditions (Hand≔:	10, Sc	ft = 15)		
Average Daily Traff	ic (Adt): 1	8,008 vehicles				A	utos:	15		
Peak Hour Perc	entage:	10%		No.	edium Trui	жs (2 А	rles):	15		
Peak Hour!	Volume:	1,601 vehicles		H	eavy Truct	18 (3+ A	xles):	15		
	Speed	55 mph		Vehicle	287~					
Near/Far Lane D	istance:	98 feet			nicleType	- 1 :	Dav	Evenno	stignt	Daily
Site Data							77.5%	12.9%	9 6%	87 42%
Sarrier	Salaht.	0.0 feet		A	teolum Ta	icks. F	34.6%	4.8%	10.3%	1.84%
Barner Type (0-Well, 1		0.0			Heavy Tru	eAs: 8	96.6%	2.7%	10.9%	0.74%
Centerline Dist to		100.0 feet			ource Ele					
Centerline Dist. to O.	bserver:	100.0 feet		790156 3	Auton			et)		
Barrier Distance to O	bserver.	0.0 feet		6.44.40	Autos. um Trucks					
Observer Height (Abol	re Pad).	5.0 heet		1	on Trucks.			Grade Ad,	ivetmani	0.0
Pad El	evation:	0.0 feet							0.211172171.	0.0
Road El	evation:	0.0 feet		Lane E	guivaient .			'eet)		
	Grade:	0.0%			Autos:					
	ff View:	-90.0 degree			ит Тпискв.					
Rig	iż View:	90.0 degree	s	Hea	uy Trucks.	87.2	24			
FHWA Noise Model Ca	iculations									
VehicleType R	EMEL	Traffic Frow	Distan		e Road	Fresh	ð.f	Barrier Alt		n Atten
Autos:	71.78	-0.78		-3.74	-1.20	-	4.77	0.0	100	0.000
Medium Trucks:	82.40	-18.02		-3 73	-1.2B		4.85	0.0		0.000
Heavy Trucks	86.40	-21.97		-3.73	-1.2D		5.16	9.0	100	0.000
Unmitigated Noise La	vels (with	ut Topo and I	arrier s	ttenuation)						
VehicleType Leg	Peak Hou	Leg Day	Le	q Evening	Leg N			Ldn		JEI.
Autos:	68.		4.2	62.4		58.3		65.0		65.6
Medium Trucks	59:		8.0	51 6		500		58.5		68.7
Heavy Trucks:	59.		8.1	49.6		50.3		59.6		59.6
Vehicle Noise:	87.	6 8	5.9	82.9	3	58.1		66.6	3	67.1
Centerline Distance to	Noise Co	ntour (in feet)								
				70 d8A	7 05 1					
				70 08A	85 d		b	9 dBA	56	dBA

Friday, November 08, 2013

Friday, Nevernber 08, 201

	io: Existing						no Malley Wai	marr	
	e: Parris Boule				Job Mur	nber: 8870			
Road Segme	nt: Driveway 3 ti	Driveway 4							
SITE	SPECIFIC INF	UT DATA					EL INPUTS		
Highway Data				Site Cor.	iditions (f	laret ≈ 10.5	oft = 15)		
Average Daily	Traffic (Adt). 18	,008 vehicles				Autos	: 15		
Peak Hour	Percentage:	18%		Ms	alum Truc	ks (2 Axies)	15		
Peak F	lour Volume: 1	,601 vehicles		He	avy Trucki	s (3+ Axies)	15		
	hole Speed.	55 mph		Vehicle.	Mix				
Near/Fer La	ne Distance:	SB feet		Veh	ide?yae	Day	Evening 7	Vight :	Daity
Site Date					Αυ	las: 77.51	6 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	G.C. feet		5.0	edium Truc	rks: 94.85	6 4.9%	19.3%	1.84%
Barrier Type (0-V		0.0		1	Heavy Truc	ws: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet		W-7 6		ations (in	Pr		
Centerline Dist.	to Observer.	100.0 feat	1	marse S	Autos	0.000	esq		
Barrier Distance	to Observer	0.0 feet		A decision	m Trucks:	2.287			
Observer Height	Above Pad):	5.0 feet			n Trucks:	8 008	Grade Adiu	olmant:	6.0
2	ad Elevation.	0.0 feet							
Ro	ad Elevation:	0.0 feet		Lane Eq		listance (in	fest)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees			m Trucks:	87 214			
	Right View:	90.0 degrees		Heat	ry Trucks.	87.224			
FHWA Naise Mad	ai Calculations		i						
Vervicie I vice	REWEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier After	Ben	n Alten
Aulos	71.70	-0.76	-3.7	74	-1.20	-4.77	0.00	0	0.000
Medium Trucks:	82.40	-18.02	-3.7	73	-1.20	-4 86	0.00	0	0.000
Невку Тrueнв.	36.40	-21.97	-3	73	-1.20	-5.16	0.00	0	0.000
Unmitiaated Nois	e Levels (witho	ut Topo and ba	mier atte	nuation)					
Versicle Type	Leg Peak Hour	Leg Day	Legi	Evening	Leg Ni	ght	Ldn	Ch	EL.
Aistas:	86.1	64.	2	62.4		56.3	65.0		65.0
Medium Trucks.	59.5	58.	.6	51.6		50.0	58.5		58.3
Heavy Trucks:	59.5	58.	.1	48.C		50.3	58.6		58.8
Vehicle Noise:	67.6	65.	.8	62.8		58.1	66.6		67.
Centerline Distan	ce to Noise Cor	tour (in feet)							
				σB.A	65 dE	,A	60 dBA	55 c	
		1 dt		59	128		27 B	59	

Finday, November 69, 2013

Scenario: Existing					Project N	ame: More	no Valley VV	simart	
Road Name: Perris Bo	ulevard				Job Nur	nber: 8876			
Fload Segment: South of	tris Avenue								
SITE SPECIFIC	NPUT BA	TA		*******			EL INPUT	3	
Highway Data			S.	ite Conc	litions (†	fard = 10, 3	laft = 15)		
Average Daily Traffic (Adt).	16,044 vel	nicles				Autos	: 15		
Peak Hour Percentage:	1896			Med	lurn Truc	48 f2 Axies,	16		
Peak Hour Volume:	1,664 vet	nicies		Hea	vy Truck	s (3+ Axies,	15		
Vehicle Speed.	65 m;	ih	12	etric le N	N _w				
Near/Far Lane Distance:	S8 fee	t	-		ve/vae	Dav	Evening	Night	Daire
Site Data						tos: 77.5		8.6%	97.42%
Barrier Height:	0.0 fe			Me	duro Tria			10.3%	1.84%
Barrier Type (0-Wall, 1-Berm).		101		H	eavy Tru	oks: 86.5	16 2.7%	10.8%	0.74%
Centediae Dist to Berrier		0.7	ļ						
Centerline Dist. to Observer	100.010		N	oise So		rations (in	feet)		
Barrier Distance to Observer	0.0 fe	et			Autos.	0.000			
Observer Height (Above Pad):					Trucks	2.287	The state of the		
Ped Elevation		et		Heavy	Trucks:	8.008	Grade Adj	usurieni.	0.0
Road Elevation:	0.0 fe	et	L	ane Equ	ivalent E	listance (ir	feet)		
Road Grade:	0.0%				Autos:	87.316			
Left View.	-90.0 de	egrees		Medium	Trucks:	87 214			
Right View:	90.0 de	grees		Heavy	Trucks.	87.224			
HWA Noise Model Calculatio	oris .								
VehicleType REMEL	Traffic Fi	ow D	fstance	Finite F	load	Fresnei	Barrier Atte	n Ber	m Allen
Autos: 71.7	8 -(3.77	-3.74		-1.20	-4.77	0.0	60	0.086
Medium Trucks: 82.4	0 -18	3.01	-3.73		-1.20	-4 88	0.0	60	0.000
Heavy Trucks. 96.4	0 -2	1.96	-3 73		-1.20	-5.16	0.0	69	0.000
Inmitigated Noise Levels (wi	thout Topo	and ban	ier attenu	ation)					
VehicleType Leq Peak H	our Leg	Day	Leg Eve	ening	Leg Ni	g/hf	Ldn	C	WEZ.
Autos:	361	64.2		62.4		56.4	65.0		65.0
Medium Trucks.	59.6	59.0		61.6		60.1	56.6		56.
***************************************	9.5	58.1		49.0		50.3	58.7		58.8
Vieticie Maise:	67.7	65.8		62.8		58 1	88 F		87

Scenari	o: Existing						Project	f friame:	Moren	e Valley W	almart	
Road Nam	e: Perris Bou	levard					Job I	lumber.	8870			
Road Segmen	nt: Driveway	4 to San	tiago Driv	е								
SITE	SPECIFIC I	MPUT	DATA			***********	-	HOISE	MODE	LINPUT	5	**********
Highway Data						Site Cor	rditions	(Hard	× 10, S	oft ≈ 15)		
Average Daily .	Lraffic (Adl):	16,008	venicles						Autos:	15		
Peak Hour.	Percentage.	105	χ.			Mic	dium Ti	rucks (2	Axles).	15		
Peak H	our Volume	1,801	vehicles			He	eavy Tru	cks (3+	Axles):	15		
Ver	nicle Speed:	55	mph		-	Vehicle	Mir					
Near/Far Lar	ne Distance.	38	feat		-		poleTyp	0	Day	Evening	Niglá	Dally
Site Data					+			Autos:	77.5%			87.42%
Far	rier Height:	0.0	feet			1/4	edium 1	Tucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-W		0.0					Heavy)	rucks.	86.5%	2.7%	10.8%	0.74%
Centerline Die		100.0	l feat		-	Noise S		To continu	6 6			
Centerline Dist. I	to Observer:	100.0	l feet		-	1401211 3	Auto E		000	con		
Barrier Distance :	to Observer:	0.0	feet			2.00-00	нип т Тписі		297			
Observer Height (Above Pad):	5.0	l feat				ni Fraci		.006	Grade Ad	iustment	0.0
	nd Elevation:	0.0	feet									
	ed Elevation:	0.0	l feet		Ļ	Lans Eq				feet)		
f	Road Grade:	0.0					Auto		.316			
	Left View:		l degrees				m Truci		.214			
	Right View:	90.0	degrees			Hea	vy Truci	is: 67	224			
FHWA Noise World					L							
VehicleTyne	REMEL.		Flow	De	fance		Road	Fres		Barrier Att		m Atten
Autos	71.78		-0.78		-3.7		-1.20		-4.77		000	0.000
Medium Trucks	82.40		- 18 82		-3.7		-1.20		-4.58		100	0.000
Heavy Trucks:	66.40		-21.97		-3.1		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise				ani							,	
Vehicle Type			.eq Dəy		Leg E	vening		Might		Lán		NEL
Autos	-	6.1	-	2		62.4		56		85 (85 6
Medium Trucks:		9.6		9.0		51.6		50		58.5		58.7
Heavy Trucks		9.5		3.1		49.0		50		58.8		58.8
Vehicle Noise.		7.8	-	5.9		62.9		50	3	. 88	5	67.1
Centerline Distanc	e to Noise C	ontour	(in feet)			a9.4		HEA		50 dB4		d9.4

Friday, November 06, 2013

Scena	nio: Existina		********		Project Na	me: More	ne Valiev VV	almart	
	ne: Perris Bouleva	ard			Job Num				
Road Sagme	int: North of Kram	eria Avanue							
SITE	SPECIFIC INPI	JT DATA	*****	***********	NOI	SE MODI	EL INPUT		*********
Highway Data				Site Cone	litions (Ha				
Average Cally	Traffic (Adl): 14.	964 vehicles				Autos	: 15		
Peak Hou	Percentage.	10%		Med	lium Trucki	(2 Axles)	. 16		
Peak I	-four Volume: 1,	466 vehicles		Hes	ny Trucks	(3+ Axles)	: 15		
Ve	pride Speed:	55 mph	-	Vahiala A	e/				
Near/Far La	ne Distance.	98 feat			sle?Vpe	Dav	Eveninal	Night	Dally
Site Data				40114	Auto			9.8%	
		0.0 feet		0.60	dium Yruci			10.3%	1.64%
Barrier Type (0-V	rrier Height	0.0 feet 0.0			eavy Truck			1D 8%	0.74%
Centerine D		0.0 00.0 feat							
Centerline Dist		DD D feet	1.	Noise Sa	urce Eleva		feet)		
Barrier Distance		C O feet			Autos:	0.000			
Observer Height		5.0 fest			i Trucks:	2 297			
£		Heav	Trucks	8.006	Grade Ady	ustment	0.0		
	ad Elevation:	0.0 feet 0.0 feet	- 1	Lane Equ	ivalent Di	stance fir	feet)		
	Road Grade	0.0%	T I		Autos:	87.316			
	Left View: -	90.0 degrees		Mediun	:Trucks	87.214			
	Right View:	90 0 degrees		Heavy	Trucks:	67 224			
FHWA Noise Was	lel Calculations								
VehicleType	REMEL T	raffic Flow Dis	dance	Finite !	Road F	resnel	Barrier All		ro Alten
Autos	71.78	-1.18	-3.7		-1.20	-4.77			0.000
Medium Trucks	82.40	-18 40	-3.7		-1.20	-4.55		100	0.003
Heavy Trucks:	86.40	-22.35	-3.7	3	-1.20	-5.16	0.0	100	0.009
Unmitigated Nois	e Levels (withou	t Topo and barri	er etter	uation)					
Verticle Type	Leg Peak Hour	Leg Day	Leg E		Leg Nig		Lán		NEL
Autos	65.7	63.6		82.0		56.0	84 (85 .
Medium Trucks:		57.6		51.2		49.7	58.1		58.4
Heavy Trucks	59.1	57.7		49.7		49.9	50.3		50.4
Vehicle Noise.	67.3	65.5		62.5		57.7	68.2	2	68.
Centerline Distan	ce to Noise Cant	our (in feet)						,	
		į	70 (65 dE/	:	60 dBA		dE.A
		Ldn:	- 5	ë	121		260		60
		CNEL:	8		130		280		03

	rio Existing							eno Vailey M	/almart	
	ne: Perris Soul					Job Nur	nber: 8870)		
Road Segme	vx: Santiage D	rive to Iris Aver	nue							
	SPECIFIC IN	PUT DATA						EL INPUT	s	
Highway Data					Site Con	ditions (f				
		15,240 vehicle:	5				Auto			
Peak Hour	Percentage:	10%		- 1		dium Truc				
Peak F	laur Valume:	1,524 vehicle:	5	- 1	He	avy Trucki	s (3+ Axle:): 15		
Ve	thicle Speed	55 mph		- 1	Valuate	Nik.				
Near/Far La	ine Distance:	98 feet		- 1	Ven	icleType	Day	Evening	féight	Daily
Site Data						Au	tos: 77.5	% 12.9%	9 6%	97.42%
Ra	rrier Kelaht:	0.0 feet			An	edium Truc	/us. 84.8	% 4.9%	10.3%	1.84%
Barrier Type (0-V		0.0		- 1		leavy Trus	:As: 86.6	% 2.7%	10.8%	0.74%
Centerline D.		100.0 feet		- 1		ource Elev				
Centerline Dist.	to Observer:	100.0 feet		- 1	Moise 34			reet)		
Barrier Distance	to Observer.	0.0 feet		- 1		Autos: m Trucks:	9.000 2.297			
Observer Height	(Above Pad).	5.9 teet		- 1		т гиска: » Тгиска:	8 006	Grade Ad	livetenovi:	0.0
P	ad Elevation:	0.0 feet		- 1	Hear	у тисяв.	8 0 9 6	Orace Au	увангизги.	0.0
Ro	ad Elevation:	0.0 feet		ĺ	Lane Eg	uivaient E	listance (i	n feet)		
	Road Grade:	0.0%		- [Autos:	87.318			
	Left View:	-90.0 degree	es.	- 1	Mediu	m Trucks:	87.214			
	Right View:	90.0 degree	es.		Heat	y Trucks:	87.224			
FHWA Noise Moo				1						
VehicleType	REMEL	Traffic Flow	Dist s			Road	Fresher	Barrier 4tt		m Atten
Autos:	71.76	-0.98		-3.7		-1.20	-4.7		300	0.00
Medium Trucks:	92.40	-18.23		-3 7		-1.20	-4.8		300	0.00
Heavy Trucks	86.40	-22 19		-3.7	13	-1.20	-5.1	6 0:	300	0.00
Unmitigated Nois	e Levels (with	out Topo and	barrier	atte	nuation)					
Ve hicle Type	Leg Peak Hou	r Leg Day	7	Leg E	vening	Leg Ni	ghi	Ldn	O O	WEIL
Autos	65	.9	64.0		62.2		58.1	64.		65.4
Medium Trucks	59		57.7		51.4		493	58.		58.
Heavy Trucks:	59		57.9		48.8		50.1	58.	4	58.
Vehicle Noise:	87	.4	85.7		82.7		67.0	66.	4	66.
Centerline Distan	ce to Naise Co	ontour (in feet	1							
				70	d8A	85 dE	BA .	60 dBA	55	dBA
			(110)	_	50	174		287		75

Friday, November 08, 201

Scenar	io: Existing				Project N	lame: Mor	reno Vsiley V	Valmart	
Road Nan	e: Perris Sou	ilevard			Job Nu	mber: 887	0		
Road Segme	of: South of K	frameria Avenue							
	SPECIFIC II	NPUT DATA					DEL INPUT	S	**********
Highway Data				Site Con	ditions (I	dard = 10,	Saft = 15)		
Average Daily	Traffic (Adl)	15,540 vehicles				Auto	ne: 15		
Peak Hour	Percentage:	10%	- 1	Me	elium Truc	iks (2 Ante	s): 15		
Peak h	laur Valume:	1,554 vehicles		He	avy Truck	is (3+ Axle	s): 15		
Ve	hicle Speed:	55 mph	1	Vohicte	0.81×				
Near/Far La	ne Distance:	98 feet	ł		ideType	Dec	/ Evening	stight	Daily
Site Data						itos: 77.		9.6%	
Sa.	rrier Keight:	0.0 feet		An.	edium Tru	c/ss. 84.1	8% 48%	10.3%	1.84%
Barrier Type (0-W		0.0		ž	Heavy Tru	eks: 86.9	5% 2.7%	10.8%	0.74%
Centerline Di		100.0 feet		Marian Po		vetions (h			
Centerline Dist.	to Observer:	100.0 feet	-	70150 30	Auton		11960		
Barrier Distance	to Observer:	0.0 feet	i	Colorado o	т Тписка:				
Observer Height (Above Pad).	5.0 heet			ит гиска. м Тгиска.		Grade Ad	iii:stmesi	0.0
P	ad Elevation:	0.0 feet						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	ad Elevation:	0.0 feet		Lane Eg		Distance (
	Fload Grade:	0.0%			Autos:				
	Left View:	-90.0 degrees	1		m Trucks:				
	Rigiti View:	90.0 degrees		Heat	ry Trucks:	87.224			
FHWA Noise Mod	el Calculation	75							
VehicleType	REMEL	Traffic From 0	Distance		Road	Fresher	Barrier Al		m Atten
Autos	71.79	-0.91	-3.	74	-1.20	-4.7	77 0.	000	0.000
Medium Trucks:	82.40		-3 :	-	-1.20	-4.8		000	0.000
Heavy Trucks	86.40	-22 10	-3.	73	-1.2D	-5.1	16 9	000	0.000
Unmitigated Nois	e Levels (with	hout Topo and bar	rier atte	nuation)					
VehicleType	Leg Peak Ho	ur Leg Day	Legi	Evening	Leg N	ight	Ldn	0	VEI.
Autos	6:	5.9 54.0	0	62.3		58.2	64	.6	65.4
Medium Trucks		9.3 57.5		51.5		488	68	4	68.E
Heavy Trucks:		9.4 57.5		48.9		50.2	59		59.6
Vehicle Noise:	8	7.5 85.8	3	82.8		57.9	69	.5	€7.0
Centerline Distant	e to Naise C	ontour (in feet)							
			70	d8A	85 dt	64	60 dBA	55	dBA

Friday, November 08, 2013

iday, Nevernber 08, 2013

	sio: Existing						no Valley V&	aimart	
	ne: Parris Boulev				Job Mur	riber: 8870			
Road Segme	nt: North of San	Michele Road							
	SPECIFIC INP	UT BATA					EL INPUTS	3	
Highway Data				Site Cor.	iditions (f	tard $= 10.3$	ioft = 15)		
Average Daily	Traffic (Adt). 16	,776 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Ms	alum Truc	hs (2 Axies,	15		
Peak F	Hour Volume: 1	678 vehicles		He	avy Truck	s (3+ Axies,	: 15		
Ve	etnole Speed.	55 mph	- }	Vehicle.	66iv				
Near/Fer La	ine Distance:	SB feet	1		ideTvae	Day	Evening	Night	Daity
Site Data						fos: 77.5		8.6%	97.4.2%
				5.0	edium Tru			10.3%	1 84%
Barrier Type (0-V	rrier Height:	0.0 feet 0.0			Heavy Tru			10.6%	0.74%
Cantedine D		0.0 100.0 feet							
Centerline Dist		100.0 feet 160.0 feet		Noise S	ounce Ele	vations (in	fort)		
Barrier Distance		0.0 feet			Autos.	0.000			
Observer Height		5.0 feet		Mediu	m Trucks:	2.287			
	(Above Pao): lad Elevation	D.B. feet		Heat	ry Trucks:	8.008	Grade Adji	usiment:	0.0
	ed Elevation:	0.0 feet	- 1	i ano Fo	uivalant I	Distance (in	facti		
	Road Grade:	0.0%	-	C 11/10 12.0	Autos	87.316	10019		
				6.6n etiu	m Trucks:	87.214			
	Right View:	-90.0 degrees			rv Trucks.	87.224			
	ragin view.	80.0 degrees		near	ry Trucns.	51.224			
FHWA Naise Mad	lei Calculations								
Verlicie I ype	REMEL 1	raffic Flow Di	stance	Finite	Road	Fresnel	Barner Afte	en Ben	m Alten
Aulos	71.70	-0.50	-3.7	74	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	82.40	-17.81	-3.3	73	-1.20	-4 88	0.0	00	0.000
Невгу Тлиска.	98.40	-21.77	-3 7	13	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois	e Levels (withou	it Topo and bam	ier atte	nuation)					
VehicleType	Leg Peak Hour	Lea Dav		vening	Leg N	ioht	Ldn	C	VEZ.
Autos:	86.3	64.4		62.6		56.6	65.2		65.8
Medium Trucks.	59.7	58.2		51.6		50.2	56.7		58.8
Heavy Trucks:	59.7	58.3		48.2		50.5	58.8		58.6
Vehicle Noise:	67.8	68.1		63.1		58.3	9.98		67.3
Centerline Distan	ce to Noise Con	tour (in feet)							
			70	dB.A	65 di	3.4	60 dBA	55	dB.A
		Lon.	- 6	31	133		285	6	13
		(26.57)		20	1.60		002.0		co

Scenario: Existing					Project N	ame: More	no Valley VV	simarr	
Road Name: Perris Bo					Job Nut	nber: 8870			
Fload Segment: North of E	tariey Kno	z Bouley	arci						
SITE SPECIFIC	NPUT D	ATA					EL INPUT	8	
Highway Data				Site Cor	iditions (f	lard = 10, 3	iařt = 15)		
Average Daily Traffic (Adt).	16,524 v	ehides				Auto	: 15		
Peak Hour Percentage:	18%			Me	alum Truc	ks (2 Axies	J: 15		
Peak Hour Volume:	1,652 v	ehicles		He	avy Truck	3 (3 + Axies): 15		
Vehicle Speed.	45 r	oph	- h	Vehic is	90/v				
Near/Far Lane Distance:	24 f	eet	-		ideTvae	Dav	Evening	Night	Dairy
Site Data					Au			8.6%	97.42%
Barrier Height:	0.0			54	edium Tria			10.3%	1.84%
Barrier Type (0-Wall, 1-Berm).	0.0	1601		-	Heavy Tru	ks: 86.5	% 2.7%	10.6%	0.74%
Centerline Dist, to Barrier:	100.0	feet	-		<u></u>				
Centerline Dist to Observer	100.0		1	Moise S		ations (in	feetj		
Barrier Distance to Observer	0.0	feet			Autos.	0.000			
Observer Height (Above Pagl)	5.0	feet			m Trucks	2.287			
Ped Elevation	0.0	feet		Heal	ry Trucks:	8.008	Grade Adj	uaunen.	0.0
Road Elevation:	0.0	feet		Lane Eq	uivalent E	listance (ii	feet)		
Road Grade:	0.09	6			Autos:	99.403			
Left View.	-90.0	degrees		Mediu	m Trucks:	89 314			
Right View:	90.0	degrees		Heat	ry Trucks.	89.323			
HWA Noise Model Calculatio	IFI S								
VehicleType REMEL	Traffic .	Flow	Distance	Finite	Road	Fresnei	Barrier Att	en Ber	m Aiten
Autos: 68.4	6	0.23	-4.5	В	-1.20	-4.77	0.0	60	0.086
Medium Trucks: 79.4	5 -	17.01	-4.5	7	-1.20	-4.88	0.0	100	9.800
Heavy Trucks. 94.2	5 -	20.96	-4.5	7	-1.20	-5.16	0.0	69	9.900
Inmitigated Noise Levels (wi	hout Top	s and ba	mier atten	uation)					
VehicleType Leq Peak H	cear Le	iq Day	Leg E	rening	Leq Ni	ght	Ldn	C	WEZ.
Autos:	32.9	61	0	59.2		53.2	61.8		62.4
	8.7	66		48.6		47.3	55.7		55.5
***************************************	7.5	58		47.1		48.3	56.7		56.8
Vehicle Noise:	34.7	63	.0	58.8		55.2	63.7		84

Road Nan	is: Existing re: Perris Bou at: San Micha	levard le Road to Nand	- a Av	ronira		Project i Job Nu			: Valley VV	almart	
************	SPECIFIC II		na my	enue	***********	N.	OISE I	MODE	LINPUT		**********
Highway Data				ę	ite Con						
Average Daily	Traffic (Adl):	15,888 vehicles						Autos:	15		
Peak Hour	Percentage.	10%			Me	žium Tru	aks (2 i	txles).	15		
Peak F	lour Volume	1,589 vehicles			Hei	эну Тгисі	ks (3+ /	Axies):	15		
	nicle Speed:	55 mph		1	/ehicle f	Mic					
Near/Far La	ne Distance.	98 feat		H		deType		Day	Evening	Niglá	Dally
Site Data						Α.		77.5%			87.42%
fia	rrier Height:	0 0 feet			Nic	dum Tre	icks:	64.9%	4.9%	10.3%	1.64%
Benier Type (0-VI		0.0			F	leavy In	ACNS.	86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feat		-	ioise Sa		estina	- 6n fe			
Centerline Dist.	to Observer:	100.0 feet		-	VOIST OF	Autos		5 (110 70 000	en)		
Barrier Distance	to Observer:	D.O. feat			8.6a-rii ir	никог п Тписка		297			
Observer Height ((Above Pad):	5.0 feat				v Trucks			Grade Adi	ustment	0.0
	ad Elevation:	0.0 feet									
	ad Elevation:	0 0 feet		1	. әпе Едз				(set)		
	Road Grade:	B.0%				Autos		316			
	Left View:	-90.0 dagrees				n Trucks		214			
	Right View:	90 0 degrees	9		Heav	y Trucks	87	224			
FHWA Noise Wod											
VehicleTyne	REMEL	Traffic Flow	Def		Firite		Fresi		Barrier Atti		
Autos	71.78			-3.74		-1.20		-4.77	0.0		0.000
Medium Trucks	82,40			-3.73		-1.20		-4.58	0.0		0.000
Heavy Trucks:	66.40	-22.01		-3.73		-1.20		-5.16	0.0	00	0.000
Unmitigated Nois								,		,	
VehicleType				Leg Ev	rening	Leg N		L	Lán		VEL
Autos	66		4 1		62.4		563		84 9		85.5
Medium Trucks:	55		7.9		51.6		50.0		58.5		58.7
Heavy Trucks			3.0		49.0		50.3		58.8		58.7
Vehicle Noise.	6)	7.6 6	5.9		62.9		50.	3	66.8		67.1
Centerline Distan	ce to Noise C	ontour (în feet)		70 -		CE a			0.464		45.4

Friday, November 86, 2013

Scenario: Existina			Proiect Nam	e: Moren	e Valley VV	almart	
Road Name: Perris Boulevard			Job Numbi			anni on c	
Road Segment: South of Harley Knox Bo	ulevard						
SITE SPECIFIC INPUT DATA	***************************************	***************************************	1000	C 1100C	LINPUTS		
Highway Bata		Site Con-	aitions (Han				
Average Oally Traffic (Adl): 15,156 vehicl	n c			Autos	15		
Peak Hour Percentage 10%		Ma	lium Trucks		15		
Peak Hour Volume: 1.516 vehicl	es		ny Trucks ()		15		
Verticle Speed: 45 mati							
Near/Far Lane Dislance. 24 feat		Vehicle f					
		veni	aleType	Day	Evening	Night	Daily
Site Data			Autos dium Yrucks			-91.000	87.42%
Barrier Height: 0.0 feet						10.3%	1.64% 0.74%
Barrier Type (0-Wall, 1-Berm): 0.0		, A	eavy Inuces	. 80.076	2.7%	10.8%	0.74%
Centerline Oist. to Barrier 100.0 feet		Noise Sa	urce Elevat	ons (in f	est)		
Centerline Dist. to Observer: 100.0 feet			Autos:	0.000			
Barrier Distance to Observer: 0 0 feet		Mediur	n Trucks:	2 297			
Observer Height (Above Pad): 5.0 feet		Heav	/ Trucks	8.006	Grade Adju	ustment.	0.0
Pad Elevation: 0.0 feet Boad Elevation: 0.0 feet		Lone Em	ivalent Dist	owen Co	So arth		
Road Elevation: 0 0 feet Road Grade: 0 0%		Lane Equ		89.403	1000		
Hono Grade 0,0% Left View: -90.0 dear		Modius		99.314			
Right View: 90.0 dear				88 323			
right view. au truegi	ens	1,500	r r ucho.	00 020			
FHWA Noise Wodel Cateulations							
VehicleType REMEL Traffic Flow					Barrier Alle		ro Alten
Autos 69.48 -0.19	-	-4.58	-1.20	-4.77	0.0		0.000
Medium Trucks: 79.45 -17.3	-	-4.57	-1.20	-4.58	0.0	00	0.003
Heavy Trucks: 64.25 -21.3	4	-4.57	-1.20	-5.16	0.0	00	0.000
Unmitigated Noise Levels (without Topo and	d barrier	ettenuation)					
VehicleType Leg Peak Hour Leg De	y I Ł	eq Evening	Leg Night		Lan	Cf	VEL
Autos 62.5	80.6	58.9		2.8	81.4	·	82 :
Medium Trucks: 68.3	54.8	48.4	4	6.9	55.9		55.8
Heavy Trucks 57.1	55.7	46.7	4	7.9	56.3		56.4
Vehicle Noise. 84.4	62.6	59.5		4.8	63.3		63.5
Centerline Distance to Noise Contour (in fee	ti						
		70 dBA	65 dEA		0 dEA	55	dE.A
	Ldn:	38	78		167	3	90

	nio Existing ne: Perris Soul						lame: Mor	ena Valley V	/almart	
	ne: i=ems abu: vx: South of N		21.00			J00 W0	moer: 887	U		
			***********							~~~~
Highway Data	SPECIFIC II	IPUT DAT	А		Site Con			DEL IMPUT Soft = 151	S	
Average Daily	Troffin Chaffe	15 270 vak	olar-				Auto			
	Percentage:	10%	2003		Ma	dium Tour	iks (2 Axle			
	laur Valume	1.583 vehi	clec				s (3+ Axle			
	thicle Speed	55 mpt								
	ne Distance	98 feet		- 1	Vehicle i					
					Ven	icleType	Day			Daily
Site Data							tos: 77.		9 6%	97 4 2%
	rrier Keight:	0.0 fee	rt			edium Tru			10.3%	1.84%
Barner Type (0-VI		0.0			,	leavy Tru	oks: 86.	5% 2.7%	10.8%	0.74%
Centerline Di		100.0 fee		1	Noise Se	ource Ele	vations (in	feet)		
Centerline Dist.	to Observer:	100.0 fee	t	ì		Autos	0.000			
Barrier Distance		0.0 fee	-		Mediu	m Trucks	2 2 9 7			
Observer Height		5.0 tee			Heav	y Trucks.	8.006	Grade Ad	liustment	0.0
	ad Elevation:	0.0 fee	-						, 	
	ad Elevation:	0.0 fee	t	- 1	Lane Eq		Nistance (in feet)		
	Road Grade:	0.0%		- 1		Autos:				
	Left View:	-90.0 de	grees			m Trucks:				
	Right View:	90.0 de	grees		Heat	y Trucks:	87.224			
FHWA Noise Mod	et Calculation									
VehicleType	REMEL	Traffic Fio		istance		Road	Fresher	Barrier 4t		m Atten
Autos:	71.76		G3	-3.		-1.20	-4.7		300	0.00
Medium Trucks:	92.40	-18		-3 '		-1.20	-4.8		300	0.00
Heavy Trucks	86.40	-22	02	-3.1	73	-1.20	-5.1	6 0	300	0.00
Unmitigated Nois	e Levels (with	out Topo a	nd barr	ier atte	nuation)					
	Leg Peak Ho			Legi	Evening	Leq N		Ldn		VEIL
Autos	66		64.1		62.4		58.3	64.	-	65.
Medium Trucks	59		57.8		51.5		50.0	58.		58.
Heavy Trucks:	59		58.0		49.0		50.2	58.		58.
Vehicle Noise:	87	.6	85.0		82.9		59.0	66.	6	67.1
Centerline Distan	ce to Noise C	ontour (in f	eet)							
					d8A	85 da		60 dBA		dBA
			1750		50	127		274		40

Friday, November 08, 261

Observer Height (5.0				y Trucks.	8 996	Grade Ad	iustment:	0.0
	Above Pad). ad Elevation:		teet feet					Grade Ad	iustment:	0.0
						,			- Arrest	0.0
Ros	ad Elevation:	0.0	feet		Lane Eq.	uivaient D	istance (in	feet)		
	Froad Grade:	0.09	4			Autos:	98.494			
	Left View:				Mediur	n Trucks:	98,404			
	Rigiti View:		degrees			y Trucks:	98.419			
	rogiz View:	0.08	degrees		mean	y Frucks:	96,413			
FHWA Noise Mod	el Calculation	73								
	er Garculation	Truttic	Frow	Distance	Finite	Road I	Frenzier	Barrier Alt	en! Ber	m Ather
										0.0
Medium Trucks:	82.40		18.73	-4		-1.2B	-4.85	0.0		0.0
Heavy Trucks	86.40		22 69	-43.	51	-1.2D	-5.16	9.0	100	0.0
						-1.ZB	-5.76	U (IUU	0.0
Inmitigated Nois						-1-20				0.0
						-1.26	-0.10			0.0
Heavy Trucks	86.40		22 69	-43	51	-1.2B	-5.16	9.6	100	0.0
Heavy Trucks	86.40		22 69	-43	51	-1.2D	-5.16	0.0	100	0.0
										0.0
Autos	71.78		-1.50	-4.	52	-1.20	-4.77	0.0	80	0.0
VehicleType										
VehicleType	REMEL	Traffic	Frow	Distance	Finite	Road	Fresher	Barrier Alt	en Ber	m Alle
			Econo	Oidansa	- Linda	Donnet !	Contrac	Daving 68	oni Dar	en atte
HWA Noise Mod	et Calculation	7.5								
	Rigiz View:	90.0	degrees		Heav	y Frucks:	98,413			
	Left View:	-90.0	degrees				96,404			
					8.4m al					
	Fload Grade:	0.09	4.			Autos:	98.494			
Roi	ad Elevation:	0.0	feet		Lane Eq.	uivaient D	istance (in	feet)		
					/ F	design to				
					Heav	y Trucis.	8 9 9 8	Grade Ad	ustment.	U.D
Observer Height (Above Pad).	5.0	heet.					Grada 6d	ivetenani	0.0
Barrier Distance			feet		Mediu	n Trucks:	2.297			
						Autos:	0.000			
Centerline Dust		100.0			Noise Sc		ations (in i	eet)		
Centerline Di		100.0	teet							
Barrier Type (0-W		0.0			÷	leavy Truc	As: 86.69	5 2.7%	10.8%	0.7-
Ba:	rrier Height:	0.0	fost			edium Truc		, , , , , ,	10.3%	1.84
Site Data						Aut			9 6%	874
					Ven	icleType	Day	Evening	Night	Davi
Near/Far La	ne Distance:	36 f	eet				1 000	Les	chand I	1200
Ve	hicle Speed	55 :	nph		Vehicle i	97				
Peak h	lour Volume:	1,357 \	ebicles		He	avy Trucks	(3+ Axles)	15		
Peak Hour	Percentage:	10%			Me	dium Truci	s (2 Arles)	15		
Average Daily	Traffic (Act)	13,572 \	rehoctes:				Autos	15		
Highway Data					Site Can	ditions (H	ard = 10, S	oft = 15)		
	SPECIFIC I	NPUT D	ATA					L INPUT	s	
************	***************************************	**********			***************************************	***************************************	***************************************	***********		****
Road Seame	ni: North of R	amona E	xpresswa	N.						
Road Nan	æ: Perris Sou	lievard				Job Nun	ber: 8870			
	io: Existing					Project No	eme: Morer	io Valley W	almart	

Friday, November 69, 2013 Friday, November 69, 2013

	rio: Existing						to Valley Va	simarr	
Road Nan	ne: Parris Boulev	/ard			Job Murr	ber: 8876			
Road Segme	nt: South of Ran	nona Expressway							
	SPECIFIC INP	UT DATA					L INPUT	S	
Highway Data				Site Co	nditions (H	ard $= 10.3$	ořt = 15)		
Average Daily	Traffic (Adt). 14	,260 vehicles				Autos	15		
Peak Hour	Percentage:	18%		5/6	ealum Truck	s (2 Axies)	15		
Peak F	lour Volume: 1	,428 vehicles		H	eavy Trucks	(3+ Axies)	15		
	etricle Speed.	55 mph	1	Vehicle	Stiv				
Near/Fer La	ine Distance:	S8 feet	1		hideTvae	Day	LEvenina	Night	Daity
Site Data					Auf		6 12.9%	9.6%	97.42%
D-	rrier Height:	0.0 feet		5	fedium Truc	As: 94.89	6 4.9%	10.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet							
Centertine Dist		IEG B feet	į	flaise 3	ource Elev		est		
Barrier Distance	to Observer	0.0 feet			Autos. um Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet					Grade Ad	i ratumant	0.0
	ad Elevation.	0.0 feet		HER	ny Trucks:	6.008	State Au	wan ien.	0.0
Ro	ed Elevation:	0.0 feet	- 1	Lane E	quivalent Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees		Medi	ım Trucks:	87 214			
	Right View:	90.0 degrees		Hee	ny Trucks.	87.224			
FHWA Noise Mad	lei Calculations		i						
VerlideType			stance			Fresnel	Berner Att		nı Alten
Aulos:	71.78	-1.28	-3.7		-1.20	-4.77		000	0.000
Medium Trucks:	82.40	-18.51	-3.		-1 20	-4 88		000	0.000
Неаку Ілиска.	96.40	-22.47	-3	13	-1.20	-5.16	6.0	300	0.000
Unmitigated Nois	e Levels (withou	ut Topo and barri	er atte	nuation					
VersicieType	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Aukos:	85 6	63.7		61.	9	55.9	64.5	5	65.
Medium Trucks.	59.0			51.		49.5	58.1		58.3
Heavy Trucks:	59.0			48.	;	48.8	58.		58.3
Vehicle Noise:	67.1	65.4		62.	4	57.6	. 98	1	86.6
Centerline Distan	ce to Noise Cor	itour (in feet)							
				σB.A	65 dB.	4	60 dBA		dB.A
		Loh).		55	119		256		51
		CMF7		59	128		976		99

Finday, November 69, 2013

Soena	io: Existina				******	Project N	ame: More	eno Vallev VA	sim ser	
	ne: Kitching St	reet					nber: 8871		DI-11011	
	nt: North of Jo		nnedy D	rive						
SITE	SPECIFIC II	PUTB	6 T 6	**********	***************************************	N.C	ISE MOI	BEL INPUT		*****
Highway Data					Site Cor		faret = 10.			
Average Daily	Traffic (Adt).	6.912 v	ehides				Auto	s: 15		
	Percentege:	10%			Me	alum Truc	hs (2 Axioo	sJ: 15		
Peak F	lour Volume:	681 \	ehicles		Re	avy Truck	s (3+ Axies	s): 15		
Ve	hicle Speed.	40 r	oph		Vehicle.					
Near/Far La	ne Distance:	12 f	eet			ideType	Dav	Evening	Night	Dairy
Site Data					V (fos: 77 E		9.6%	
		0.0			0.0	edum Tra			10.2%	1.94%
Barrier Type (0-V	rder Height:	0.0	rees			Heavy Tru			10 6%	0.74%
Genterline Di		100.0								
Centerline Dist.		100.0			Noise S		rations (in	feet)		
Barrier Distance		0.0				Autos.	0.000			
Observer Height		5.6				m Trucks	2.287			
	ed Elevation	0.0	1000		Heat	ry Trucks:	8.008	Grade Adj	usiment	0.0
	ad Elevation:	0.0			Lane Eq	uivalent E	listance (i	n feet)		
	Road Grade:	0.09	6			Autos:	99.945			
	Left View.	-90.0	degrees		Mediu	m Trucks:	99 956			
	Right View:	90.08	degrees		Неат	ry Trucks.	99.866			
FHWA Noise Mod										
Vehicle Type	REWEL	Traffic		Distance		Pload	Fresne!	Barrier Atte		m Alten
Autos	68.51		-3.04	-4.		-1.20	-4.7			0.000
Medium Trucks:	77 72		20.28	-4.		-1 20	-48			0.000
Heavy Trucks.	82.99		24.24	-4	61	-1.20	-5.1	6' 0.0	U0	9 9 9 9
Unmitigeted Nois										
VehicleType	Leg Peak Ho		sq Day		vening	Leg Ni		Ldn		NEZ.
Autos:	57		55		54.0		47.9	56.8		57.2
Medium Trucks.		.6	60		43.6		42.2	50.7		50.9
Heavy Trucks:		2.9	51		42.5		43.7	52.1		52.2
Vehicle Noise:	59	3.7	57	.8	54.7		50.1	58.9		59.1

Scenario: E Road Name: 1	Otching Street					Project i Job Nu			c Valley VV	almart	
Road Segment: 1	North of Cactu	s Avenue									
SITE SPI Highway Data	CIFIC INPL	T DATA		٠,	Zian Pan	elitions (LINPUT	5	
					, ne con	unons (
Average Daily Trat Peak Hour Pen		18% vehicles				dium Tru:		Autos:			
Peak Hour Pen Peak Hour		10% ISB vehicles				awn Truci					
	· Same	55 moti		L		,	(2(3,	HAROD.	10		
Near/Fat Lane C	,	38 feet			Vehicle I						
	material c.	Ju leer			Veh	ыеТуре			Evening	NiglX	Dody
Site Data							itos:	77.5%			87.42%
Barrier	Height:	0.0 feet				edium Tre		64.9%		10.3%	1.64%
Barrier Type (0-Wall,	1-Bermi:	0.0			P	teavy In	ICNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to		00.0 feat		- 17	Vaise Se	urce Ele	vation	s (in f	eati		
Centerline Dist. to C		00.0 feet		-		Autos		000			
Barrier Distance to C		0.0 feet			Mediur	n Trucks	- 2	297			
Observer Height (Abc		5.0 feat			Heav	v Trucks	- 8	006	Grade Ad	ustment.	0.0
	levetion:	0.0 feet		-							
	Tevation:	D 0 feet		1.	.ana Eq	uivalent.			1991)		
	d Grade	D.0%			44	Autos: n Trucks		494 404			
		90.0 dagrees				n i ruciis v Truciis:		413			
		90 0 degrees			Heav	у писна	58	413			
FHWA Noise Wodel C VehicleType 1 F		offic Flow	Data		T. Charles	Road	Fres		Barrier Att		116
Autos	71.78	-4 85	CASISA	-4.5		-1.20	Pres	-4.77	0.0		0.000
Medium Trucks	B2 40	-22.08		-4.5		-1.20		-4.58	0.0		0.000
Heavy Trucks	88.40	-28.04		-4.5		-1.20		-5.16	0.0		0.000
Unmitigated Noise Le						-1.20		-0.70			0.000
	Peak Hour I	Lea Day			rening :	Lean	light	Т	Lán	T C	NE(
Autos:	61.2	59	3		57.6		51	- L	80 1		80.7
Medium Trucks:	54.6	53	.1		46.7		45.	2	53.7		53.1
Heavy Trucks	54.6	53	2		44.2		45.	4	53.8	3	53.9
Vehicle Noise.	62.8	61	.0		58.1		53.	2	61.8)	62.2
Centerline Distance to	Noise Cont	our (în feet)									
			1	70 /	40.4	65.6	DA.	1 6	50 KBA	55	de A

Friday, November 88, 2913

	nio: Existing				,				o Valley VV	almart	
	ne: Kitching St					Job Nu	mber. I	3370			
Road Sagma	int: South of Jo	ihn F. Kenned	/ Drive								
SITE	SPECIFIC IN	PUT DATA			*******	Pé	DISE N	LODE	LINPUT	9	
Highway Data				S	ite Cono	itions (riard ≃	10, Sc	rit ≈ 15)		
Average Cally	Traffic (Adl):	8,340 vehicle	S				,	lutos:	15		
Peak Hou	Percentage.	10%			Med	ium Yru:	oko (2 A	xles).	15		
Peak i	lour Volume	834 vehicle	s		Hea	ny Truck	(s (J+ A	zies):	15		
Ve	enicle Speed:	40 mph			ahicle M						
Near/Far La	ne Distance.	12 feat		- 1		leTvpe	_	Dav	Eveninal	Night	Dally
Site Data								77.5%		9.8%	
		0.0 feet			0.60	fum Tri		64.9%		10.3%	1.643
	rrier Height:	0.0 feet 0.0				savy In		88.5%		10.8%	0.745
Barrier Type (0-V Centerline O		100 0 feat		L						10.070	0
Centerline Dist.		100.0 feet		N	oise Sa	irce Ele	vation:	s (in fe	et)		
Barrier Distance		0.0 feet				Autos:	0.0	100			
Observer Height		5.0 feet			Мефил	Trucks:	2.2	197			
	(MDOVE PAO) lad Elevation:	0.0 feet			Heavy	Trucks	8.6	106	Grade Adj	ustment	0.0
	ad Elevation	0.0 feet		7	ane Equ	valero	Distant	e fin i	South		
	Road Grade	0.0%				Autos					
	Left View	-90.0 dears	90		Medium	Trucks					
	Right View:	90.0 degra				Trucks					
	. i.g.it view.	on a degre									
FHWA Noise Was	lel Calculation	s									
VehicleType	REMEL.	Traffic Flow	De	ance	Finite F		Fresn		Barrier All		
Autos.	86.51	-2.23		-4.62		-1.20		-4.77	0.0		0.00
Medium Trucks	77.72	- 19 47		-4.61		-1.20		-4.58	0.0		0.00
Heavy Trucks	62.99	-23.42		-4.61		-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo and	barrio	rettenu	ationi						
	Leg Peak Hos			Leg Ev		Legit	light	T	Lán	Ci	VEL
Autos	56	.5	56.6		54.8		48.7	L	57 4	i	58
Medium Trucks:	62	5.4	60.9		44.6		49.0		61.6	,	61.
Heavy Trucks	63	.6	52.3		49.3		44.8		52.9	3	53
Vehicle Noise.	60	.5	58.7		55.5		50.8		59.5	5	58
Centerline Distan	ce to Noise C	antour (in fee	<u> </u>								
			T	70 d	94	65 d	EΑ	6	0 dEA	.55	dE.A
			Ldn:	20		43			92	1	98

Scenar	io Existing					Project N	алте: Мо	neno	Valley W	almart	
	se: Kitching Str					Job Nui	mber: 88°	70			
Road Segme	nt: South of Ca	ictus Avenue									
	SPECIFIC IN	PUT DATA							LINPUT	S	
Highway Data					Site Con	ditions (f	land = 10	, So	ft = 15)		
Average Daily	Traffic (Adl)	7,668 vehicle:	5				Au	los.	15		
Peak Hour	Percentage:	10%		- 1	Me	dium Truc	ks (2 Axil	38):	15		
Peak F	laur Valume:	787 vehicle:	5	- 1	He	avy Truck	s (3+ Axil	e s):	15		
Vs	hicle Speed	40 mph		H	Valuate	1970					
Neer/Far La	ne Distance:	12 feet		- 1		icleType	1 00		Evening	Strate	Darly
Site Data								596		9 636	97.42%
Pa	rrier Keight:	0.0 feet			An	edium Tru	for. 84	.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0 1000			,	leavy Tru	:ks: 86	.6%	2.7%	10.9%	0.74%
Centerline Di		100.0 feet		- 1							
Centerline Fiel		100.0 feet		- 1	Noise Se	urce Ele			et)		
Barrier Distance		0.0 feet				Autos:	0.000				
Observer Herahli		5.0 beet		- 1		n Trucks:	2.297				
P	ad Elevation:	0.0 feet			Heav	y Truces.	8 006)	Grade Ad,	GSIMENI.	0.0
Ro	ad Elevation:	0.0 feet		ı	Lane Eq	uivaient L	istance	(în i	6et)		
	Road Grade:	0.0%		ı		Autos:	98.94	5			
	Left View:	-90.0 degree	es.		Mediu	т Тицекв:	99.85	3			
	Right View:	90.0 degree	es.		Heat	y Trucks:	99.86	5			
FHWA Noise Mod	el Calculation	5		i							
VehicleType	REMEL	Traffic From	Dista			Road	Fresher		Barrier 4tt		m Atten
Autos:	86.51	-2.69		-4.8		-1.20	-4.			100	0.000
Medium Trucks:	77.72	-19.83		41		-1.20	-4.		0.0		0.000
Heavy Trucks	82.98	-23 79		-4.8	31	-1.20	-5.	16	0.0	100	0.000
Unmitigated Nois			barrier	atte	nuation)						
Vehicle Type	Leg Peak Hou	r Leg Day		Leg E	vening	Leg N	ghi		Ldn		WEIL
Autos	58		56.2		54.4		48.4		57.0		57.6
Medium Trucks	52		50 S		44.2		427		51.1		51.6
Heavy Trucks:	53		52.0		42.9		44.2		52.5	5	52.7
Vehicle Noise:	80	.1	58.4		55.1		50.6		59.1		69.5
Centerline Distan	ce to Naise Co	intour (in feet									
					d8A	85 d£	3.4	б	0 dBA		dBA
			Lan:		18	40			97	- 1	67

Friday, November 08, 2013

		***************************************	00000	*********	******		******	*********			
				****		****		*****			
	for Existing								no Valley M	/almart	
	ne: Kitching Str					Job Ni	imber.	8610			
Road Segme	vž: North of Iris	Avenue									
	SPECIFIC IN	PUT DATA							EL INPUT	s	
Highway Data					ite Can	ditions	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Act):	5,994 vehicles						Autos	15		
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2	Arries)	: 15		
Peak F	lour Volume:	580 vehicles			He	avy Truc	ks (3+	Axles)	: 15		
Vs	thicle Speed	55 mph		-	ohicte i	287~					
Near/Far La	ine Distance:	36 feet		Η.		ideType	-	Oav	Evening	Shahi	Daily
Sita Data							utos:	77.59		9 696	
					4.4	edium Tr		84.69		10.3%	
	rrier Keight:	0.0 feet		- 1		Heavy Tr	S 6 1 1001	86.69		10.8%	
Barrier Type (0-VI		0.0								10.010	0.1 170
Centerline Di Centerline Dust		190.0 feet 190.0 feet		1	oise Se	ource El	vatio	ns (in i	feet)		
		0.0 feet		Г		Autos		0.000			
Barrier Distance		0.0 10.00			Media	m Trucks		2.297			
Observer Height		5 8 heet			Heav	y Trucks	: 5	8 0 0 6	Grade Ad	justmeni	0.0
	ad Elevation: ad Elevation:	0.0 feet 0.0 feet		1-7	ana Ca	ulvaient	Ciner	neo Go	de and		
		0.0 10.00		-	ane cu	Autos		3.494	7009		
	Road Grade:	0.0%		- 1		лисов т Тпискв		s.464 3.404			
	Left View:	-90.0 degree:									
	Rigiż View:	90.0 degree:	S		rieat	ry Trucks	. 90	3,419			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	Dis	tance	Finite	Road	Fred	ner	Barrier Alt	en Ber	rm Atten
Autos:	71.79	-5.11		-4.52		-1.20		-4.77	9.	300	0.000
Medium Trucks:	82.40	-22.35		-4 51		-1.2B		-4.89	9.8	300	0.000
Heavy Trucks	86.40	-26.31		-4.51		-1.2B		-5.16	9:	300	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrie	er atten	iation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg Ev	ening	Leq1	lighi	T	Ldn	C	NEL.
Autos	61	.0 5	9.1		57.3		5 9	.2	59.	8	60.6
Medium Trucks	54	.3 5	28		46.5		44	8	63.	4	63.6
Heavy Trucks:	54	4 5	0.0		43.9		45	.2	63.	5	63.7
Vehicle Noise:	82	.5 8	0.8		57.8		52	.9	61.	5	62.0
Centerline Distan	ce to Naise Co	intour (in feet)									
				70 a		851			69 dBA		dBA
		£	do:	27		- 5	9		126	2	271

Friday, November 88, 2013

Friday, Nevernber 08, 201

	rio: Existing ne: Kitchina Stre						to Valley V	aimart	
	ne: rutching sites inf: South of Iris				JOD INUIT	ber: 9870			
***************************************		******************		***************************************					
SITE Highway Data	SPECIFIC INP	UT DATA	_	Site Cea	NOI Iditions (H		L INPUT	3	
Average Daily	Tesffo (428) 3	188 vehicles				Autos			
	Percentage:	18%		544	alum Truck				
	Hour Volume:	707 vehicles			aw Trucks				
	etricile Sineed.	45 mph				(a. uvica)			
	ine fiedance	36 feet	į	Vehicle					
				Veh	ide?ype	Day	Evening	Night	Daity
Site Date					Aut			9.6%	97.4.2%
	rrier Height:	0.0 feet			edium Truc			19.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline D		100.0 feet		Noise S	ounce Elev	ations (in t	eet tee		
Centerline Dist.		160.0 feat	1		Autos	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks	2.287			
Observer Height		5.0 feet		Heal	n Trucks:	8.008	Grade Adj	usiment:	0.0
	ad Elevation	0.0 feat	-		, ,				
Ric	ed Elevation:	0.0 feet		Lane Eq	uivalent D		7661)		
	Road Grade:	0.0%			Autos:	98.494			
		-90.0 degrees			m Trucks:	98 404			
	Right View:	80.0 degrees		Hea	ry Trucks.	98.413			
FHWA Naise Mag			i						
Verlicie Type			stance			Fresnel	Berner Att		m Alten
Autos	68.46	-3.46	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	79 45	-20.70	-4.5		-1.20	-4 88	0.0		0.000
Heavy Trucks.	84.25	-24.65	-4 (51	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois			ier atte	nuation)					
Versicle Type	Leg Peak Hour	Leg Day	Leg E	Vening	Leg Nig	iht	Ldn	Ci	νEΣ.
Aufas:	593			55.6		49.6	58.3		58.8
Medium Trucks.	53.0			45.2		43.6	52.1		52.3
Heavy Trucks:	53.8	52.5		43.4		44.7	53.0		53.2
Vehicle Noise:	61.1	59.4		56.2		51.5	6C.1		60.5
Centerline Distan	ce to Noise Con	itour (in feet)							
		i	70	αB.A	65 dB.	Δ	60 dBA	55	dB.A
		Loin.		22	47		101		16
		CMS7 ·		2.9	50		100		2.6

Scenario: Existing	Pàis Pro	ect				Project N	lame:	Moren	o Valley Vi	fairnart -	
Road Name: Sunnym	ead Bou	evard				Job Nu	nber:	8876			
Road Segment: Perris B	ulevard	to SPR-80	EB (On-Ramp							
SITE SPECIFIC	INPUT	DATA	anna.			NO	ISE	MODE	LINPUT	S	**********
ighway Data				S	ite Con	ditions (f	dard :	10. S	ařt = 15)		
Average Delly Traffic (Adt)	17,25	vehicle	s					Autos	15		
Peak Hour Percentage	16	196			Me	alum Truc	4812	Axies):	16		
Peak Hour Volume	1,728	vehicle	S		He	avy Truck	s (3+	Axies):	15		
Vehicle Speed	. 68	mph		1	enicie i	60/w					
Near/Far Lane Distance	36	feet		ř		ideTvae	-	Dav	Eivening	Night	Dairy
ite Data							fas:	77.59		9.6W	
Barrier Height		C feet			5.0	edium Tru		84.89		10.3%	
Barrier Type (0-Wall, 1-Berm)					+	Heavy Tru	cks	86.5%	2.7%	10.6%	0.74%
Centedine Dist In Berries		D faet									
Centerline Dist. to Observer		fi feet		ħ	oise So	ource Ele			680)		
Barrier Distance to Observer		0 feet				Autos.	_	.000			
Observer Height (Above Pad)		D feet				m Trucks	-	.287	Grade Ad	·	6 0 0
Pad Elevation		C feet			Heat	ry Trucks:	8	890.	Grade Ad	jusunen	0.0
Road Elevation	: 0	0 feet		L	ane Eq	uivalent L	Vistar	ce (in	feet)		
Road Grade	: 0	.0%				Autos:	98	.494			
Left View	-90	C degree	25		Mediu	m Trucks:	98	404			
Right View	80	0 degrea	es.		Heav	ry Trucks.	88	.413			
HWA Notse Model Calculati	oris			<u>i</u>							
VehicleType RSMEL	Traff	ic Flow	D	stance	Finite	Pload	Fres	nei	Barrier Att	en Be	m: Alten
Aulos: 71.	78	-C.45		-4.52		-1.20		-4.77	0.1	000	0.000
Medium Trucks: 82	40	-17.69		-4.51		-1.20		-4 88	0.0	100	0.800
Heavy Trucks. 96	10	-21.65		-4 51		-1.20		-5.16	G.I	369	9.990
nmitigeted Noise Levels (w	thout T	oos and	bam	er attenu	ation)						
VehicleType Leg Peak F	low	Leg Day	7	Leg Ev	ening	Leq N	ig/nf	T	Ldn	C	NEL.
Autos:	85.6		63.7		61.9		56.	6	64.	5	65.
Medium Trucks.	59.0		67.6		61.1		49.	6	56.3	0	56.3
***********	59.0		57.8		48.6		48.		58.		58.3
Vehicle Naise:	67.2		65.4		62.5		57.	6	86.	1	86.6

Scenari	o: Existing				Project i	vame:	Moren	c Valley VV	almart	
Road Nam	e: Lasselle St	reet			Job Nu	mbar.	8970			
Road Segmen	xt: North of Iris	Avenue								
	SPECIFIC IN	PUT DATA						LINPUT	;	***********
Highway Data				Site Con-	ditions (riard a	10, 50	xft ≈ 15)		
Average Daily .	Traffic (Adl): 1	9,276 vehicles					Autos:	15		
Peak Hour.	Percentaga.	10%		Mc.	έυσι Ττυ	cks (2 i	axies).	15		
Peak H	our Volume	1,828 vehicles		Hee	ну Тгиа	ks (J+ .	4x(es):	15		
Ver	nicle Speed:	55 mph		Vehicle #	Air					
Near/Far Lar	ne Distance.	36 feat			deType		Dav	Eveninal	Niotx	Dally
Site Data					A.	utos:	77.5%	12.8%	9.8%	87.42%
Flat	rier Height:	0.0 feet		Me	dum Tre	icks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-9)		0.0		H	leavy In	ACNS.	88.5%	2.7%	10.8%	0.74%
Centerline Die		100.0 feat								
Centerline Dist. I	to Observer:	100.0 feet		Noise So			000 000	eon		
Barrier Distance :	to Observer:	0.0 feat		A.A. aliin	Autos n Trucks		297			
Observer Heighl (Above Pad):	5.0 feat			n i rucks / Trucks			Grade Ad	rofmont	0.0
Pa	nd Elevation:	0.0 feet							uounen	0.0
Roa	ed Elevation:	0.0 feet		Lane Equ	iivalent	Distan	ce (in:	feet)		
f	Road Grade:	0.0%			Autos	89	494			
	Left View:	-90.0 dagrees	\$	Mediun	n Trucks	98	404			
	Right View:	90 0 degrees	5	Heavy	/ Trucks	58	413			
FHWA Noise World	d Catculation	5								
VehicleTyne	REMEL.	Traffic Flow	Distance		Road	Fresi		Barrier Att		
Autos	71.78	-0.20	-4.	52	-1.20		-4.77	0.0	00	0.000
Medium Trucks	82.40	- 17 44	-4.		-1.20		-4.58	0.0		0.000
Heavy Trucks:	66.40	-21.40	-4.		-1.20		-5.16	0.0	00	0.000
Unmitigated Noise									,	
	Leg Peak Hou			Evening	Legit		<u></u>	Lán		NEL
Autos	65		4.0	62.2		56		84 6		85 4
Medium Trucks	59		7.7	51.4		49,0		58.3		58.5
Heavy Trucks	59 67		7.9 5.7	48.8 82.7		50. 57		58.4		58.8 68.9
Vehicle Noise	87	4 8	5.7					66.4		

Friday, November 08, 2013

Centerline Distance to Noise Contour (in feet)

Scenar	io: Existing Plu	s Project			Project is	ame: I	deren	e Valley W	almart	*********
	ne: Eucalyptus.				Job Nu					
Road Sagma	nt: East of Pen	is Equievard								
SITE	SPECIFIC IN	PUT DATA	MANAGANA A	***********	NC	HEE N	ODE	LINPUT	9	********
Highway Data				Site Con-	iitions (i	iard ≃	10, Sc	oft = 15)		
Average Cally	Traffic (Adl):	7,966 vehicles				/	lutos:	15		
Peak Hour	Percentage.	10%		Med	lum Truc	ko (2 A	xles).	15		
Peak i	lour Volume	707 vehicles		Hes	ny Truck	s (3+ A	zies):	15		
Ve	rticle Speed:	40 mph	-	Vehicle 6	e					
Near/Far La	ne Distance.	12 feat	- +		neTvpe	_	Dav	Evenina	Night	Dally
Site Data				4.011			77.5%		9 8%	
	rrier Height:	0.0 feet		0.60	dium Tru		64.9%		10.3%	1.64%
Barrier Type (0-V		0.0 feet 0.0			easv Iru		88 5%		10.8%	0.74%
Centerine D		100.0 feat	L.							
Centerline Dist		100.0 feet	12	Noise Sa				e <i>t)</i>		
Barrier Distance		C O feet			Autos:					
Observer Height		5 (Lifest			i Trucks:	2.2				
	ad Elevation	0.0 feet		Heav	Trucks	3.8	106	Grade Ad	justment.	0.0
	ad Elevation:	0.0 feet	1	Lane Equ	ivalent (Distant	e fin	feet)		
	Road Grade	0.0%	T I		Autos:	89.9	345			
	Left View:	-90.0 degrees		Mediun	: Trucks:	99.8	356			
	Right View:	90.0 degrees		Heavy	Trucks:	98.8	365			
FHWA Noise Was	of Catculations									
VehicleType	REMEL.	Traffic Flow Di	si ance	Firite .	Float	Fresn	e/	Barrier All	en Ber	m Alten
Autos	86.51	-2.85	-4.6	2	-1.20		4.77	0.0	100	0.000
Medium Trucks	77.72	-20.18	-4.6		-1.20		-4.59		100	0.008
Heavy Trucks:	62.89	-24.14	-4.6	1	-1.20		5.16	0.0	100	0.009
Unmitigated Nois	e Levels (with	ut Topo and barri	er etter	uation)						
	Leg Peak Hou		Leg E	vening	Leg N			Ldn		NEL
Autos	57.			54.1		48.0		56		57
Medium Trucks:	61.			48,9		42.9		50.8		51.8
Heavy Trucks	63.			42.6		43.8		52.3		52.3
Vehicle Noise.	59.	8 58.0		54.8		50.2		58.	7	59.3
Centerline Distan	ce to Noise Co	ntour (în feet)					,		·····	
			70 (65 di	:4		0 dBA		dE.A
		£dn:		8	38			82		77
		CNEL:		9	41			68		98

	e: Lassalle St nž: South of Iri					Job Ni	mber: 887	D		
*************		***********	*******							***************************************
Highway Data	SPECIFIC II	APUT DATA			Site Cor		DISE MOI Hord ≈ 10.	Soft in 151	S	
Average Daily	Troffic Chefts	98 202 vekorie					Auto	s: 15		
	Percentage:	10%	~		Me	edium Tou	des (2 Axie	si: 15		
		2 629 vehicle					s (3+ Axle			
	hicle Speed	55 mich		-						
	ne Distance:	36 feet		-	Vehicle		1.0	Te:	41.47	15. 1
Site Data					ver	icleType	10s; 77;		Flight 9 6%	Daily 97.42%
						A. edium To			10 3%	1 84%
	rrier Keight:	0.0 feet				eolum i n Heavy Tri			10.3%	0.74%
Barner Type (0-VI		0.0		1		neerly 110	Nino. onii	170 2.170	10.076	0.747
Centerline Di		100.0 feet		- 1	Noise S	ource Ele	vations (in	feet)		
Centerline Dist.		100.0 feet				Autos	0.000			
Barrier Distance		0.0 feet		- 1	Mediu	m Trucks	2.297			
Observer Height (5.0 teet			Hear	y Truces	8 006	Grade Ad	justment	0.0
	ad Elevation:	0.0 feet		-			Distance (
	ad Elevation:	0.0 feet		-	Lane Eq			n reey		
	Road Grade:	0.0%				Autos				
	Left View:	-90.0 degree				т Тиків				
	Right View:	90.0 degree	es		Hear	y Trucks	98,413			
FHWA Noise Mod										
VehicleType	REMEL	Traffic Flow	Ois	stance		Road	Fresher	Barrier 4tt		m Atten
Autos:	71.76	1.38		-4.5		-1.20	-4.7		300	0.00
Medium Trucks:	92.40	-15.86		-4.5		-1.20	-4.8		300	0.00
Heavy Trucks	86.40	-19 82		-4.5	51	-1.20	-5.1	6 0:	300	0.00
Unmitigated Nois										
	Leg Peak Ho			Leg E	vening	Leg h		Ldn		VEIL
Autox	67		65.5		63.8		57.7	66.	-	68.
Medium Trucks	80		59 3		53.0		51.4	59.		60.
Heavy Trucks:	80		59.4		50.4		51.7	60.		60.1
Vehicle Noise:	89	1.0	87.3		84.3		59.4	69.	0	66.
Centerline Distan	e to Naise C	ontour (in feet)							
					d8A	85 a		60 dBA		dBA
			1150		73	15	В	349	7	33

Friday, Nevernber 08, 2013

	io: Existing Pi								no Valley W	'almart	
	e: Cottonwoo					Job N	ımber.	8870			
Road Segme	rá: YVest of Inc	iian Street									
	SPECIFIC IS	PUT DATA							L INPUT	s	
Highway Data					lite Car	ditions	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Act):	9,912 vehicle	s					Autos	15		
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Axles)	15		
Peak h	laur Valume:	991 vehicle	S		He	avy Truc	ks (3+	Axles)	15		
Ve	hicle Speed:	45 mph		-	/ahiata	287~					
Near/Far La	ne Distance:	24 feet		H.		icleType	- 1	Ow	Evening	Shahi	Daily
Site Data							utos:	77.59		9 636	
	rrier Kelaht:	0.0 feet			M	edium Tr	uchs	84.69		10.3%	1.84%
Barrier Type (0-VI		0.0 (69)			- 1	Heavy Tr	ucks:	86.69	6 2.7%	10.9%	0.74%
Centerline Di		100.0 feet		-							
Centedine Dust		100.0 feet		1	loise 5	ource Ei			(9 et)		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Herant I		5.0 teet				m Truck		.297			
	ad Elevation:	0.0 feet			Hear	у Тгискі	r. S	006	Grade Ad	ustmeni	0.0
Ro	ad Elevation:	0.0 feet		1	ane Eg	ulvaient	Disto	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 99	3.403			
	Left View:	-90.0 deare	es		Mediu	т Тписка	99	3.314			
	Right View:	90.0 dagre	ēs		Hear	ly Truck	: 98	3.323			
FHWA Noise Mod	-1 ft - 1 - 1 - 1 - 1 - 1										
VehicleType	REME	Traffic From	-	istance	i Sinda	Road	Fres	PNAC.	Barrier Alt	oni 2a	m Atten
Autox	88.46	-1.99		-4 56		-1.20	1160	-4 77		100	0.000
Medium Trucks	79.45	-19.73		-4.57		-1.20		4.89		100	0.000
Heavy Trucks	84.25	-23 18		-4.57		-1.2D		-5.16		100	0.000
Unmitigated Nois	a Levele issish	out Tono and		io- attor	untinni						
VehicleType	Lea Peak Ho			Lea Ev		Lea.	Viahi		Ldn		NEL.
Autos	60		58.8		57.0		51	<u>d</u>	59.1		60.0
Medium Trucks	54		52 8		48 8		45	0	63.5	5	63.7
Heavy Trucks:	55	.3	53.9		44.8		46	.1	54.4	4	54.6
Vehicle Noise:	82	.5	80.8		57.6		53	.0	61.	5	82.0
Centerline Distan	ce to Naise C	ontour (in feet	·								
				70 a		85:			60 dBA		dBA
			Lan:	2	, –	5	8		126	- 2	71

Friday, November 69, 2013 Friday, November 69, 2013

Frid:

Scenar	io: Existing Plus	Project			Project N	ame: More	no Valley VV	simarr	
Road Nan	ne: Cottonwood:	Avenue			Job Nur	nber: 8870			
Road Segme	nf: East of India	n Street							
SITE	SPECIFIC INP	UT DATA					EL INPUT	3	*********
Highway Data				Site Cor.	iditions (F	tard = 10.3	iořt = 15)		
Average Dally	Traffic (Adt). 8	,220 vehicles				Autos	: 15		
Peak Hour	Percentage:	18%		Ms	alum Truc	hs (2 Axies,	J: 15		
Peak F	laur Valume:	822 vehicles		He	avy Truck	s (3+ Axies,): 15		
	rhicle Speed.	45 mph	ŀ	Vehicle.	Mix				
Near/Fer La	ine Distance:	24 feet	- 1	Veh	ide?yae	Day	Evening	Night	Daity
Site Date					Aυ	fas: 77.5	% 12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet		5/3	edium Tra	oks: 94.8°	% 4.9%	19.3%	1 94%
Barrier Type (0-V		0.0		- /	Heavy Tru	oks: 86.5	% 2.7%	10.6%	0.74%
Centerline Di	st. to Barrier:	100.0 feet	- 1			ations (in			
Centerline Dist.	to Observer.	160.0 feat	- }	marse S	Autos	ng ancomi 000.0	resty		
Barrier Distance	to Observer	0.0 feet		A shorting	m Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet			n Trucks:	8 008	Grade Ad	usiment	0.0
	ad Elevation.	0.0 feet	į.						
	ad Elevation:	0.0 feet		Lane Eq		listance (ir	feet)		
	Road Grade:	0.0%			Autos:	99.403			
	Left View.	-90.0 degrees			m Trucks:	99 314			
	Right View:	90.0 degrees		Heat	ry Trucks.	99.323			
FHWA Naise Mad	ei Calculations		\						
Verticle Type	REMEL	Traffic Flow D	fstance	Finite	Road	Fresnel	Berner Afti	en Ben	m Alten
Aulos	68.46	-2.80	-4.5	8	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	79 45	-20.04	-4.5		-1.20	-4 88	0.0	60	0.000
Неаку Тruскв.	84.25	-24.00	-4 6	7	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois	e Levels (withou	ut Topo and barr	ier atter	wation)					
VehicleType	Leg Peak How			vening	Leg Ni		Ldn		WEZ.
Autos:	59 9			56.2		50.2	58.8		58.4
Medium Trucks.	53.8			45.6		44.2	52.7		52.5
Heavy Trucks	54.5			44.D		45.3	53.6		53.8
Vehicle Noise:	61.7	60.0		56.8		52.1	60.7		81.
Centerline Distan	ce to Noise Cor	itour (in feet)							
				dB.A	65 dE	3,4	60 dB.A		dBA
		Loh).		4	52		111		39

Fitday, November 69, 2013

Road Name: Alessandro Bou Road Segment: West of Heaco SITE SPECIFIC INPU ighway Data	k Street								
SITE SPECIFIC INPU	*****			Job Nu	mber: (1870			
ighway Data	T BATA						LINPUT	S	
		S	ite Cor	iditions (l	Hard =	10, Sc	ift = 15)		
Average Daily Traffic (Adt). 27,81	97 vehicles				A	lutos:	15		
Peak Hour Percentage:	10%		Me	oburn Truc	48 12 A	x100):	16		
Peak Hour Volume: 2,7	70 vehicles		Re	avy Truch	s (3+ A	xies):	15		
Vehicle Speed.	55 mph	1	'e hic ia	aniv					
Near/Far Lane Distance:	88 feet			ildeTvae		Oav	Evenina	Night	Daire
ite Data			V C.			77 5%		8.6%	97.42%
				edium Tru		94.8%		10.3%	1 94%
	0.0 feet			ealam m Heavy Tru		84.670 86.5%		10 8%	0.74%
	0.0		,	10 day 11 d	Lno	00.070	2.170	10.070	0.1470
	0.0 feet	to	oise S	ource Ele	vations	(in fe	et)		
	0.0 feet			Autos.	0.0	60			
	0.0 feet 5.0 feet		Mediu	m Trucks	2.2	97			
organia ingini ingo a day	5.U feet D.C. feet		Heat	ny Trucks:	8.0	69	Grade Adj	justment:	0.0
1 30 210 (011)	0.0 1501	17	ave Se	uivalent l	Yazana	e Ge	En ceti		
	0.0 feet 0.0%	-	and Ed	Autos:	87.3		een		
	0.0% 0.0 degrees		6.65 office	m Trucks:					
	0.0 degrees 0.0 degrees			ni Trucks. ni Trucks.	97.5				
right view. 9	ole degrees		near	ry Trucno.	01.4	:24			
HWA Noise Model Calculations									
Vehicle Type REMEL Tra	iffic Flow I	Xstance	Finite	Pload	Fresh	9/	Barrier Att	en Ben	m Alten
Autos: 71.78	1.80	-3.74		-1.20		4.77	C.C	000	0.000
Medium Trucks: 82.40	-15.84	-3.73		-1 20		4 88	0.0	900	0.000
Heavy Trucks. 96.40	-19.59	-3.73		-1.20		5.16	0.0	090	9 9 9 0
nmitigated Noise Levels (without	Toos and bas	rier attenu	ation)						
VehicleType Leg Peak Hour	Leg Day	Leg Ev		Leg N	io/nf		Ldn	Ci	WEZ.
Autos: 89.4	66.	5	64.6	·	58.7		67.4	1	98.0
Medium Trucks. 81.8	60.	3	64.0		62.4		60.9	9	61.1
Heavy Trucks: 61.9	60.	5	51.4		52.7		81.0)	81.1
Vehicle Noise: 70.0	68.	3	65.3		80.4		68.6)	89.5

	io: Existing Plu e: Cottonwole					Project i Job Nu			c Valley VV	almart	
Road Segme	nt: West of Pe	rris Boulevan	d								
	SPECIFIC IN	PUT DATA	ŧ.						LINPUT	9	
Highway Data					Site Cone	iitions (riard a	10,50			
Average Daily		7,286 vehic	les					Autos:	15		
	Percentage.	10%				lium Tru					
Peak E	lour Volume	729 vehic	les		Hea	ну Тгиа	ks (J+ ,	4x/es):	15		
Ve	tricle Speed:	45 mph		-	Vehicle N	S/e					
Near/Fat La	ne Distance.	24 feat		- +		deTvoe		Dav	Evening	Night	Dally
Site Data						71	utos	77.5%			87.42W
5.	nier Height:	0.0 feet			Mo:	dium Tri	anker:	84.9%	4 996	10.3%	1.64%
Barrier Type (0-VI		0.0 1860			H	eavy In	ACNS.	88.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feat									
Centerline Dist		100.0 feet		1	Noise Sa				101)		
Barrier Distance		B.O. feat				Autos		000			
Observer Height (5.0 feat				1 Trucks		297			
	ad Elevation	D.O. feet			Heavy	Trucks	8.	006	Grade Adj	ustment	0.0
Ros	ed Elevation	B.O. feet		1.	Lane Equ	ivalent	Distan	ce (in	feet)		
	Road Grade	B.0%		T.		Autos	89	403			
	Left View:	-90.0 dea	rees		Меаіил	: Trucks	99	314			
	Right View:	90 0 deg	rees		Heavy	Truchs	59	323			
FHWA Noise Wood	of Catculation	s									
VehicleTyne	REMEL.	Traffic Flow	r Do	stance	Finite F	Road	Fresi	ne/	Barrier Att	en Ber	m Atten
Autos	60.48	-3.3	33	-4.5	G	-1.20		-4.77	0.0	100	0.000
Medium Trucks	79.45	-20 (8	-4.5	7	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	64.25	-24.5	52	-4.5	7	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	Levels (with	out Topo ar	d barri	er etter	uation)						
Vehicle Type	Leg Peak Hou	r Legi	6y	Leg E	vening	Legh	light	T	Łdn	Ci	NE(
Autos:	58	4	57.5		55 7		49	3	58 3		58 9
Medium Trucks:	53		51.6		45.2		43.	7	52.3		52.4
Heavy Trucks	54	.6	52.5		43.5		44.	7	53.1		53.2
Vehicle Noise	61		59.4		56.3		51.		60.2		60.5

Friday, November 86, 2013

Scenario: Existina	Plus Pros	ect			Project No	ame: Moren	e Valley V	almart	
Road Name: Alessan						ber 8070		an rion c	
Road Segment: East of									
SITE SPECIFIC	************		******	*******	****	SE MODE			
Highway Data	1157131	UAIA		Site Co.		and≃10,Si		#	
Average Daily Traffic (Adl				0.10000	imports (1)	Autos:	15		
Peak Hour Percentage					of up Your	Autous. (o (2 Axdes).			
Peak Hour Volume		vehicles		716	sany rrucks	(J+ Axles):	15		
Verlicle Speed		moh	ľ	Vehicle	Mix				
Near/Far Lane Distance	. 96	feat		Vet	noleType	Day	Evening	Nigix	Dally
Site Data					Aut	os: 77.5%	12.9%	9.8%	87.42%
Barrier Heigh	e 0.0	feet		8/	ledium Truc	ks: 64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Bern		1			Heavy Truc	ws. 88.5%	2.7%	10.8%	0.749
Centerline Dist. to Berrie		1 feat							
Centerline Dist. to Observe	r: 100.0] feet	-	MOISE 9	Autor	ations (in f	061)		
Barrier Distance to Observe	r: 0.0	1 feet			m Trucks	2.297			
Observer Height (Above Pag	5.0) feet				8,006	Grade Ad	Lucteonat	0.0
Pad Elevation	v 0.0) feet		Hea	vy Trucks	8.006	Creue Au	procentraria.	0.0
Road Elevatio	x 0.0) feet	ľ	Lane Ec	uivalent D	istance (in	feet)		
Road Grade	er 0.0	3%			Autos:	87.316			
Left View	c -90.0) dearees		Mediu	im Trucks:	87.214			
Right View	z 90 () degrees		Hea	vy Trucks:	67 224			
FHWA Noise World Calculat	icins								
VehicleType REMEL	Traffi	c-Flow D	siance	Finite	Road	Fresnel	Barrier All	en Ber	m Atten
Autos 71	78	1.44	-3.7	4	-1.20	-4.77	0.0	100	0.00
Medium Trucks: 82	40	-15 80	-3.7	3	-1.20	-4.58	0.0	100	0.00
Heavy Trucks: 66	.40	-19.76	-3.1	13	-1.20	-5.16	0.0	100	0.000
Unmitigated Noise Levels (4		po and barr	ier ette	nuationi					
VehicleType Leq Peak		Leg Day	Leg 8	vening	Leg Nig		Lán		MEL
Autos:	68.3	86.4		84 6		58 6	87		87
Medium Trucks:	61.7	60.2		58.6		52.3	60.	7	61.
Heavy Trucks	61.7	60.3		51.8	1	52.5	60.	3	61.
Vehicle Noise.	69.9	89.1		65.1		60.3	683	3	69.
Centerline Distance to Noise	Contour	(in feet)			·			·	
				dBA	65 dE	A :	50 de.A		dE.A
		£dn:		34	180		388	8	35
		CWH:		10	194		41.7		98

Motion Source Flevations (in feed) Motion Source Flevations (in feed)	Road Nan	nio Existing Plu ne: Cattanward viz: East of Per	i Avenue				Project N Job Nu			a Vailey W	'almart	
Average Daily Traffic (Act) 7.956 vehicles Average Daily Traffic (Act) 7.956 vehicles Average Daily Traffic (Act) 7.956 vehicles 198	SITE	SPECIFIC IN	PUT DATA	******		**********	N E	ISE A	ODE	LINPUT	S	***********
Peak Hour Forcenings 19% Peak Hour Trucke (2 Avise) 15	Highway Data					Site Con	ditions (I	dand in	10, Sc	oft = 15)		
Fearly Floating Fearly Floating Floa	Average Daily	Traffic (Adl)	7,956 vehicle	5				,	Autos:	15		
Vehicle Name Vehicle Nix	Peak Hour	Percentage:	10%			Me	dium Truc	ks (2 i	orles):	15		
Note	Peak F	lour Volume:	796 vehicle	5		He	avy Truck	8 (3+ 4	ixles):	15		
New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New New	Vs	thicle Speed	40 mph		-	d- 4-7-4-						
Ske Date Autor 77.7% 12.9% 10.9% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 10.0% 1	Near/Far La	ine Distance:	12 feet		Η,			-	C	[**	chart !	Darly
Barrier Meight	Che Asse					2.677						97.42%
Surrent Program												1 84%
Motion Source Flewarions (in feed) Motion Source Flewarions (in feed)											10.3%	0.74%
Centerinian Cast No Chearmer 190 3 feet							,				10.075	0.74%
Barrier Distance to Octoorware 0.5 feet Autos 0.000			150.0 1001		1	Voise Se	ource Ele	vation	s (in fe	ect)		
Closerver Herget (Acouse Poet) 5 0 host Medium Trucks: 3 2 3 97 Close Agustine Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Medium Trucks: 3 0 Me							Autos:	0.0	100			
Part Demander 0.9 See Part Demander Deman						Mediu	m Trucks:	2.0	97			
Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property Property						Heav	y Truces.	8 (106	Grade Ad	iustment	0.0
River Grade					-			·				
Left View -90 3 dagrees					12	.ane cu				689		
Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Print Prin						Admin's						
PHWA Nots: Bhole Calculations Volume Pyrole Defence Pirole Pload Freeses Berner Atter Barner Atte												
Verlicke Type PEMEL Treific Flow Oxforce Finite Flow Femile Flow Femile Remir After Rudos		rogna view:	sulu degrei	S		near	gr 17 benes.	10.	500			
Aubor 86.5												
Medium Trucks				Dist.								m Atten
Heavy Trucks 82.88 28.84 4.81 -1.20 45.16 0.000 Unmitigated Nisis Euris (without Topo and barrier attenuation)												0.000
Unmittigated Noise Levels (without Topo and barrier attenuation) Leg Reput Leg Reput Leg Reput Leg Nagra Lon Nutcer 5.83 5.84 54.8 48.5 57.2 Mediam Trucks 5.22 30.7 44.4 42.8 51.3 Heavy Trucks 5.38 55.2 43.1 44.3 52.7 Vehicle Noise 80.3 55.5 55.3 50.7 59.3 Centerline Distance to Noise Contour (in feet)												0.000
Vehicle Type Leg Peek Horr Leg Dey Leg Evening Leg Répti Lón							-1.20		-5.18	9.0	100	0.000
Autor 58.3 56.4 58.8 48.5 57.7 Mediam Truck 59.2 50.7 44.4 42.8 65.2 Mesey Trucks 53.8 52.1 43.1 44.3 52.7 Mesey Trucks 53.8 52.1 43.1 44.3 52.7 Meseke Noise 50.3 50.5 55.3 50.7 59.3 Contentino Distance to Moise Contour (in feed)												
Meadum Trucko 52.2 50.7 44.4 42.8 51.3 Heesy Trucka 53.6 52.1 43.1 44.3 52.7 Vehicle Note 80.3 59.5 55.3 50.7 59.3 Centerline Distance to Moles Contour (in feet)					Leg Ev		Leq N		<u> </u>			VEIL
Heery Trucks 53.8 52.1 43.1 44.3 52.7 Vehicle Noise 50.3 58.5 55.3 56.7 59.3												57.8
Vehicle Noise: 80.3 58.5 55.3 50.7 59.3 Centerline Distance to Moise Contour (in feet)												51.5
Centerline Distance to Noise Contour (in feet)			************									52.0
	Vehicle Noise:	80	.3	58.5		55.3		50.7		69.)	59.7
70 dBA	Centerline Distan	ce to Noise Co	intour (in feet									
					70 a	18A	85 da	9.4	ť	0 dBA	55	d8A

Friday, Nevernber 08, 2013

	io: Existing Pic								no Valley M	falmart.	
	e: Alessandro					Job N	umber	8870			
Road Segme	パ: YVest of Inc	lian Street									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data				1.5	Site Car	ditions	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adl): 1	24,098 vehicte:	3					Autos	15		
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Axles)	15		
Peak h	lour Volume:	2,410 vehicle:	5		He	avy Truc	ks (34	Axles)	15		
Ve	hicle Speed	55 mph			/ohiete	2814					
Near/Far La	ne Distance:	98 feet		H		icleType	- 1	Ow	Evening	Shahi	Daily
Site Data							utos:	77.59		9 634	
	rrier Kelght:	0.0 feet			M	edium Tr	ucles	84.69		10.3%	1.84%
Barrier Type (0-VI		0.0 1000			- 1	Heavy Tr	ucks:	86.69	6 2.7%	10.9%	0.74%
Centerline Di		100.0 feet									
Centedine Dust		100.0 feet		12	Voise 5	ource Ei			(9 et)		
Barrier Distance		0.0 feet		- 1		Autos		0.000			
Observer Herant I		5 0 teet				m Truck		.297			
	ad Elevation:	0.0 feet			Hear	у Тгискі	i. 8	006	Grade Ad	ustmeni	: 0.0
Ro	ad Elevation:	0.0 feet		12	ane Eg	ulvalent	Disto	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 8	318			
	Left View:	-90.0 degree	es.	- 1	Mediu	т Тписка	8	7.214			
	Rigiti View:	90.0 dagrea	es.		Hear	ry Trucki	8 8	.224			
FHWA Noise Mod	et Calmitation	1									
VehicleType	REMEL	Traffic From	0	istance	Florie	Road	Frei	ner	Barrier Alt	eni Se	rm Atten
Autos	71.78	1.60		-3.74		-1.20		-4.77	9.6	100	0.000
Medium Trucks:	82.40	-18.24		-3.73	3	-1.20		-4.89	0.0	000	0.000
Heavy Trucks	86.40	-28.20		-3.73	3	-1.2B		-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	uation)						
VehicleType	Leg Peak Hou			Leg Ev	ening	Leq.		T	Ldn		NEL.
Autos	67		35.8		64.2		58		66.		67.4
Medium Trucks	61		59 ?		53 4		51		60.3		60.6
Heavy Trucks:	61		59.0		50.0		52		60.4		69.6
Vehicle Noise:	89	.4	87.7		84.7		59	.8	63.	4	89.9
Centerline Distan	ce to Naise Co	ontour (in feet								,	
				70 s		85:			60 dBA		dBA
			Lan:	71	1	11	525		362		80

Eriday, November 08, 2013

	rio: Existing Plus ne: Alessandro B					ime: Morei ther: 8878	o Valley V	simart	
	nt: East of Indian				.02.9411	DUI: 00.0			
SITE	SPECIFIC INP	UT DATA		***************************************	NO	SE MODE	L INPUT	3	**********
Highway Data				Site Cor	nditions (H	erct = 10. S	ořt = 15)		
Average Daily	Traffic (Adt). 23	,606 vehicles				Autos	15		
Peak Hour	: Percentage:	10%		Ms	alum Truch	s (2 Axies)	15		
Peak F	Hour Volume: 2	361 vehicles		He	avy Trucks	(3+ Axies)	15		
Ve	etricle Speed.	55 mph	1	Vehicle	860				
Near/Fer La	ina Distance:	S8 feet	1		ide?yae	Day	Evening	Night	Daity
Site Date					Auf			9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		5/5	edium Truc	As: 94.89	6 4.9%	19.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet		Maine C	ounce Elev	ations (in			
Centerline Dist.	to Observer.	160.0 feat	- 1	muse 3	Autos	0.000	end		
Barrier Distance	to Observer	0.0 feet		4 in min	m Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet			nr Trucks:	6.008	Grade Adj	usiment	0.0
	ad Elevation.	O.C feet	į						
	ed Elevation:	0.0 feet	į	Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	87.316			
		-90.0 degrees			m Trucks:	87 214			
	Right View:	90.0 degrees		Hea	vy Trucks.	87.224			
FHWA Noise Mod	lei Calculations								
Vehicle Type		raffic Flow Di	stance	Finite	Road	Fresnel	Barrier Afte	en Ben	m Alten
Aulos	71.70	0.91	-3.7		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-16.33	-3.		-1.20	-4 88	0.0		0.000
Невуу Тrискв.	86.40	-20.28	-3 :	73	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois			er atte	nuation)					
Versicle Type	Leg Peak Hour		Leq E	Evening	Leg Nig		Ldn		WEZ.
Aidas	87.8	65.8		64.1		58.0	66.7		67.3
Medium Trucks.	61.1	59.6		53.3		51.7	60.2		60.4
Heavy Trucks:	61.2	59.8		50.7		52.0	80.3		60.5
Vehicle Noise:	69.3	67.6		64.6		58.7	68.3		89.8
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dB.	4	60 dB.A		dB.A
		Lish.		77 99	188		357 984		7 B

Finday, November 69, 2013

	Existing Pita								o Valley Va	simart	
Road Name: 1	Cactus Ave	nue				Job Nu	mber:	8876			
Fload Segment: 1	Mest of I-2	15 Fraeway									
	ECIFIC IN	PUT BATA				N	DISE	MODE	L INPUT	S	
Highway Data				S	ite Cor	iditions (Hard?	10. S	ařt = 15)		
Average Daily Trot	Pic (Adt). 1	2,672 vehicle	s					Autos	15		
Peak Hour Per	centage:	10%			Me	oburn Tru	OH8 12	Axies):	16		
Peak Hour	Volume:	1,267 vehicle	S	- 1	Re	avy Truck	ıs (3+	Axies):	15		
Vehick	e Speed.	65 mph		1	etric is	66iv					
Near/Far Lane (Instance:	36 feet		· ·		ideTvae	-	Dav	Evening	Night	Daire
ite Data							stas:	77.59		9.6%	97.42%
	Helaht:	0.0 feet			54	edium Tri		84.89		10.3%	1 94%
Barrier Type (0-Wall.		0.0 1661			- 1	Heavy Th	icks	86.5%	2.7%	10.8%	0.74%
Centedine flast h		100 D feet		ļ							
Centerline Dist. to C		100.0 feet		N	aise S	ounce Ele			684)		
Barrier Distance to C		0.0 feet				Autos	_	.000			
Observer Height (Abo	we Padi:	5.0 feet				m Trucks		.287	Grade Ad		0.0
	Revation.	0.0 feet			Heat	иу Тгиско.	6	890.	Grade Aq	usurien.	0.0
Road S	levation:	0.0 feet		L	ane Eq	ulvalent	Distar	ce (in	feet)		
Roa	d Grade:	0.0%				Autos	98	.494			
L	aft View.	-90.0 degre	es		Mediu	m Trucks	98	404			
Ris	pht View:	90.0 degre	es		Heat	vy Trucks	88	.413			
HWA Noise Model C											
	REWEL	Traffic Flow		stance	Finite	Pload	Fres		Barner Att		n Allen
Aulos:	71.78	-1.79		-4.52		-1.20		-4.77		000	0.000
Medium Trucks:	82.40	-19.03		-4.51		-1.20		-4 80		100	0.000
Heavy Trucks.	96.40	-22.98		-4 61		-1.20		-5.16	U.L	000	0.000
Inmitigated Noise Le								.,		,	
VehicleType Lei	Peak Hou		62.4	Leg Ev	97117G 60.6	Leg N	ngnt 54	ــــــــــــــــــــــــــــــــــــــ	Ldn 69.1		WEZ. 63.1
Medium Laucus	84 57.		58.1		48.6		46		56.3		56.5
Heavy Trucks	57		58.3		47.2		48	-	56.6		57 (
Vehicle Noise:	65		64.1		61.1		56.		84.8		85.3
Centerline Distance t	s Noise Co	monus (in fact	4								
		(0) (00)	·					-v		·	
			- 1	70 di	3.4	65.0	8.4	1 1	90 dB.4	55	d8.4

Scenario: Ex Road Name: Ali	essandro i	Soulevand				viame: 14 Imbar: 8		: Valley Vv	almart	
Road Segment: VV	***********	***************************************		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
SITE SPEC	HEIC IN	PUT DATA		Site Con				INPUT	5	
Average Daily Traffic	(A-40) 01	1 0000 suppliede a		One con	unona (utos:	15		
Peak Hour Perce		18%		0.00	dium Tru			15		
Peak Hour V		2.283 vehicles			any Truci			15		
Veniele i		55 moti				(2 (3 · M	ARCO).			
Near/Fat Lane Dis	.,	38 feat		Vehicle f						
	sterrit c.	an reer		Vehi	ыеТуре			Evening	Niglx	Dolly
Site Data							77.5%	12.9%		97.42%
Barrier i	ieight:	0.0 feet			edum Tri		34 9%	4.9%	10.3%	
Bernier Type (0-Wall, 1-	Bermi:	0.0		h.	leavy In	ACAS. I	36.5%	2.7%	10.8%	0.74%
Centerline Dist. lo i	Samer:	100.0 feat		Noise Sc	urna Fla	vations	fin fe	esti		
Centerline Dist. to Ob	server:	100.0 feet			Autos					
Barrier Distance to Ob		0.0 feat		8.6amily r	n Trucks					
Observer Height (Abovi	e Pady	5.0 feat			v Trucks			Grade Ad	ustment	0.0
Pad Ele		0.0 feet								
Road Ele	vation:	0 0 feet		Lane Equ				eet)		
Road	Grade:	0.0%			Autos					
	l View:	-90.0 dagrea:	S		n Trucks					
Righ	t View:	90 0 degree	S	Heav	y Trucks	67.2	24			
FHWA Noise Model Car	culations									
VehicleTyne R6		Traffic Flow	Distance			Fresn		Barrier Att		
Autos	71.78	0.76	-3	.74	-1.20		4.77	0.0	100	0.000
Medium Trucks	82.40	- 16 48	-3	.73	-1.20		4.58	0.0	100	0.000
Heavy Trucks:	66.40	-20.43	-3	.73	-1.20		5.16	0.0	100	0.000
Unmitigated Noise Lev	els (witho	ut Topo and b	arrier ette	enuation)						
VehicleType Leg I	Peak How	Leg Day	Leq	Evening	Leg N	light		Lán	C	NEL
Autos	67.6	5 6	5 7	63.9		57.9		86 5	5	87 1
Medium Trucks:	61.0		8.5	53.1		51.6		90.0		50.3
Heavy Trucks	61.0		9.8	50.6		51.8		60.1	2	60.3
Vehicle Noise	69.3		7.4	84.5		59.8		68.1		69.8

Friday, November 88, 2013

Scenario:	Existing Plus	Project			Project Na	me: Morer	e Valley Wali	mart	
Road Name:					Job Nun	ber: 8870			
Road Segment:	1-215 SB Rai	mps to i-215 NB	Framps						
SITE SP	ECIFIC INF	UT DATA	*********	*********	NO	SE MODE	LINPUTS	******	*****
Highway Data				Site Con	ditions (H	rnd≃10,S	oft = 15)		
Average Cally I ra	ffic (Adl): 22	2,740 vehicles				Autos	15		
Peak Hour Pe		10%		Me	dium Truck	s (2 Axles).	15		
Peak Hour	Volume: 1	2,274 vehicles		He	any Trucks	(3+ Axles):	15		
Venico	le Speed:	55 moti		Vehicle					
Near/Far Lane	Distance.	36 feat			oleType	Dav	Eveninal 1	light	Dally
Site Data				ven	Aut.				97 4 23
					лип эдит Тпис			10.3%	1.645
	r Height:	0.0 feet			raam (rac feavy Truc			10.3% 10.8%	0.749
Barrier Type (0-Wall,		0.0		· ′	teary mac	15. 60.07	2.176	10.0%	G.745
Centerline Oist. (100.0 feat		Noise S	urce Elev	stions (in f	e <i>etj</i>		
Centerline Dist. to (100.0 feet			Autos:	0.000			
Barrier Distance to 0		C O feet		Mediu.	n Trucks:	2.297			
Observer Height (Abi		5.0 fest		Heat	y Trucks	8.006	Grade Adjus	dment.	0.0
	Elevetion:	0.0 feet				stance (in			
	Revation:	0.0 feet		Lane Eq			reen		
	nd Grade	0.0%			Autos:	88.484			
-	eft View:	-90.0 degrees			n Trucks	98.404			
Hi	ight View:	90 0 degrees		Hear	y Trucks:	98 413			
FHWA Noise Model C	alculations			L					
VehicleType	REMEL	Traffic Flow	Distance	Finite	Road	Fresnel :	Barrier Atten	8en	n Alten
Autos	71.78	0.75	-4.	52	-1.20	-4.77	0.001	1	0.00
Medium Trucks	82.40	-16 49	-4.	51	-1.20	-4.58	0.00	3	0.00
Heavy Trucks:	66.40	-20.45	-4.	51	-1.20	-5.16	0.00	3	0.60
Unmitigated Noise Le	evels (witho	ut Topo and b	mier ette	nuation)					
VehicleType Le	g Peak Hour	Leg Day	Legi	-vening	Leg Nic	bt	Lan	C٨	EL
Autos:	66.6	84	9	63.1		57 1	85.7		86
Medium Trucks:	60.3	: 56	.7	52.3		50.8	59.2		59.
Heavy Trucks	60.2	58	.8	49.8		51.0	59.4		59.
Vehicle Noise.	89.4	- 86	.6	63.7		58.8	67.3		67
Centerline Distance	to Noise Car	tour (in feet)							
			70	dBA	65 dE	4	50 dEA	55	#5A
		Lo CNE		87 72	143		309	81	16

Road Nan	io: Existing Plus se: Alessandro I	Boulevard			Project Nan Job Numb		o Vailey \^	/almart	
Road Segme	nt: East of Pem	s Seulevard							
SITE Highway Data	SPECIFIC IN	UT DATA		Side Car	NOIS		LINPUT	s	
-	Traffic (Adt): 1	0.000		SHE COL	rancoris (rici	Autos:	15		
	Percentage:	10%		A.1-	elium Trucks				
		1 829 vehicles			eavy Trucks (i				
	hide Speed	55 mich				J. MARIE Sy.	10		
	nicie speed ne Distance:	55 mpn 36 feet		Vehicle					
Newsy La	ne Evalence.	20 (66)		Vet	ricleType	Day	Evening	Night	Daily
Site Data					Autos			9 6%	97.42%
Ba	rrier Height:	0.0 feet		M	ledium Trucks			10.3%	1.84%
Barner Type (0-VI	Aut. 1-Senni:	0.0			Heavy Trucks	96.6%	2.7%	10.9%	0.74%
Centerline Di	at to Barrier.	100.0 feet		Maire C	ource Elevet	Cana Cas			
Centerline Dist.	to Observer:	100.0 feet		2910256 31	Autos:	0.000	104		
Barrier Distance	to Cibserver:	0.0 feet		full of a	m Trucks:	2.297			
Observer Height	Above Pad).	5 9 heet			on Trucks.	8 0 0 6	Grade Ad	inetmant	0.0
p.	ad Elevation:	0.0 feet						por succession.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eg	uivaient Dis	tance (in	feet)		
	Road Grade:	0.9%			Autos:	98.494			
	Left View:	-80.0 degrees				98.404			
	Right View:	90.0 degrees		Hear	vy Trucks:	98.413			
FHWA Noise Mod									
VehicleType			istance			esner	Barrier Att		m Atten
Autos:	71.76	-0.20	-4.		-1.20	-4.77		100	0.00
Medium Trucks:	82.40	-17.44	-4		-1.20	-4.89		390	0.000
Heavy Trucks	86.40	-21 40	-4.		-1.20	-5.18	01	100	0.00
Unmitigated Nois									
	Leg Peak Hour			Evening	Leq Nigh		Ldn		VEI.
Autox	65.1			62.2		58.1	64.		65.4
Medium Trucka	59.			51.4		198	58.		58.
Heavy Trucks: Vehicle Noise:	59.1 87			48.8 82.7		50.1 57.0	58 - 66 -		58.I
				02.1				·	
Centeriine Distan	ce to Noise Co	ntour (in feet)	70	dBA	85 dBA		50 dBA	55	dBA
				co.	404		207	-	70

Friday, November 68, 2013

					1816						
	io: Existing Plu		Ţ.						n Valley W	almart	
	ne: Cactus Ave					Job Nu	mber: 81	370			- 1
Road Segme	nt: East of I-21	15 NB R	smps								
	SPECIFIC IN	PUT D	ATA						L INPUT	S	
Highway Data					Site Car	ditions (Hard = 1	0, Sc	ft = 15)		
Average Daily	Traffic (Act): 3	34,932 \	rehoctes				A	ifae:	15		- 1
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2 A)	(es):	16		
Peak i	lour Volume:	3,493 3	ebicles		He	avy Truci	ks (3+ A)	(e s):	15		
Va	thicle Speed:	55 :	nph		Vehicle	592					
Near/Far La	ine Distance:	36 f	eet			icleType	1.7	90	Evening	Night	Dally
Sita Data					V CV			oy 7.5%		9.6%	87.42%
						n. edium Ta		4.696		10.3%	1.84%
	rrier Keight:		fost			вошт та Чеаку Та		4.079 8.5%		10.3%	0.74%
Barrier Type (0-V		0.0			1 '	neary m	Alho. o	0.0 90	2.170	10.076	0.7438
Centerline D.		100.0			Noise 5	ource Ele	vations	(in fe	et)		
Centerline Dist.		100.0				Autos	0.00	0			
Barrier Distance			feet		Mediu	m Trucks	2.28	7			
Observer Height			teet		Hear	y Trucks	. 900	8	Grade Ad,	iustment:	0.0
	ad Elevation:		feet		1 6	ulvalent	F-/				
	ad Elevation:	0.0			Lane Es				cno		
	Road Grade:	0.01				Autos					
	Left View:		degrees			т Тпискв					
	Right View:	90.0	degrees		Hear	ry Trucks	98.4	13			
FHWA Noise Moo	el Calculation	3									
VehicleType	REMEL	Traffic	Frow	Distant	e Finite	Road	Freshe	r	Barrier Alt	en Ben	m Atten
Autos	71.79		2.61		4.52	-1.20	-4	.77	0.0	80	0.000
Medium Trucks:	82.40		14.63		4.51	-1.20		88.4	8.0	100	0.000
Heavy Trucks	86.40		19 58		4.51	-1.2D	-4	. 16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Top	o and be	rrier a	ttenuation)						
VehicleType	Leg Peak Hou	ur L	eq Day	Le	g Evening	Leg F	light		Ldn	C/	VEIL
Autos	68	1.7	68	.8	95.0		59.0		67.6		68.2
Medium Trucks	62	1.1	80	6	54.2		526		61.1	1	61.3
Heavy Trucks:	62	.1	80	.7	51.6		52.9		61.3	2	61.4
Vehicle Noise:	70	1.2	88	.5	85.5		60.7		69.3	2	69.7
Centerline Distan	ce to Naise Co	ontour (in feet)								
				7	70 d8A	85 a	BA]	6	O dBA	55	dBA
			£c	vo:	88	19	1	_	411	8	66
			OME	9	96	20	5		449	12	69

Friday, November 08, 2013

Friday, Nevernber 08, 201

		(A. 62 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A. 64 (A	820202077	****		:::::::::::::::::::::::::::::::::::::::		0.013 333			
Sooner	ia: Existing Pi	u - Project		*****	*******	Orginal A	lama.	Marca	a Valley V	laisaasa	******
	e: Cactus Av					Job Nu			u valley vi	33113:1	
Fload Segmen						202:92	HDEY.	2010			
	***************************************	***********									
Hishway Data	SPECIFIC II	ATAG TUGA		S	ite Cor	nditions (L INPUT	s	
Average Daily	Tec (Co. (A.M)	24 980 - abiata						Autos:	15		
	Percentage:	18%	5			odium True			15		
	rercentage. our Volume:	3.438 vehicle		- 1		eavy Truck					
	cur volume: hicle Spead.	55 mph	5		m	eavy stude	18 (3*	AXIOS).	10		
Vei Near/Far La				V	enicle	Mix					
	ne urstance:	36 feet			Vel	iide?yge		Day	Evening	Night	Daity
Site Date						As	ilas:	77.5%	12.9%	9.6%	97.423
Bar	vier Heiaht:	0.0 feet			56	ledium Tr.	acks:	94.8%	4.9%	19.3%	1 849
Barrier Type (0-W	all. 1-Berml.	0.0				Heavy Tn.	icks:	88.5%	2.7%	10.6%	0.749
Centerline Dis		100.0 feet		-	laine C	ource Ele	. at a	va Gaz			
Centerline Dist.	to Observer.	160.0 feat		120	ONE S	Autos		000	nn q		
Barrier Distance	fo Observer	0.0 feet		- 1		AUIOS. m Trucks:		287			
Observer Height (Above Padi:	5.0 feet							Grade Ad	Continue and	
86	d Elevation	0.0 feet			Heal	ny Trucks:		890.	State At	justrieni	. 0.0
Ros	ed Elevation:	0.0 feet		L	ane Eq	uivalent i	Dista	ace (in	feet)		
1	Road Grade:	0.0%				Autos	9	3.494			
	Left View	-90.0 degre	29	- 1	Mediu	m Trucks:	9	404			
	Right View:	80.0 degre	es		Hea	ny Trucks.	98	3.413			
FHWA Naise Made	si Calculation	75									
Vehicle Type	REMEL	Traffic Flow	Distar	100	Finite	Road	Free	nel	Berner Aft	en Bei	nn Alten
Aulos:	71.76	2.54		-4.52		-1.20		-4.77	C.I	000	0.00
Medium Trucks:	82.40	-14.70		-4.51		-1.20		-4 88	0.0	000	0.00
Heavy Trucks.	98.40	-18.65		-4 61		-1.20		-5.16	6.0	360	0.00
Unmitigated Noise	Levels (witi	out Tops and	barrier e	stteru	ation)						
VehicleType	Leg Peak Ho	ur Leg Day	1 13	eq Ev	ening	Legh	iig/hf	T	Ldn	0	NEL.
Aidos:	8	B 6	66.7		64.9		58	.9	67.	5	68.
Medium Trucks.	8	2.0	60.5		54.1		52	.6	61.9	3	61.
Heavy Trucks:			9.09		51.6		52		81.:		81.
Vehicle Noise:	7	0.2	68.4		66.5		60	.6	68.	1	69.
Centerline Distant	e to Noise C	ontour (in feel)								
				70 d		65 đ		1 (SO dBA		dBA
			Lan.	88		18			487		37.7
		C	MEL.	94		20	3		438		143

Friday, Neventher 69, 2013

Scenario:	Existing F	kus Proje	ct			Project N	ame: More	no Valley VV	simart	
Road Name:							nber: 8870			
Fload Segment.	East of Fr	ederick 5	Street							
SITE S	PECIFIC I	NPUT	ATA		***************************************	NO	ISE MOD	EL INPUT	5	**********
Highway Data					Site Cor	nditions (h	lard = 10, 2	Saft = 15)		
Average Daily Tr	offic (Adt).	33,024	vehicles				Auto	s: 15		
Peak Hour P	ercentege:	109	6		Me	olum Truc	48 f2 Axies	J: 16		
Peak Ho	ır Volume:	3,302	vehicles		He	avy Trucki	s (3+ Axies): 15		
Vehi	ale Speed.	65	roph	}	Vehicle	aniv				
Near/Far Lane	Distance:	88	feet	-		ideTvae	Dav	Evenina	Night	Dairy
ite Data						Au			8.6%	97.429
	er Helaht:		feet		54	edium Tria			10.3%	1 949
Barrier Type (0-Wa)		0.0				Heavy Truc			10 8%	0.749
Genterline Dist.		100.0								
Centerline Dist. to		100.0		į	Noise S	ounce Elev	ations (in	feet)		
Barrier Distance to			feet			Autos.	0.000			
Observer Height (A		4,511.9	feet			m Trucks	2.287			
	Elevation.	9.14	feet		Heal	ny Trucks:	8.008	Grade Adj	usiment:	0.0
	Gievation		feet		Lane Ed	uivalent D	istance (ii	i feet)		
Ro	ad Grade:	0.0				Autos:	87.316			
	Left View.	-90 B	degrees		Mediu	m Trucks:	87 214			
,	Right View:		degrees		Hea	vy Trucks.	97.224			
HWA Noise Model										
Vehicle Type	REWEL	A	Flow	Distance		Pload	Fresnei	Barrier Att		n Allen
Aulos	71.7	-	2.37	-3.7		-1.20	-4.77			0.00
Medium Trucks:	82 4i 96 4i	-	-14.87 -16.83	-3.3		-1 20 -1 20	-4 88 -5 16			0.00
Heavy Trucks.				-	-	-1.20	-0.11	: U.L		9 9 9
Inmitigated Noise I VehicleType 1.	Leveis (wit ea Peak Ho		eq Day		nuation) Vening	Lea Ni	- 56	l dn		viF7
Autos:		92		7.9	65.5		59.5	66.1		WEZ. 66.
Medium Trucks		2.8		1.1	64.7		68.2	81.3		61.5
Heavy Trucks:		2.6		. 2	52.2		53.4	81.6		813
				1.00	UZ.2		00.7	01.0		01.

CHARLES (AS HISSONES ASSESSED TO MODE) Scenario: Existing Plus Project Road Name: Cactus Avenue Project Name: Moreno Valley Walmart Job Number: 8870 Road Segment: East of Elsworth Street ROISE MODEL INPUTS

Site Conditions (Hard = 10, Soft = 15)

Autos: 15 SITE SPECIFIC INPUT DATA
Highway Data Average Oaily Traffic (Adl): 30,708 vehicles Peak Hour Percentage. 10%

Peak Hour Volume: 3,071 vehicles Medium Trucks (2 Axles). 15 Heavy Trucks (3+ Axles): 15 Venicle Speed: 55 mph Near/Far Lane Distance. 38 feet Vehicle Mix
 white Mix
 Under Type
 Day
 Evening
 Night
 Disky

 Autos:
 77.5%
 12.9%
 9.8%
 97.42%

 Medium Trucke:
 84.9%
 4.9%
 10.3%
 1.84%

 Heavy Trucks:
 86.5%
 2.7%
 10.8%
 0.74%
 Site Data Barrier Height: Bernier Type (0-Well, 1-Berm): 0.0 Centerline Dist. to Bernier: 100.0 feet Noise Source Elevations (in feet) Centerline Dist. to Observer: 100.0 feet Autos: 0.000 Medium Trucks: 2.297 Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet
Pad Elevation: 0.0 feet Heavy Trucks: 8,006 Grade Adjustment, 0.0 Road Elevation: 0.0 feet Road Grade: 0.0% Lane Equivalent Distance (in feet) Autos: 87.316 Medium Trucks: 87.214 Left View: -90.0 degrees Heavy Trucks: 67 224 Right View: 90 0 degrees
 Autos
 71.78
 2.05

 Medium Trucker
 92.40
 +5.18

 68.40
 -19.14
 0.000 0.000 Unmitigated Noise Levels (without Topo and barrier attenuation) VehicleType Leg Peak Hour Leg Day Leg Evening | Autos: 68.9 67.0 65.2 Medium Trucks: 60.8 54.4 52.9 61.3 62.3 91.8 Heavy Trucks Vehicle Noise.

| Conterline Distance to Noise Contour (in feet) | 70 dBA | 65 dBA | 50 dBA | 55 dBA | 65 dBA | 50 dBA | 55 dBA | 65 dBA

Friday, November 86, 2013

Scenar	nio: Existing Plus F	Project			Project Nar	ne: More	ne Valley W	almart	
	ne: Cactus Avenu				Job Numb	er. 8970			
Road Segme	int: West of Graha	ım Straet							
SITE	SPECIFIC INPI	JT DATA	**********	***********	NOI	SE MODI	EL INPUT		********
Highway Data				Site Con-	litions (Ha	rd ≈ 10, S	oft = 15)		
Average Cally	Traffic (Adl): 32;	018 vehicles				Autos	: 15		
Peak Hour	Percentage.	10%		Med	lium Trucko	(2 Axles)	. 16		
Peak F	four Volume: 3;	202 vehicles		Hes	ny Trucks :	(3+ Axles)	: 15		
Ve	enicle Speed:	55 mph	-	Vehicle 6					
Near/Far La	ne Distance.	98 feat	-		sleTvpe	Dav	Eveninal	Night	Dally
Site Data				v env	Auto			9.8%	
				0.60	льно dium Truck			10.3%	1.64%
	rrier Height	0.0 feet			easv Iruch			10.8%	0.74%
Barrier Type (0-V		0.0			casy macr	a. 66.5	70 2.170	10.070	6.747
Centerline Dist		00.0 feat 00.0 feat	ľ	Noise Sa	urce Eleva	tions (in	fest)		
		O O feet			Autos:	0.000			
Barrier Distance Observer Height		5.0 feet		Mediun	Trucks:	2 297			
	(Above Hag): lad Elevation:			Heav	Trucks	8.006	Grade Ad	ustment	0.0
	ad Elevation: ad Elevation:	0.0 feet 0.0 feet	-	Lone Em	ivalent Di	etasea //r	foati		
	Road Grade:	0.0%	-	LUIN LIQU	Autos:	87.316	7200		
		90.0 degrees		Modius	Trucks:	87.214			
		90.0 degrees 90.0 degrees			Trucks:	67.274			
	ragia view.	au u unquens		11501	n ucho.	01 224			
FHWA Noise Woo	lel Calculations								
VehicleType	REMEL T	raffic Flow Dis	dance	Firite -	Road F	resnel	Barrier Att	en Bei	m Alten
Autos	71.78	2.23	-3.7	4	-1.20	-4.77	0.0	100	0.000
Medium Trucks	82.40	-15 01	-3.7	-	-1.20	-4.5X		100	0.008
Heavy Trucks:	86.40	-18.96	-3.7	3	-1.20	-5.16	0.0	100	0.009
Unmitigated Nois	e Levels (withou	Topo and barri	er etter	uationi					
	Leg Peak Hour	Leg Day		vening	Leg Nigs	4	Lan	T C	NEL.
Autos	68.1	87.2		85.4		59.4	88 :)	88 9
Medium Trucks:	62.6	61.0		54.6		53.1	61.8	j.	61.7
Heavy Trucks	62.5	61.1		52.0		53.3	61.	,	61.8
Vehicle Noise.	70.7	69.9		65.9		61.1	69.9	3	70.
Centerline Distan	ce to Noise Cant	our (in feet)							
			70	x8/4	65 dEA	T	60 dEA	55	dE.A
		£dn:	9	4	202		438		43

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	**************	*************		*******		**********		VICE MO	DEL (827.027		***************************************
Peek Four Percentage 10% Peek Four Percentage 10% Peek Four Percentage 10% Peek Four Percentage 10% Peek Four Percentage 10% Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four	Highway Data	PECIFIC IN	POIDAIA		+	Site Con				•	
Peek Four Percentage 10% Peek Four Percentage 10% Peek Four Percentage 10% Peek Four Percentage 10% Peek Four Percentage 10% Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four Peek Four	Average Daily	Creditio Cardin 20	1 798 vehicle	6				Aus	fos: 15		
Peak Hour Volume 2,880 vehicles Vehicle Max Vehicle Max Vehicle Max Vehicle Speed				~		Ma	dium Tou	50: 72 Avil	ss): 15		
Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehicle Name Vehi				ė.							
Size Data Displace Size Size Size Data Displace Data Displace Disp					-						
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Barrier Type (Public 1 Serrier)	Site Data										
Motes Source Elevations (in feet Autos 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0.000 0	Bar	rier Keight:	0.0 feet								
Desirate Platford Collegence 10 0 6 1 1 1 1 1 1 1 1 1			0.0			,	чену т	chs: 96	.6% 2.7%	10.89	€ 0.74%
Contenting Date Content Conten			100.0 feet		-	Noise Se	urce Ele	vations (in feat)		
	Centerline Dist.	lo Observer:	100.0 feet		i i						
Choesevier Height (Acouse Ford) 6.0 host Heavy Truckie 8.0 8.0 most Apparament 0.0	Barrier Distance I	lo Observer:	0.0 feet			Medica					
Prod Devaluation 0 0 feet	Observer Height (Above Padl.	5.0 heet							diustmer.	rt: 0.0
Road Grade 0.9%			0.0 feet		Į.						
Left View 90 3 aggress			0.0 feet		-	Lane Eq.					
PRIVA Notisi Rhodel Caleudations	j		0.0%								
######################################		Left View:	-80.0 degree	9 S							
Vehicle Type PREMEE Treation Floor Outdance Finish Power Feetings Desire Affect Serin Altern Autors 71.76 1.92 3.74 -1.20 -4.77 5.000 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00		Right View:	90.0 degree	es		Heav	y Trucks:	87.224	1		
Auton	FHWA Noise Mode	d Calculations									
Medium 7 rucks 92.40 -15.32 -3.73 -1.20 -4.86 0.000 0.00 Meany 7 rucks 94.40 -18.22 -3.73 -1.20 -4.86 0.000 0.00 Unmiligated Notice Levels (virthout Topo and barrier attenuation) -1.20 -5.67 0.000 0.00 Vehicle Type Leg Peak Hour Leg Day Leg Evenue Leg Peak Hour 6.77 6.8 Mecarantuk 62.2 80.9 54.3 52.7 61.2 61.7 Memory Trucks 62.2 80.9 54.3 52.7 61.2 61. Vehicle Note 70.3 80.6 55.6 60.0 69.3 61. Vehicle Note 70.3 80.6 55.6 60.0 69.3 62. Centerline Distance to Noise Contour (in feed) 70.48A 65.48A 60.48A 65.48A Lon. 50 194 417 698				Oist i							
Heavy Prucke B9 40											
Unmitigated Hoise Levels (without Topo and barrier attenuation)											0.00
Vehicle Type Leg Peak Hour Leg Day Leg Eventy Leg Peigr Leg Peigr Leg Peigr Leg Peak Hour Cert Day	Heavy Trucks	86.40	-19.28		-3.7	.3	-1.2D	-5.	16 0	000	0.00
Autor 68 B 69 B 65 I 59 B 67 T 68 Medicalm Trucks 63 Z 80 B 54 3 52 7 81 2 81 2 Memory Trucks 83 Z 80 B 51 7 51 0 81 3 61 Vehicle Noise 70 J 88 8 55 8 60 8 63 J 85 3 Centerine Distance to Moise Contour (in feet) 70 d5A 85 d8A 60 d8A 55 d8A Lon. 90 9 194 417 898											
Medicant Process 82.2 80.9 54.3 \$2.7 81.2 81. Pleney Process 62.2 90.9 51.7 53.0 61.3 61. Valide Noise 70.3 80.6 55.6 60.6 69.3 69.3 Centerline Distance to Moles Contour (in feed) 70.88 85.68A 60.08A 56.08A Lon. 50 194 417 698					Leg E		Leg N				
Memory Prucks 82.2 89.8 51.7 53.9 61.8 61.			-								
Valide Noise 70.3 88.6 85.6 60.6 69.3 65 Centerline Distance to Moise Contour (in feet) 70.48.A 85.48A 60.48A 60.48A 25.48A Lon. 90 194 417 658											61.
Centerline Distance to Moise Consour (in feet) 70 dBA 85 dBA 60 dBA 55 dBA Lan. SD 194 417 698											61.
70 d8A 85 d8A 69 d8A 55 d8A Laa: 90 194 417 899	Vehicle Noise:	70.	3	6.98		85.6		60.6	69	.3	69.
Lan: 90 194 417 899	Centeriine Distanc	e to Noise Co	ntour (in feet)							
CNEL 97 208 449 967					_	-	-				
			C)	MEL.	8	37	20	1	449		967

Friday, November 08, 201

	o: Existing P e: Cactus Av					Project I Job Ni.			io Valley M	/almart	
Road Segmen						000740	moer.	0010			
	***********	MPUT DATA	******	-	******				L INPUT		~~~~
Highway Data	PECIFIC I	MPULUAIA		Sin	e Can	ditions (5	
	Craffic Carlo	26,714 vehicles						Autos			
	Percentage:	10%			Ma	olum Tru					
	our Volume:	2 671 vehicles				avv Truci					
	hicle Speed	55 mph									
Near/Far La.		98 feet		Vo:	hicto i						
					Ven	icleType		Day	Evening	Night	Daily
Site Data							utos:	77.59		9 6%	87 42%
	rier Keight:	0.0 fest				edium Tra		84.69		10.3%	1,84%
Barrier Type (0-W		0.0			,	leavy Tra	ASKS:	86.69	5 2.7%	10.9%	0.74%
Centerline Dis		100.0 feet		No	ise 50	ource Ele	vation	s On t	eet)		
Centerline Dist.		100.0 feet		-		Autos	- 0	080			
Barrier Distance		0.0 feet		1	vledius	m Trucks	2	297			
Observer Height (5.0 Neet			Heav	v Trucks		900	Grade Ad	justment:	0.0
	id Elevation:	0.0 feet									
	id Elevation:	0.0 feet		Lat	ne Eg	ulvalent			feetj		
,	Road Grade:	0.0%		Ι.		Autos		318			
	Left View:	-90.0 degree		1		т Тпискв		214			
	Rigiti View:	90.0 degree	S		Heav	ly Trucks	: 87.	224			
FHWA Noise Mode	of Calculation	75									
VehicleType	REMEL	Traffic Frow	Distan	ce :	Finite	Road	Frest	101	Barrier Alt	en Ber	m Atten
Autos	71.76	1.44		-3.74		-1.20		-4.77	9.0	380	0.000
Medium Trucks:	82.40	-15.79		-3 73		-1.2B		-4.85	0.0	300	0.000
Heavy Trucks	86.40	-19.75		-3.73		-1.2B		-5.16	9.6	000	0.000
Unmitigated Noise	Lavals (wit	hour Tono and	barrier a	ttenua	tion)						
	Lea Peak Ho			a Ever		Leg /	liahi	T	Ldn	T 0	WEIL
Autos	6		16.4		64.8		58.8	 }	67.3	2	67.8
Medium Trucks	6	1.7 8	30.2		53.8		523	3	60.	7	61.0
Heavy Trucks:	6	1.7 8	30.3		51.3		52.5	i	60.8	9	61.0
Vehicle Noise:	8	9.9 8	88.1		85.2		69.	3	63.	3	69.3
Centerline Distant	e to Naise C	ontour (in feet)									
				70 487		85.0			60 dBA		dBA

Friday, November 98, 2913

Friday, Nevernber 08, 201

	io: Existing Plus						no Valley Wa	imart	
	ne: Cactus Aven				Job Mur	nber: 8870			
Fload Segme	nf: West of Hea	cock Street							
SITE	SPECIFIC INF	UT DATA					EL INPUTS	**********	
Highway Data				Site Co.	nditions (F	laret = 10.5	ořt = 15)		
Average Dally	Traffic (Adt). 28	5,594 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		5/6	edium Truc	hs (2 Axies)	: 15		
Peak F	lour Volume: 1	659 vehicles		H	eavy Trucki	s (3+ Axles)	: 15		
	thole Speed.	55 mph		Vehicle	Miv				
Near/Fer La	ine Distance:	SB feet			ideTvae	Day	L'Eisening :	Night D	iaite
Site Data					Au	las: 77.51	6 12.9%	8.6% 97	4.2%
n-	rrier Heiaht:	0.0 feet		S/	ledium Tra			10.3% 1	34%
Barrier Type (0-V		0.0 rees			Heavy Truc	ks: 86.59	6 2.7%	10.6% 0	7.4%
Centediae Di		100.0 feet							
Centerline Dist		160 6 feet		Naise S		ations (in:	(est)		
Barrier Distance	to Observer	0.0 feet			Autos.	0.000			
Observer Height	(Above Padi:	5.0 feet			m Trucks	2.287	Grade Adiu	alaman 6 C I	
2	ad Elevation.	0.0 feet		Hea	vy Trucks:	8.008	State Adju	striem. U.	J
Ro	ad Elevation:	0.0 feet		Lane Ec	uivalent D	istance (in	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees		Medit.	m Trucks:	87 214			
	Right View:	80.0 degrees		Нев	vy Trucks.	87.224			
FHWA Naise Mad	ai Calculations								
VerlideType	REWEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier After	Bern A	Iten
Aulos	71.70	1.43	-3.	74	-1.20	-4.77	0.00	0	0.000
Medium Trucks:	82.40	-15.81	-3.	73	-1.20	-4 88	0.00	0 :	0.000
Неву Глиска.	96.40	-19.77	-3	73	-1.20	-5.16	0.00	0	0.000
Unmitigated Nois	e Levels (witho	ut Topo and ba	mier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	vening	Leg Nij	ght	Ldn	CNEL	
Aukos:	88.3	66	4	64.6		58.6	67.2		67.8
Medium Trucks.	61.7			53.6		52.2	60.7		60.9
Heavy Trucks:	61.7	60	.3	51.2		52.5	8.08		81.6
Vehicle Noise:	68.8	68	.1	65.1		60.3	88.8		89.3
Centerline Distan	ce to Noise Cor	stour (in feet)							
				dBA	65 dE		60 dBA	55 dB.	1
		Lob	7.	83	180		387	833	

Finday, November 69, 2013

	Existing Pl								o Valley W	simsrt	
Road Name	: Castus Av	enue				Job Nu	imber: 6	870			
Fload Segment	: East of inc	dian Street									
	PECIFIC II	NPUT DATA							LINPUT	8	
Highway Data				S	ite Cor	ditions (Hard = :	10. Sc	ift = 15)		
Average Daily T	roffic (Adt).	17,162 vehicl	88				A	utos:	15		
Peak Hour P	ercentage:	10%			Me	alum Tru	chs (2 A	x106):	16		
Peak Ho	ur Volume:	1,718 vehici	es		Re	avy Truck	is (3+ A	xies):	15		
Veh	icle Speed.	65 mph		-	etric le	80%					
Near/Far Lan	e Distance:	36 feet		. ⊢*		ideTvae		Dav	Evenina	Night	Daire
Site Data					V (27)			77 5%		8.6%	97.42%
	ier Helaht:	0.0 feet			0.0	edium Tri		34.8%		10.3%	1 84%
		0.0 7661				Heavy Th		36 5%		10 8%	0.74%
Barrier Type (0-Wa Centerline Stell										10.070	0.1111
Centerline Dist. to		100.0 feet 100.0 feet		10	aise S	ounce Ele	vations	(in fe	et)		
Barrier Distance to		0.0 feet				Autos	0.0	60			
Observer Height (A		5.0 feet				m Trucks		97			
	d Elevation	0.0 feet			Heat	ry Trucks	8.0	69	Grade Adj	usiment:	0.0
	s Elevation. d Elevation	0.0 feet		17	are En	uivalent	Dietano	a fin	Sacti		
	nad Grade:	0.0 1660		-	#*/~ A.Q	Autos					
,,	Left View	-90.0 dean			6.4actiu	m Trucks					
	Right View:	90.0 degn				n Trucks					
	ragra vica.	anno urago	mes.		11001	y znacho					
HWA Noise Made											
Vehicle Type	REWEL	Traffic Flow		fstance	Finite	Road	Fresno		Barrier Att		n Allen
Autos	71.7E			-4.52		-1.20		4.77	0.0		9.986
Medium Trucks:	82.40			-4.51		-1 20		4 88	0.0	100	0.000
Heavy Trucks.	96.40	-21.6	,	-4 51		-1.20		5.16	0.0	69	9 900
Inmitigated Noise	Leveis (witi	hout Topo and	i ban	ier attenu	ation)						
VehicleType 1	eq Peak Ho	ur Leg Da	9/	Leg Ev	ening	Legh	light .		Ldn	C	νŒΖ.
Autos:	8	5.6	63.7		61.9		55.9		64.5		65.1
Medium Trucks.	5	9.0	67.6		61.1		49.6		58.0	1	58.3
Heavy Trucks:	5	9.0	57.6		48.6		48.8		58.2		58.3
Vehicle Noise:	6	7.2	65.4		62.4		57.6		.98		86.6
Centerline Distance	to Noise C	contour (in fee	rs)								
			<u> </u>								
				70 di	3A	65 0	BA 3	- 6	10 dB.4	55	dB.4

	Existing Plu							ic Valley W	/almart	
Road Name:					job f	lumbar.	8970			
Road Segment:	East of Hea	scock Street								
	PECIFIC IN	PUT DATA						L INPUT	5	
Highway Data				Site	Conditions	(Hard	× 10, S	oft ≈ 15)		
Average Daily Tr	raffic (Adl):	16,514 venicle	S				Autos:	15		
Peak Hour Pi	ercentaga.	10%			Medium 1					
Peak Hou	ır Volume	1,851 vehicle	s		Heavy Tru	cks (3+	Axles):	15		
Veni	cle Speed:	55 mph		Veh	icle Mix					
Near/Far Lans	Distance.	36 feat		1011	VehicleTvo	9	Dav	Eveninal	Niotx	Dally
Site Data				+		Autos:	77.59	12.8%	9.8%	87.42%
	er Height:	0.0 feet		-	Medium 1	Tucks:	64.93	4.9%	10.3%	1.643
Barrier Type (0-We)		0.0			Heavy)	rucss.	88.59	6 2.7%	10.8%	0.749
Centerline Dist.		100.0 feat								
Centerline Dist. to		100.0 feet		Nois	e Saurce E			eon		
Barrier Distance to	Observer:	0.0 feet		١	Auto		1.000			
Observer Height (Al	bove Padt	5.0 feat			edium Truci Heavy Truci		1.006 1.006	Grade Ad	C d	0.0
Pad	Elevetion:	0.0 feet		'	Healty Truch	125 6	1.000	Oracle As	yuounen	0.0
Road	Elevation:	0.0 feet		Lam	Equivaler	t Dista	nce (In	feat)		
Ro	oad Grade	0.0%			Auto	s: 9	.494			
	Left View:	-90.0 dagre	es	28	edium Truci	ics 9	3.404			
P	Right View:	90 0 degra	es	,	Heavy Truck	is: 9	413			
FHWA Noise World	Catculation	s								
VehicleTyne	REMEL	Traffic Flow	Distance	9 F	inite Road	Free	inel	Barrier Att	en Bei	m Atten
Autos	71.78	-0.84	-4	.52	-1.20		-4.77	0.0	000	0.003
Medium Trucks	82.40	- 17 98	-4	.51	-1.20		-4.58	0.9	000	0.008
Heavy Trucks:	66.40	-21.84	-4	1.51	-1.20		-5.16	0.0	000	0.009
Unmitigated Noise i	Levels (with	out Topo and	barrier att	enuati	on)					
VehicleType (,	eq Peak Hou	r Leg Day	/ Leg	Eveni	ng Lea	Night	Т	Lán	C	NEL
Autos:	65	.4	63.5		81.8	55	7	84	3	84
Medium Trucks:	58	3.	57.3		50.9	49	A	57.	3	58.
Heavy Trucks	58		57.4		48.4	43		58.	0	58.1
Vehicle Noise	67	0	R5 2		82.3	57		66.	0	684

Friday, November 08, 2013

					33178337				
Scenario	Existina Plus	Project			Project is	ame: Mor	enc Valley W	/almart	
Road Name	: Cactus Aver	iue			Job Nu	mber. 887	0		
Road Segment	: Wast of Pen	is Boulevard							
SITE S	PECIFIC IN	UT DATA	**********	********	NO	HEE MO	DEL INPUT	9	*******
Highway Data				Site Con	ditions (i	iard ≃ 10,	Soft = 15)		
Average Cally I	raffic (Adl): 3	4 934 vehicles				Aut	ns: 15		
Peak Hour P		10%		Me	dium Yruc	ko (2 Axle	s). 15		
		1,483 vehicles		He	any Truck	s (3+ Axle	s): 15		
Ven	icle Speed:	55 mph	-	lahicle i					
Near/Far Lan	e Distance.	36 feat	H.		wix ideTvpe	Da	Eveninal	Night	Dally
Site Data				ven		tos: 77		9.8%	
				0.6	adium Yru			10.3%	1.64%
	ier Height:	0.0 feet			teavy Tru				0.74%
Barrier Type (0-Wa		0.0						10.070	6.7470
Centerline Dist Centerline Dist to		100.0 feat 100.0 feat	1	Voise Sc	urce Ele	rations (ii	n feet)		
			Г		Autos:	0.000			
Barrier Distance to Observer Height (A		0.0 feet 5.0 feet		Medius	m Trucks:	2 2 9 7			
	d Elevation	0.0 feet		Heav	y Trucks	8.006	Grade Ad	ÿustment.	0.0
	d Elevation. d Elevation	0.0 feet	- 1-2	one Ex	uisesteur (istance i	in foat)		
	nad Grade:	0.0%	H.	come Liq.	Autos:	88.484	n. 1500		
	Left View	-90.0 degrees		Modius	m Trucks:	98.404			
	Right View:	90.0 degrees			v Trucks:				
	ragia view.	au o unquens		1,000	y 11 00-10.	00 410			
FHWA Noise Wode	Cateulations								
VehicleType			si ance		Road	Fresnel	Barrier All		
Autos.	71.78	-1.11	-4.5	2	-1.20	-4.7	77 0.1	300	0.000
Medium Trucks	82.40	- 18 35	-4.5		-1.20	-4.1		100	0.000
Heavy Trucks:	86.40	-22.30	-4.5	1	-1.20	-5.1	f6 0.1	100	0.000
Unmitigated Noise	Levels (with	ut Topo and barri	er etten	uationi					
	Jeg Peak Hour		Leg E		Leg N	ight	Lain	C	NEL .
Autos	65.0			813		55 2	83	9	84.5
Medium Trucks:	58.0	56.8		50.6		48.9	57.	4	57.8
Heavy Trucks	59.4	57.0		47.9		49.2	57	5	57.7
Vehicle Noise.	86.:	5 54.8		61.8		56.8	65:	5	68.0
Centerline Distance	e to Noise Co	ntour (in feet)							
		`	70 c	19A	65 di	:4	50 dBA	.55	dEA
		Ldn:	- 6	0	108		232	- 5	01
		CNEL:	5	4	116		250	5	39

	io: Existing Plus						no Valley W	'almart	
	te: Cactus Avent				Job Num	ber: 8870			
Road Segme	nt: VVest of India	n Street							
	SPECIFIC INP	UT DATA					L INPUT	s	
Highway Data				Site Cor	ditions (H				
	Traffic (Adt): 18					Autos			
	Percentage:	10%	l		elium Truck				
		686 vehicles		He	avy Trucks	(3+ Axles)	15		
	hicle Speed:	55 mph	Ì	Vehicle	Mix				
Near/Far La	ne Distance:	36 feet	1	Vet	icleType	Day	Evening	Night	Daily
Site Data					Aub	os: 77.59	6 12.9%	9 636	97 4 2%
Sa.	rrier Keight:	0.0 feet		M	edium Truc.	ks. 84.69	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0			Heavy Truc	ks: 96.6%	6 2.7%	10.8%	0.74%
Centerline Di		100.0 feet		Noise C	ource Elev		So with		
Centerline Dist.	to Observer:	188.9 feet	-	2910760 31	Autos:	0.000	204		
Barrier Distance	to Observer:	0.0 feet	- 1	full of a	m Trucks:	2.297			
Observer Height	Above Pad).	5.9 heet			n Trucks.	8 006	Grade Ad	iustment	0.0
P	ad Elevation:	0.0 feet	Į					, or sail reserve	. 0.0
Ro	ad Elevation:	0.0 feet	- 1	Lane Eq	uivaient Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-90.0 degrees		Mediu	m Trucks:	98.404			
	Right View:	90.0 degrees		Hear	ry Trucks:	98.413			
FHWA Noise Mod	el Calculations								
VehicleType			istance			Fresher	Barrier Att		m Atten
Autos:	71.76	-0.77	-4.		-1.20	-4.77		300	0.00
Medium Trucks:	82.40	-18.01	-4 5		-1.20	-4.89		390	0.00
Heavy Trucks	86.40	-21 98	-4.	51	-1.20	-5.16	0.0	100	0.00
Unmitigated Nois		a Topo and ban	ier atte	nuation)					
	Leg Peak Hour	Leg Day		vening	Leg Nkj		Ldn		VEIL
Autox	65.3	63.4		61.8		55.8	64.		64.
Medium Trucks	58.7	57.2		59 8		493	57.		58.
Heavy Trucks: Vehicle Noise	58.7 88.9	57.3 85.1		48.3 82.2		49.5 57.9	57.1 65.1		58. 66
				82.2		51.3	65.1	2	66.
Centerline Distan	ce to Naise Con	tour (in feet)	,					,	
				d8A	85 dB.	4	60 dBA	55	dBA
		1 444		en	444		CAE		20

Friday, November 08, 201

			****	:::::::::::	1503360			3332			
	nio: Existing F	iuo Erojost	*****	*****	*******	- Cresion	-i Maria	ide con	n Valley M	(alecant	***********
	no exising r ne: Cactus Av						strvanie. Number		a vaney in	arran	
		erius erris Beulavard				300	vonuer.	0010			- 1
******		***********	*****	-	*********		~~~~	**********	*******	******	
	SPECIFIC I	NPUT DATA			Site Car				LINPUT	s	
Highway Data					Size Cor	namon	sinara				
Average Daily		14,084 vehocle	25	- 1				Autos:	15		
	r Percentage:	10%					rucks (2		16		- 1
	Hour Volume:	1,406 vehicle	es.	- 1	He	avy in	ucks (3+	Axles):	15		- 1
	ehicle Speed	55 mph		H	Vohicte	Allx					
Near/Far Li	ane Distance:	38 feet		H		iicleTvx	e	Dav	Evening	Shari	Daily
Site Data							Autos:	77.5%	12.8%	9 636	87 42%
0	rrier Kelaht	0.0 feet			M	edium	Trucks.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-V		0.0 1000				Heavy	Trucks:	86.5%	2.7%	10.8%	0.74%
	list to Barrier.	190.0 feet		-							
Centerline Dist		100.0 feet		L	Noise 5				et)		
Barrier Distance		0.0 feet		- 1		Aug		0.000			
Observer Herant		5.0 test				an Truc		2.297			
	ad Elevation:	0.0 feet		- 1	Hear	cy Truc	irs. S	3 0 0 6	Grade Ad	justmeni	0.0
	ad Elevation	0.0 feet		-	Lane Eq	wivaia	nt Dista	nce (in :	'eeti		
	Fload Grade:	0.0%		F		Ant		494			
	Left View	-90.0 deare	20	- 1	Media	m Truc	ios: 90	1.4D4			- 1
	Right View:	90.0 degre				w Truc		3.413			
						.,					
FHWA Noise Mod VehicleType	REMEL	Traffic From		listance	i mata	Road	500	ana c	Barrier Alt	emi Par	on Atten
Autos				-4 5		-1.70		-4 77		100	0.000
Medium Trucks				-4.5	_	-1.20		-4.77 -4.89		100	0.000
Heavy Trucks				-4.5		-1.20		-5.16	91	100	0.000
Unmitigated Nois			ban	ier atter	wation)						
	Leg Peak Ho				vening	l.e	Night		Ldn		WEIL
Autos		4.7	62.8		61.1		55		63.		64.2
Medium Trucke	- 6	8.1	56 6		50.2		48	?	67.5		67.4
Heavy Trucks		0.1	56.7		47.7		49	.9	67.3	3	57.4
Vehicle Noise.		6.3	84.5		81.6		56	.7	85.	3	65.7
Centerline Distor	ce ta Naise (ontour (in fee	ę))
				70	d8A	8:	dBA	1	O dBA	55	dBA

Friday, November 88, 2913

Friday, Nevernber 08, 201

	io: Existing Plus							no Valley Vi	łaimart				
	ne: Cactus Aven					Job Nui	nber: 8870						
Fload Segme	nf: East of Kitch	ing Street											
	SPECIFIC INP	UT BATA						EL INPUT	S				
Highway Data					Site Conditions (Hard × 10, Soft × 15)								
Average Daily	Traffic (Adt). 11	,244 vehicles					Auto	s: 15					
Peak Hour	Percentage:	18%					hs (2 Axies						
Peak F	łour Volume: 1	,124 vehicles			H	eavy Truck	s (3+ Axies): 15					
Ve	rhicle Speed.	55 mph		H	Verhic le	Maiy							
Near/Fer La	ne Distance:	36 feet		-		ideTvae	Day	LEivening	Night	Daire			
Site Date						At-	fos: 77.5	36 12 936	8.6%	97.42%			
n-	rrier Height:	0.0 feet			5/	ledium Tru	nks: 84.8	% 4.9%	10.3%	1.84%			
Barrier Type (0-V		0.0 (66)				Heavy Tru	rks: 86.5	96 2.7%	10.8%	0.74%			
Centediae Di		100.0 feet		1.									
Centerline Dist		IGO C feet		1	Maise S		rations (in	feetj					
Barrier Distance		0.0 feet				Autos.	0.000						
Observer Height ((Ahove Parli:	5 G feet				m Trucks	2.287			0.0			
8	ad Elevation.	0.0 feet			Hea	vy Yrucks:	8.008	Grade Aq	gustrien	0.0			
Ro	ad Elevation:	0.0 feet		17	Lane Ec	uivalent l	listance (i	n feet)					
	Road Grade:	0.0%				Autos:	98.494						
	Left View.	-90.0 degree	S		Media	m Trucks:	98 404						
	Right View:	80.0 degree	s		Hea	vy Trucks.	98.413						
FHWA Naise Mad	el Calculations			<u>-</u>									
Verlicie Type	REMEL	Traffic Flow	D	stance	Finite	Road	Fresnel	Berner Aft	en Ber	m Alten			
Aulos	71.70	-2.31		-4.5	2	-1.20	-4.7.	C.I	000	0.000			
Medium Trucks:	82.40	-19.55		-4.5	1	-1.20	-48	9 6.0	000	0.000			
Невуу Тruсна.	36.40	-23.51		-4 6	1	-1.20	-5.11	9 0.1	000	0.000			
Unmitigeted Nois	e Levels (withou		ba n	ier atten	wation)								
	Leg Peak Hour			Leg E		Leg N		Ldn		WEZ.			
Aidas:	83.7		11.15		60.1		54.0	62.		63.3			
Medium Trucks.	57.1		5.6		49.3		47.7	56.		56.4			
Heavy Trucks:	57.2		5.8		48.7		48.D	56.		56.4			
Vehicle Noise:	65.3	. 6	9.6		60.6		55.7	64.	3	64.6			
Centerline Distan	se to Noise Cor	tour (in feet)											
			. !	70 e		65 di	3.4	60 dBA		dB.A			
		L	O)).	4	2	30		193	- 4	16			

Fitday, November 69, 2013

Scenario: Existing F	kus Project	**********	********	Project N	ame: Moren	o Valley VA	simart	*******
Road Name: John F. K					nber: 8876			
Fload Segment: West of it	idian Straet							
SITE SPECIFIC I	NPUT DATA				ISE MODE		3	**********
Highway Data			Site Con	ditions (h	lard = 10, S	ařt = 15)		
Average Daily Traffic (Adt).	8,228 vehicles				Autos	15		
Peak Hour Percentage:	18%		Me	alurn Truc	ks (2 Axies):	15		
Peak Hour Volume:	923 vehicles	i	Ke	avy Trucki	s (3+ Axies):	15		
Vehicle Speed.	65 roph	-	Vehicle !	Mir				
Near/Fer Lane Distance:	36 feet	-		ideTvae	Dav	Evening	Night	Dairy
Site Data					foe: 77.59		9.6%	97.42%
Barrier Height:	0.0 feet		5.0	edium Tria			10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).	0.0 rees	i		leavy Truc			10.6%	0.74%
Centerline Dist. to Barrier:	100 0 feet							
Centerline Dist In Observer	100 D feet		Moise So		ations (in f	661)		
Barrier Distance to Observer	0.0 feet			Autos.	0.000			
Observer Height (Above Padi:	5.0 feet			m Trucks	2.287	The state of the		0.0
Pad Elevation	0.0 feet		Heat	y Trucks:	8.008	Grade Adj	usunen.	0.0
Road Elevation:	0.0 feet		Lane Eq	uivalent D	istance (in	feet)		
Road Grade:	0.0%			Autos:	98.494			
Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
Right View:	90.0 degrees	.	Heav	y Trucks.	98.413			
FHWA Noise Madei Calculatio	ris	i						
VehicleType REMEL	Traffic Flow	Distance	Finite	Pload	Fresnei	Barner Atte	n Ben	n Alten
Aulos: 71.7	3 -3.17	-4.5	2	-1.20	-4.77	0.0	60	0.080
Medium Trucks: 82.48	20.41	-4.5	1	-1.20	-4 88	0.0	60	9.800
Heavy Trucks. 98.48	3 -24.37	-4 5	:1	-1.20	-5.16	0.0	69	9 990
Unmitigated Noise Levels (wit	hout Tops and b	arrier atte	nuation)					
VehicleType Leg Peak Ho	xw Leg Day	Legi	vening	Leg Ni	g/hf	Ldn	C	wEZ.
Autos: 8	29 6	1.0	59.2		53.2	61.8		62.4
Medium Trucks. 5	8.9 64	1.6	48.4		46.9	56.3		56.8
Heavy Trucks: 5	8.3 54	9.4	45.8		47.1	56.5		55.9
Vehicle Noise: 6	4.5 61	2.7	59.8		54.9	63.4		83.9
Centerline Distance to Hoise C	Contour (in feet)							

	o: Existing Plus						renc Valley W	almart	
	e: John F. Kan				iob Nu	mber. 887	0		
Road Segmen	nt:Westof⊩lea	cock Street							
	SPECIFIC INF	UT DATA					DEL INPUT	5	*********
Highway Data				Site Con	ditions (Soft ≈ 15)		
Average Daily .		3,136 vehicles				Aut			
	Percentage.	10%				oks (2 Axle			
Peak H	our Volume:	814 vehicles		He	avy Truci	cs (3+ Axie	s): 15		
	nicle Speed:	55 mph		Vehicle	Wie				
Near/Far Lei	ne Distance.	36 feat		Veh	ideType	Da	y Evening	Niglx	Daily
Site Data					A	itos: 77.	5% 12.9%	9.8%	87.42%
Đại	rier Height:	0.0 feet		166	edium Tru	eks: 84	9% 4.9%	10.3%	1.64%
Barrier Type (0-W		0.0		,	teary In	xcns. 86.	5% 2.7%	10.8%	0.74%
Centerline Dis	st. to Berner	100.0 feat		Noise S	uvoa Ele	vations (i	n facti		
Centerline Dist. I	to Observer:	100.0 feet		740/31/ 03	Autos				
Barrier Distance :	to Observer:	0.0 feet		8.6aurilla	наю: т Тписка				
Observer Height (Above Pady	5.0 feat			v Trucks			iustment	0.0
	nd Elevation:	0.0 feet			*				
Ros	ed Elevation:	D 0 feet		Lane Eq		Distance (
f	Road Grade	D.0%			Autos:				
	Left View:	-90.0 degrees			m Trucks				
	Right View:	90 0 degrees		Hear	y Trucks:	98 413			
FHWA Noise Wood									
VehicleTyne		Traffic Flow	Defence		Road	Fresnel	Barrier Att		
Autos	71.78	-3.72	-4.	52	-1.20	-4.	77 0.0	000	0.000
Medium Trucke	82.40	-20.98	-4.		-1.20	-4,		100	0.000
Heavy Trucks:	66.40	-24.91	-4.	51	-1.20	-6.	16 0.0	100	0.000
Unmitigated Noise	Levels (witho	ut Topo and bi	arrier atte	nuation					
Vehicle Type	Leg Peak Hour			Evening	Leg N		Lán		VEL
Autos	62.3	60	3.4	58 7		52.6	81.	5	819
Medium Trucks:	55.7			47.9		48.3	54.3		55.0
Heavy Trucks	55.8		1.3	45.3		46.6	54.1		55.0
Vehicle Noise.	69.9	62	.2	59.2		54.3	62.9	3	63.4

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

	nio: Existing Pli								o Valley W	almart	
	ne: John F. Ke					Job Nu	mber. (1970			
Road Sagme	int: East of Ind	ian Street									
	SPECIFIC IN	PUT DATA							LINPUT	9	
Highway Data					Site Con	ditions (riarci ≃	10, Sc	đt ≈ 15)		
Average Cally	Traffic (Adl):	9,492 vehicles					/	lutos:	15		
Peak Hour	Percentage.	10%				žium Tru			15		
Peak i	four Volume	949 vehicles			He	ану Тгисі	ks (0+ A	z/es):	15		
	enicle Speed:	55 mph		-	Vehicle f	Miz					
Near/Far La	ne Distance.	36 feat		H	Vehi	deTvpe	т.	Dav	Evenina	Night	Dally
Site Data						A.	utos:	77.5%	12.9%	9.6%	87.42W
ña.	rrier Height:	0.0 feet			0,60	dum Tri	icks:	34.8%	4.9%	10.3%	1.64%
Barrier Type (0-V		0.0			F	leavy In	XXXX.	88.5%	2.7%	10.8%	0.74%
Centerline Di		100 0 feat		ļ.,							
Centerline Dist.		100.0 feet		1	Noise Sa				161)		
Barrier Distance		0.0 feet				Autos					
Observer Height		5.0 feet				n Trucks			C 14		0.0
	ad Elevation:	0.0 feet			Heav	y Trucks	8.0	UE	Grade Ad	usameni.	0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eqs	iivalent	Distant	e (in t	(set)		
	Road Grade	0.0%		1		Autos	98.4	94			
	Left View:	-90.0 dagrea	ŝ		Mediur	n Trucks	98.4	04			
	Right View:	90 0 degree	ē		Heav	y Trucks	98	13			
FHWA Noise Woo	lel Calculation	s		L							
VehicleType	REMEL.	Traffic Flow	Di	siance	Finite	Road	Fresn	9/	Barrier Att	en Ber	rn Alten
Autos	71.78	-3.05		-4.5	2	-1.20		4.77	0.0	100	0.000
Medium Trucks	82.40	-20.29		-4.5	1	-1.20		4.58	0.0	100	0.003
Heavy Trucks:	88.40	-24.24		-4.5	1	-1.20		5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and I	oani	er etter	uationi						
Vehicle Type	Leg Peak Hos			Leg E	vening	Legi	light		Ldn		NEL.
Autos:	63	.C 8	31.1		58.3		53.3		81 9	9	82 5
Medium Trucks:			4.9		48.5		47.0		65.4		66.
Heavy Trucks.	56	4 5	5.0		46.0		47.2		55.1	3	55.1
Vehicle Noise.	64	.6 6	32.8		59.9		55.0		63.5	3	64.0
Centerline Distan	ce to Noise C	antaur (în feet)									
			T	70 (65 a			0 dEA		dEA
			.do:	3	-7	81			173		72
		Ch		4		66			186		80

	Existing Plu								n Valley W	almart	
	r: John F. Ker					Job Nu	mber: 8	870			
Road Segmen	f: East of Hea	ceck Str	eet								
	PECIFIC IN	PUT DA	ATA						L INPUT	S	
Highway Data					Site Co	inditions (i	Hard in	10, Sc	oft = 15)		
Average Daily 7	raffic (Adt): 1	0,140 v	ehocies				A	utos:	15		
Peak Hour F	Percentage:	10%				ledium Trud					
Peak Ho	our Volume:	1,014 9	shicles		F	leavy Truck	s (3+ A	xles):	15		
Veh	licle Speed:	55 :1	ııph		Value	357					
Near/Far Lan	e Distance:	36 fe	et			tricleType	1.7	Jay	Evening	Night	Daily
Site Data					+			77.5%		9 636	
	rier Keight:	0.0	e		1 .	Medium To.	erios 8	44 16 96	4.9%	10.3%	1 84%
Barrier Type (0-Wa		0.0	eac			Heavy Tru	eks: 8	96.6%	2.7%	10.8%	0.74%
Centerline Disi		100.0	hoot								
Centerline Fiel I		100.0			Noise	Source Ele			ret)		
Barrier Distance to	o Chserver	0.0	feet		l	Autos:					
Observer Herahl (A	Move Parti	5.0	beed.			um Trucks:					
	d Elevation:	0.0			He	avy Truces.	8.0	08	Grade Ad,	ustment	0.0
Roa	d Elevation:	0.0	feet		Lane E	quivalent i	Nistanc	e (in :	feet)		
R	load Grade:	0.0%	,			Autos:	98.4	94			
	Left View:	-90.0	dearees		Med	um Trucks:	98.4	D4			
	Right View:	90.0	degrees		He	avy Trucks:	98.4	13			
FHWA Naise Mode	Calculations				.i						
VehicleType	REMEL	Traffic I	iow	Oist and	e Flor	e Road I	Fresh	e/	Barrier Att	en Ber	on Atten
Autos	71.76		-2.78		52	-1.20		4 77	0.0	100	0.000
Medium Trucks	82.40	-	20.00		51	-1.20		4.89	0.0	100	0.000
Heavy Trucks	86.40	-	23 98		.51	-1.20		5.18	0.0	190	0.000
Unmitigated Noise	Levels (with	ουτ Τοικ	and b	arrier at	enuation	3					
	Lea Peak Hou		g Day		Evenino		kiti l		Ldn	0	NEIL
Autos	63.	3	6	.4	59	8	53.8		62.3		62.8
Medium Trucks	56.	7	55	5.2	48	8	473		55.7		56.0
Heavy Trucks:	56.	7	55	5.3	46	3	47.5		55.9	}	56.0
Vehicle Noise:	84.	9	83).1	80	2	65.3		03.0		64.3
Centeriine Distanc	e to Naise Co	ntour (k	n feet)								
				7	0 d8A	85.6	04	ř	00 dBA	55	dBA

Friday, Nevernber 08, 2013

***************************************	**********	*********	******	********	**********	******	******	**********	******	*******
Scenario: Existing								io Valley W	falmart	
Road Name: John F. I					Job Nu	mber:	8870			
Road Segment: YVest of	Perris Boule	vard								
SITE SPECIFIC	INPUT DA	TA						L INPUT	s	
Highway Data				Site Car	ditions (Hard:	= 10, S	oft = 15)		
Average Daily Traffic (Adl)	9,530 ve	hoctes	- 1				Autos	15		
Peak Hour Percentage	10%			Me	edium Trui	:ks (2	Arries).	15		
Peak Hour Volume	953 ve	hicles		He	avy Truct	8 (3+	Axles).	15		
Vehicle Speed	55 m	ph	-	Vohicte	A 92					
Near/Far Lane Distance	38 fe	et			icleType	-	Osv	Evening	strani	Daily
Sita Data						itos:	77.59		9 636	
				4.0	edium Ta		84.69		10.3%	
Barrier Height		5 9 1	1		невич Ти	E 1 001	86.59		10.3%	
Barrier Type (0-Wall, 1-Serm)					2017 110	unio.	0.5.07	2.170	10.070	0.1 170
Centerline Dist to Barrier Centerline Dist to Chaerver			- [Noise 5	ource Ele	vatio	ns (in i	eet)		
Berrier Distance to Observer			- [Autos.	0	.000			
Observer Height (Above Ped)	9.0			Mediu	m Trucks.	2	.297			
Unserver Height (Above Pad) Pad Elevation				Hear	y Trucks.	9	906	Grade Ad	justmeni	0.0
Pad Elevation Road Flevation			1	I ana Ca	ulvaient.	-		de art		
Foad Grade	0.00	eet.	ŀ		Autos		.494			
Left View				Markin	т Тписка.		.404			
Rigiz View					ar Trucks. Ar Trucks.		.413			
ragiz view	90.0 0	egnes		ryear	ry mound.	90	1,44 1.0			
FHWA Noise Model Calculati	ons									
VehicleType REMEL	Traffic F.	row Dis	stance		Road	Fred		Barrier Alt	en Bei	nn Atten
Autos: 71.	78 -	3.03	-4.5	52	-1.20		-4.77	0.0	100	0.000
Medium Trucks: 82.	10 -2	0.27	4!	51	-1.2D		-4.85	0.0	000	0.000
Heavy Trucks: 86.	ie -2	4 23	-47.5	51	-1.2D		-5.16	9.6	189	0.000
Unmitigated Noise Lavals (w.	thout Topo	and barri	er atte	nuation)						
VehicleType Leg Peak F		Day		vening	Leg N	iahi		Ldn	C	NEL.
Autos	63.0	61.1		59.4		53	3	61.8	3	62.5
Medium Trucks	58.4	54.8		48 6		47	0	65.5	5	65.7
Heavy Trucks:	58.5	55.0		46.0		47	2	65.1	3	65.7
Vehicle Noise:	84.6	82.8		59.9		55	.D	63.	3	64.0
Centerline Distance to Noise	Contour (in	feet)								
			70	d8A	85 d	84	7	60 dBA	55	dBA
		Edn:	- ;	37	90			173		73

Friday, November 08, 2013

Friday, Nevernber 08, 201

	io: Existing Plus						to Valley Wai	mart				
	ne: John F. Kens				Job Nut	nber: 8870						
Fload Segme	nt: East of Perri	s Boulevard										
SITE	SPECIFIC INF	UT BATA					L INPUTS					
Highway Data				Site Conditions (Hard × 10, Soft × 15)								
Average Daily	Traffic (Adt). 10	0,106 vehicles				Autos	15					
Peak Hour	Percentage:	10%		Ms	alum Truc	hs (2 Axies)	15					
Peak F	lour Volume: 1	,011 vehicles		He	avy Trucki	s (3+ Axies)	15					
	hicle Speed.	55 mph		Vehicle	Mix							
Near/Fer La	ne Distance:	36 feet		Vel	ideTvae	Day	LEisening 7	viaht Daire				
Site Date					Αυ	las: 77.53	6 12.9%	9.6% 97.42				
D-	rrier Heiaht:	0.0 feet		56	edium Truc	oks: 54.89	6 4.9%	19 3% 1 849				
Barrier Type (0-V		0.0 (ee)			Heavy Truc	ks: 86.59	6 2.7%	10.6% 0.749				
Centediae Di		100.0 feet										
Centertine Dist	to Observer	IGO C feet		Maise S		ations (in i	est					
Barrier Distance	to Observer	0.0 feet			Autos. m Trucks:	0.000 2.287						
Observer Height	(Above Pad):	5.6 feet				8.008	Grade Adius	alexant: 0.0				
	ad Elevation	O.C feet		Hear	ny Trucks:	6.000	Grade Aujus	MARKEN, U.U				
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent D	istance (in	feet)					
	Road Grade:	0.0%			Autos:	98.494						
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 484						
	Right View:	80.0 degrees		Hea	vy Trucks.	98.413						
FHWA Naise Mad	ei Calculations											
VerlideType	REWEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier After	Berm Alten				
Aulos	71.70	-2.76	-4.	52	-1.20	-4.77	0.00	0.00				
Medium Trucks:	82.40	-20.02	-4.5	51	-1.20	-4 88	0.00	0.00				
Неву Глиска.	96.40	-23.97	-4 :	51	-1.20	-5.16	0.00	9 9 9				
Unmitigated Nois	e Levels (witho	ut Topo and ba	mier atte	nuation)								
VehicleType	Leg Peak Hour	Leg Day	Legi	Evening	Leg Nij	ght	Ldn	CNEL.				
Aistas:	83.3	61	.4	59.6	k	53.6	62.2	62				
Medium Trucks.	58.7	55	.2	48.6		47.3	55.7	56				
Heavy Trucks:	58.7	55	.3	48.3		47.5	55.9	56				
Vehicle Noise:	64.9	63	.1	60.1		55.3	63.6	64				
Centerline Distan	ce to Noise Cor	tour (in feet)										
				σB.A	65 dE	A	80 dB.A	55 dBA				
		La	to.	39	84		180	386				

Fitday, November 69, 2013

Scenaric: Existing F Road Name: Gentian I Fload Segment: West of I	Avenue				ame: Moren nber: 8870	o Valley V	laimart	
SITE SPECIFIC	INPUT BATA		D14 - 0		ISE MODE		S	
Highway Data	4.000		Site Cor	ianions (H	lard = 10, Se Autos:	16		
Average Delly Traffic (Adt). Peak Hour Percentage:	1,680 vehicle	s			notos. Is (2 Autes):	16		
Peak Hour Percentage: Peak Hour Volume:		_			48 (2 AXIOS). 8 (3+ AXIOS):	15		
Peak Hour volume: Vehicle Speed.	45 mph	S	Pit.	rany irodes	s (3* AXIOS).	10		
			Vehicle					
Near/Far Lane Distance:	36 feet		Veh	rideType	Day	Evening	Night	Dairy
Site Data				Aul	fae: 77.5%	12.9%	8.6%	97.42%
Barrier Height:	0.0 feet			ledium Truc			10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).	0.0			Heavy Truc	:ks: 86.5%	2.7%	10.6%	0.74%
Centerline Dist. to Barrier:	100.0 feet		Maisa S	auras Elas	ations (in f			
Centerline Dist. to Observer.	160.0 feet		110/20 0	Autos	0.000			
Barrier Distance to Observer	0.0 feet		Martin	m Trucks:	2 287			
Observer Height (Above Pad):	5.0 feet			w Trucks:	8 008	Grade Ad	iusiment	0.0
Pad Elevation.	0.0 feet							
Road Elevation:	0.0 feet		Lane Eq		listance (in	feet)		
Road Grade:	0.0%			Autos:	98.494			
Left View.	co.o dogro			m Trucks:	98 404			
Right View:	90.0 degre	es	Hea	vy Trucks.	88.413			
FHWA Noise Model Calculation	oris							
Vehicle Type REMEL	Traffic Flow	Distor		Road		Barrier All		m Alten
Autos: 68.4			-4.52	-1.20	-4.77		000	0.986
Medium Trucks: 79.4			-4.51	-1 20	-4 88		900	0.000
Heavy Trucks. 84.2	35 -30.88		-4 51	-1.20	-5.16	0.0	000	0.000
Unmitigated Noise Levels (wi								
VehicleType Leg Peak H			eq Evening	Leg Nij		Ldn		WEL.
		51.1	49.4		49.9	51.8		52.6
		45.3	38.9		37.4	46.8		46.
Heavy Trucks: 4	47.8	48.2	37.2		38.4	46.6		46.9
***************************************								54.3
***************************************	54.8	53.1	50.D		45.3	53.9	1	

Scenario: Existing Pl				Project is	iame: Mor	enc Valley V	/almart	
Road Name: John F. Ka				Job Nu	mber: 8871)		
Road Segment: West of Ki	tching Street							
SITE SPECIFIC II	SPUT DATA	***************************************		NO	HSE MOI	EL INPUT	9	**********
Highway Data			Site Con-	ditions (i	iard ≈ 10,	Soft ≈ 15)		
Average Oally Traffic (Adl):	9,242 vehicles				Auto	s: 15		
Peak Hour Percentage.	10%		Mc.	žium Truc	ks (2 Axie:). 15		
Peak Hour Volume	924 vehicles		Hes	ary Truck	s (3+ Axie.	9: 15		
Vehicle Speed:	55 mph		Vehicle #	Mie				
Near/Far Lane Distance.	36 feat			deType	Day	Evening	Nigiti	Daily
Site Data				Au	tos: 77.5	% 12.9%	9.8%	87.429
Barrier Height:	0.0 feet		Me	dum Tru	cks: 64.9	1% 4.9%	10.3%	1.643
Barrier Type (0-Wall, 1-Berm):	0.0		H	leavy Iru	cvs. 86.8	96 2.7%	10.8%	0.74%
Centerline Dist. to Berner	100.0 feat		W-1- B-		vations (ir			
Centerline Dist. to Observer.	100.0 feet		NOIST SO	Autos:		лесту		
Barrier Distance to Observer:	D 0 feet		2.Anative	n Trucks:				
Observer Height (Above Pad):	5.0 feat			v Trucks		Grade Ac	6ustment	0.0
Pad Elevation:	0.0 feet						, a ce	
Road Elevation:	0.0 feet		Lane Equ		Distance (i	n feet)		
Road Grade	D.0%			Autos:				
Left View:	-90.0 dagree:			n Trucks				
Right View:	90 0 degree	s	Heavy	y Trucks:	59 413			
FHWA Noise Model Calculation								
VehicleTyne REMEL	Traffic Flow	Distance	Finite		Fresnel	Barrier At		
Autos 71.78		-4.5		-1.20	-4.7		000	0.00
Medium Trucks: 82.40		-4.1		-1.20	-4,8		000	0.003
Heavy Trucks: 86.40		-4.0		-1.20	-5.1	6 U.	000	0.009
Unmitigated Noise Levels (with							-,	
VehicleType Leg Peak Ho			vening	Leg N		Lán		MEL
		11.0	59.2		53.2	81		82 4
		4.8	48.4		46.9	65.		553
Heavy Trucks. 51	3.3 5	4.9	45.9		47.1	55.	5	55.8

Friday, November 98, 2013

Scenar	io: Existing Plu	is Project						Valley VV	almart	
	e: Gentian Av				Job Nu:	nber. 8	370			
Road Segme	nt: East of Per	ris Boulevard								
	SPECIFIC IN	PUT DATA						INPUT	}	
Highway Data				Site Con	ditions (F	iarci ≃ 1	o, So	ft = 15)		
Average Cally	Leaffic (Adl):	2,160 vehicles				A	utos:	15		
Peak Hour	Percentage.	10%		Med	žum Truc	ko (2 A)	des).	15		
Peak h	lour Volume	216 vehicles		He	ary Truck	s (0+ A)	des):	15		
Ve	nicle Speed:	40 mph	-	Vehicle f	e					
Near/Far La	ne Distance.	12 feat	- 1		aleTvpe	- 1	lav i	Evenina	Night	Dally
Site Data							7.5%	12.9%	9.6%	
		0.0 feat		0.60	dium Tru		4.9%	4.9%	10.3%	1.64%
Barrier Type (0-VI	nier Height:	0.0 feet			leavy Iru		8 5%	2.7%	10.8%	
Centerline Oi		100 0 feat	L.							
Centerline Dist		100.0 feet	L	Noise Sa	urce Ele	rations	(in fe	6f)		
Barrier Distance		G fl feet			Autos:	0.0	00			
Observer Height (5.0 feet			n Trucks:	2.21				
	ad Elevation	0.0 feet		Heav	y Trucks	8.01	DE	Grade Adj	ustment	0.0
	nd Elevation	0.0 feet	-	Lane Equ	iivalent L	listance	Gn f	eat)		
	Road Grade:	0.0%	- F		Autos	89.9				
	Left View	-90.0 degrees		Mediur	n Trucks	99.8				
	Right View:	90 0 degrees		Heav	y Trucks:	99.8				
FHWA Noise Wod	el Catculation	s								
VehicleType	REMEL.	Traffic Flow E	asiance	Firite	Road	Fresne	/	Barrier Alls	en Bei	rn Allen
Autos	66.61	-8.09	-4.8	2	-1.20	-	4.77	0.0	DD	0.000
Medium Trucks	77.72	- 25.33	-4.6	4	-1.20	-	4.58	0.0	00	0.003
Heavy Trucks:	62.99	-29.29	-4.6	1	-1.20	-3	5.16	0.0	90	0.009
Unmitigated Nois	Levels (with	out Tope and bar	rier etter	nuationi						
	Leg Peak Hou			vening	Leg M			Lán		NEL
Autos:	52			48.9		429		51.5		52
Medium Trucks:	46			38.7		37.2		45.8		45.8
Heavy Trucks	47			37.4		38.7		47.0		47.
Vehicle Noise.	54		3	49.6		45.1		53.8	:	54.0
Centerline Distan	e to Noise Co	antour (in feet)							y	
				dBA	65 d£	:A	- 6	0 dBA		dE.A
		Ldn		6	17			37		81
		CNH		e.	19			49		SE:

Road Nan	io Existing Plu ne: John F. Kei na: East of Kito	nedy Drive			Project Nam Job Numbe		o Valley W	falmart.	
SITE Highway Data	SPECIFIC IN	PUT DATA		Silv Cor	NOIS		L INPUT	s	
Average Daily	Zeoffin Chaffe	8 084 vehicles		UNIO GOV	remnosta (rner	Autos	15		
	Percentage:	10%		Ma	elium Trucks		15		
	laur Valume:	608 vehicles			aw Trucks (3				
	hide Speed:	55 mph				MARCO.	10		
	ne Distance	36 feet		Vohicle					
	vie Evalence.	20 (66)		Vet	icleType	Day	Evening	Night	Daily
Site Data					Autos			9 636	
Ba	rrier Height:	0.0 feet			edium Trucks			10.3%	1.84%
Barner Type (0-W	Ault, 1-Berrry:	0.0			Heavy Trucks	96.6%	2.7%	10.8%	0.74%
Centerline Di	of to Barrier.	100.0 feet		Maira S	ource Elevati	ane (in 6	n.a.t)		
Centerline Dist.	to Observer:	100.0 feet		770756 27	Aufos:	0.000			
Barrier Distance	to Observer.	0.0 feet		Madio	m Trucks:	2.297			
Observer Height (Above Pad).	5.9 teet			iv Trucks.	8 0 0 6	Grade Ad	iustment	0.0
p_i	ad Elevation:	0.0 feet			·			,0 541115111	
Roi	ad Elevation:	0.0 feet		Lane Eg	uivaient Dist	ance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-80.0 degrees				98.404			
	Right View:	90.0 degrees		Hear	ry Trucks:	98.413			
FHWA Noise Mod									
VehicleType	REMEL		Distance				Barrier Att		m Atten
Autos:	71.76	-4.98	-4.		-1.20	-4.77		100	0.00
Medium Trucks:	82.40	-22.22	.4		-1.20	-4.89		390	0.00
Heavy Trucks	86.40	-26 17	-4.		-1.20	-5.16	0.0	100	0.00
Unmitigated Nois									
	Leg Peak Hou			Evening	Leq Night		Ldn		VEIL
Autos	61		-	57.4		1.4	60.1		60.6
Medium Trucks	54			46 9		5.1	53.5		53.
Heavy Trucks: Vehicle Noise:	54 82			44.0 57.9		5.3 3.1	53. 61.1		53.I
Centeriine Distani				J1.3					62.
Contenute Listan	ce to maise Co	meour (in feet)	70	dBA	85 dBA	1	00 dBA	55	dBA
		1.00		200	700		400		17.0

Friday, November 08, 261;

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	Existing Plu							o Valley W	falmart	
	: Santiago Dr				Job Ni	ımber.	8870			
Road Segmen	f: East of Perr	is Beulavard								
	PECIFIC IN	PUT DATA						L INPUT	s	**********
Highway Data				Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily T	raffic (Act)	2,652 vehicles					Autos	15		
Peak Hour F	Percentage:	10%		Me	dium Tru	cks (2	Arries).	15		
Peak Ho	our Volume:	285 vehicles		He	avy Truc	ks (3+	Axles).	15		
Veh	licle Speed:	40 mph	-	Vohicle	Miv					
Near/Far Lan	e Distance:	12 feet	H		icleType	- 1	Day	Evening	Shari	Daily
Site Data						utos:	77.59		9 636	87.42%
D	rier Keight:	0.0 feet		5a	edium To		84.69		10.3%	1.84%
Barrier Type (0-Wa		(i i)			teavy Tr		88.69		10.9%	0.74%
Centerline Dis		100.0 feet								
Centerline Dust h		100.0 feet		Noise Se				9 <b>et</b> )		
Barrier Distance to		0.0 feet			Autos		.000			
Observer Height (A		5.0 teet			m Trucks		.297			
	d Elevation:	0.0 feet	1	Heav	у Тгиска	: 5	006	Grade Ad	justmeni	0.0
	d Elevation	0.0 feet	ŀ	Lane Eg	ulvaient	Dista	see (in	feeti		
	inad Grade:	0.0%	l l	,	Autos		.945			
	Left View	-90.0 degrees		Mediu	m Trucks	99	356			
	Right View:	90.0 degrees		Heat	v Trucks	- 99	.865			
					,					
FHWA Noise Mode										
VehicleType	REMEL		listance	Finite		Fred		Barrier Alt		m Atten
Autos:	66.51	-7.20	-4.5		-1.20		-4.77		900	0.000
Medium Trucks:	77.72	-24.44	-4 (		-1.20		-4.85		300	0.000
Heavy Trucks	82.99	-28 40	-43.6	31	-1.2D		-5.16	9.0	100	0.000
Unmitigated Noise			rier atte.	nuation)						
	Leg Peak How			vening	Leq l			Ldn		VEIL
Autos:	53.			49.8		43		52 /		53.0
Medium Trucks	47.	5 48 (	)	39 6		38		48.5		46.7
Heavy Trucks:	40.	9 47.4	1	38.3		39	.ô	47.	3	48.1
Vehicle Noise:	55.	5 53.8	3	59.5		45	.9	54.5	5	54.5
Centerline Distanc	e to Naise Co	ntour (in feet)								
			70	d8A	85.5	BA	7	50 dBA	55	dBA
		Edit		9	21			43		12
					- 0					

Friday, November 08, 2013

Friday, Nevernber 08, 28

	io: Existing Plus ne: Iris Avenue	Project				ame: Morer nber: 8870	to Valley VV	asmart	
	nt: West of India	in Street			102.32	7201. 50.0			
SITE	SPECIFIC INP	UT BATA		**********		ISE MODE		5	
Highway Data				Site Co.	nditions (F	tard = 10. S	ořt = 15)		
	Traffic (Adt). 10					Autos			
	Percentage:	18%	- 1			hs (2 Axies)			
		,003 vehicles		H	eavy Truck	s (3+ Axies)	15		
	rhole Speed.	49 roph	1	Vehicle	Mix				
Near/Fer La	ne Distance:	12 feet		Vel	ide?ype	Day	Evening	Night	Daity
Site Date					Áυ	fas: 77.5%	6 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		Sr.	ledium Trui	oks: 84.89	6 4.9%	19.3%	1 84%
Barrier Type (0-V	Vall, 1-Berml.	0.0			Heavy Tru	oks: 86.59	€ 2.7%	10.6%	0.74%
Centerline Di	st. to Barrier:	100.0 feet	- 1	Maira S	ourse Elec	ations (in t	(s.ar)		
Centerline Dist.	to Observer.	160.0 feat	}	710386 0	Autos	0.000	6119		
Barrier Distance	to Observer	0.0 feet		1 da citi	m Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet			w Trucks:	8.008	Grade Ad	iustment	0.0
P	ad Elevation.	0.0 feet	į						
	ad Elevation:	0.0 feet		Lane Ec		listance (in	feet)		
	Road Grade:	0.0%			Autos:	99.945			
		-90.0 degrees			m Trucks:	99 856			
	Right View:	80.0 degrees		Hea	vy Trucks.	99.866			
FHWA Naise Mad	ei Calculations								
Vehicle Type	REWEL	Traffic Flow L	Vistance	Finite	Road	Fresnel	Berner Afti	en Ber	m Alten
Autos	66.51	-1.49	-4.6		-1.20	-4.77	0.0	60	0.00
Medium Trucks:	77 72	-16.86	-4.6		-1.20	-4 88	0.0	00	9.960
Heavy Trucks.	82.99	-22.62	-4 6	31	-1.20	-5.16	6.0	00	0.00
Unmitigated Nois	e Levels (withou		rier atte	nuation)					
Vehicle Type	Leg Peak Hour			vening	Leg Ni		Ldn		WEZ.
Aixักร	59.3			55.6		49.6	58.0		58.3
Medium Trucks.	53.2			45.4		43.6	52.3		52.3
Heavy Trucks	54.8			44.1		45.4	53.7		53.
Vehicle Noise:	61.3	59.5	5	56.3		51.7	60.3		60.
Centerline Distan	se to Noise Con	tour (in feet)							
				σBA	65 dE	3.4	60 dBA		dBA
		Loh		22	48		104	2	24

Finday, November 69, 2013

Scenario:	Existing P	tus Proje	ct				Project N	lame: Mo	ren	Valley VV	simart	
Road Name:	Iris Avenu	e					Job Mus	mber: 88	70			
Fload Segment:	East of Pa	erris Boul	evard									
	PECIFIC I	NPUT	ATA							LINPUT	3	
Highway Data					S.	ite Con	ditions (f	iard = 10	, Sc	itt = 15)		
Average Delly Tr	offic (Adt).	16,612	vehicles					Au	ios:	15		
Peak Hour P	ercentage:	109	6			Me	alum Truc	48 12 AXX	95):	16		
Peak Hou	ur Volume:	1,661	vehicles			Re	avy Truck	s (3+ Axi	98):	15		
Vehi	ole Speed.	65	roph		12	ehicle l	Miv					
Near/Far Lane	Distance:	36	feet				ide/vae	De	)ur	Evening	Night	Daire
ite Data						***************************************			5%		9.6%	97.42%
	er Helaht:	0.0	feet			54	duro Tru		.8%		10.2%	1 94%
Barrier Type (0-Wa)		0.0	reot				leavy Tru		.5%		10.6%	0.74%
Genterline Dist.		100.0	fnot									
Centerline Dist. In		100.0			N	aise Sc	urce Ele			197)		
Barrier Distance to			feet				Autos.	0.000				
Observer Height (Al			feet				n Trucks:	2.28				
	Elevation	9.14	feet			Heav	y Trucks:	8.009	3	Grade Adj	usiment:	0.0
	Gevation		feet		T	ene Ea	ilvalent L	Distance	(in )	eet)		
	ad Grade	0.0			-		Autos:	98.49		y		
	Left View		degree	c		Mediu	n Trucks:	98 40				
F	Right View:		degree			Heav	y Trucks.	98.41	3			
HWA Natse Madel	Calculation	ris										
Vehicle Type	REWEL	Traffic	Flow	Dis	tance	Finite	Pload	Fresnei	-	Barrier Att	n Ben	n Aiten
Autos	71.79	3	-0.62		-4.52		-1.20	-4.	77	0.0	60	0.00
Medium Trucks:	82.40	]	-17.86		-4.51		-1.20	-4	88	0.0	60	9.800
Heavy Trucks.	96.40	3	-21.81		-4 51		-1.20	-5.	16	0.0	69	9.90
Inmitigated Noise L	Leveis (with	hout Top	os and i	barrie	r attenu	ation)						
VehicleType Li	ед Реак Но	ar L	eq Day	7	Leg Eve	ening	Leq N	ig/hf		Ldn	C	WEZ.
Autos:	8	54		3.5		61.6		55.7		64.3		65.1
Medium Trucks.	5	8.8		7.3		61.0		49.4		67.8		56.
Heavy Trucks:		8.8		7.4		48.4		48.7		58.0		58.
Vehicle Noise:	6	7.C	6	5.3		62.3		57.4		86.6		86.
Centerline Distance	to Noise C	Contour	(in feet)									
Centerline Distance	to Noise C	Contour	in feet)	T	70 df	3.4	65 dl	3.4	6	0 d8.4	.55	dB.4

	Existing Plus	Project							e Valley VV	almart	
Road Name:						Job Nr.	imber. 1	3970			
Road Segment:	East of India	n Street									
	ECIFIC INP	UT DATA							LINPUT	5	
Highway Data					Site Con	ditions (	iiard ≈	10, 50	aft ≈ 15)		
Average Daily I'n	affic (Adl): 12	,888 vehicles		····			,	lutos:	15		
Peak Hour Pe	ercentaga.	10%			Mc	dium Tru	cks (2 A	xies).	15		
Peak Hou	v Volume: 1	,289 vehicles			He	вну Тлис	ks (3+ A	lales):	15		
Venic	de Speso:	55 mph		-	Vehicle I	Wie					
Near/Fat Lane	Distance.	36 feat		H		ole?voe		Dav	Eveninal	Niotx	Dally
Site Data						A	utos:	77.5%	12.8%	9.8%	87.42%
Flami	er fielaht:	0.0 feet			NG	edium Tri	ucks:	64.9%	4.9%	10.3%	1.64%
Benier Type (0-Wall		0.0			F	leavy In	UCNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist.		100.0 feat		-	Noise Se						
Centerline Dist. to	Observer:	100.0 feet		- 1	NO1517 50			100 A	161)		
Barrier Distance to	Observer:	0.0 fear			Admin Section	Autos n Trucks					
Observer Heighl (Ab	cove Pad):	5.0 fest				n i rucks v Trucks			Grade Ad	icofmant	0.0
Pad	Elevation:	0.0 feet								autricin.	0.0
Road	Elevation:	0 0 feet		L	Lane Eq.	uivalent			feat)		
Ro	ad Grade	0.0%				Autos	88.	494			
	Left View:	-90.0 degrees			Medius	n Trucks	98.	404			
Я	light View:	90 0 degrees			Heav	y Trucks	: 59	413			
FHWA Noise Wodel											
		Traffic Flow	Dist	moe		Road	Fresn		Barrier Att		
Autos	71.78	-1.72		-4.5	_	-1.20		-4.77	0.0		0.000
Medium Trucks	82.40	- 19 98		-4.5		-1.20		-4.58		100	0.000
Heavy Trucks:	66.40	-22.91		-4.5		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise L											
VehicleType (3				Leg E	vening	Legi		L	Lán		NEE.
Autos:	64.3				6B 7		54 6		83.7		83.8
Medium Trucks	57.7				49.9		48.3		56.8		57.0
Heavy Trucks	57.8		.3		47.3		48.6		56.9		57.0
Vehicle Noise.	65.9	64	.2		61.2		56.3		64.9	)	65.4
Centerline Distance	to Noise Con	tour (in feet)									
				70.	49.4	650	(G.A.	7	0 RPA	55	REA.

Friday November 88, 2013

Scenan	io: Existing Plus	Project			Project Na	me: More	ne Valley VV	almart	
Road Nam	e: Iris Avenue				Job Num	ber: 8970			
Road Segmen	nt: West of Kitch	ing Street							
SITE	SPECIFIC INP	UT DATA		***********	NO	SE MOD	EL INPUT	9	
Highway Data			S	ite Cone	litions (H	rd ≃ 10, S	oft = 15)		
Average Cally	Leaffic (Adl): 19	534 vehicles				Autos	: 15		
Peak Hour	Percentage.	10%		Med	lum Truck	s (2 Axles)	1. 15		
Peak H	lour Volume: 1	,963 vehicles		Hea	ny Trucks	(3+ Axles)	: 15		
Ve.	Hicle Speed:	55 mghi		ehicle fi	e/				
Near/Far La	ne Distance.	36 feat			sle?Vpe	Dav	Eveninal	Night	Dally
Site Data				40114	Auto				87.42W
		0.0 feet		0.60	dium Truci			10.3%	1.64%
Barrier Type (0-Vi	nier Height:	0.0 feet			eavy Iruci			10.8%	
Centerline Oil		100 0 fear	L.						
Centerline Dist.		100.0 reat 100.0 feet	A	ioise Sa	urce Eleva		feet)		
Barrier Distance		C O feet			Autos:	0.000			
Observer Height (		5.0 feet			Trucks:	2 297			
	ad Elevation	0.0 feet		Heav	Trucks	8.006	Grade Adj	ustment	0.0
	ed Elevation	0.0 feet	L	ane Equ	ivalent Di	stance (lr.	feet)		
-	Road Grade	0.0%	-		Autos:	98.484			
	Left View:	-90.0 degrees		Mediun	:Trucks	98.404			
	Right View:	90 0 degrees		Heavy	Trucks:	98 413			
FHWA Noise World									
VehicleType			iance	Finite I		resnel	Barrier All		rn Alten
Autos	71.78	0.11	-4.52		-1.20	-4.77		100	0.000
Medium Trucks	82.40	-17 13	-4.51		-1.20	-4. FXS			0.00
Heavy Trucks:	66.40	-21.09	-4.51		-1.20	-5.16	0.0	100	G.GES
Unmitigated Noise	Levels (withou	it Tope and barri	r etten	iation)					
VehicleType	Leq Peak Hour		Leg Ev		Leg Nig		Lan		NEL
Autos:	66.2	84.3		82.5		564	85 1		85
Medium Trucks:	69.6	58.1		51.7		50.1	59.8		59.8
Heavy Trucks	69.6	50.2		49.1		50.4	58.7		58.9
Vehicle Noise.	87.7			63.0		58.2	66.7	7	67.3
Centerline Distanc	e to Noise Can	tour (in feet)							
		Ĺ	70 d		65 dE)	1	60 dBA		dE.A
		Ldn: CNEL:	90 86		130		280		184 149

	Existing Plus Iris Avenue	Froject			Project N Job Nur			n Valley W	almart	
Road Segment	: YVest of Pem	is Boulevard								
	PECIFIC INP	UT DATA						LINPUT	S	~~~~
Highway Data				Site Con	ditions (f					
Average Daily Ti		2,568 vehicles					yos.	15		
Peak Hour P	ercentage:	10%			dium Truc			15		
Peak Ho	ur Volume: - 1	257 vehicles		He	avy Trucki	s (3+ A)	(e s):	15		
Vehi	ide Speed	55 mph		Vahiate	Nik.					
Near/Far Lane	e Distance:	36 feet			icle I voe	1 6	GV/	Evening	Strate	Darly
Site Data					Au	tos: 7	7.5%		9 636	87.42%
D	ier Keight:	0.0 feet		50	edium Tox	-for 8	4 8 96	4.9%	10.3%	1.84%
Barner Type (0-Wa		0.0 1680		,	leavy Trus	:ks: 8	6.6%	2.7%	10.8%	0.74%
Centerline Dist		100.0 feet								
Genterline Duel In		100.0 feet		Noise Se	ource Elev			et)		
Barrier Distance to		II G feet			Autos:	0.00				
Observer Heraft (A.		5.0 test			m Trucks:	2.28				
	i Figuration	0.0 feet		Heav	у Тгиска.	8.00	16	Grade Ad,	ustment	0.0
Road	(Elevation:	0.0 feet		Lane Eg	uivaient E	istance	(in	est)		
	sad Grade	0.0%		·	Autos:	98.49				
	Left View	-90.0 degrees		Mediu	m Trucks:	98.40	14			
	Right View:	90.0 degrees		Heat	y Trucks:	98.4	13			
FHWA Noise Model	Calculations									
VehicleType		Traffic Flow	Distance		Road	Fresne		Barrier 4tt		m Atten
Autos:	71.76	-1.63	-4.		-1.20		.77		100	0.00
Medium Trucks:	82.40	-19.07	-4	51	-1.20		88.4	0.0	100	0.00
Heavy Trucks	86.40	-23 02	-4.	51	-1.20	-4	. 16	9.0	100	0.00
Unmitigated Noise										
	eq Peak Hour			Evening	Leq N			Ldn		VEI.
Autos	64.2			60.8		54.5		63.1		63.
Medium Trucks	57.6			49 8		48.2		56.7		56.
Heavy Trucks: Vehicle Noise:	57.7 85.0			47.2 81.1		48.4 58.2		56.8 64.1		56.
			.0	81.1		56.2		64.1	!	66.
Centerline Distance	to Naise Con	tour (in feet)	70	d8A	85 dF			0 d8A	7	dBA

Friday, November 08, 261

Scenar	for Existing Pl	us Froject			Project N	ame: Morer	no Valley W	'almart	
Road Ner	ne: Tris Avenue				Job Nur	mber: 8870			
Road Segme	vid: East of Kit	ching Streat							
	SPECIFIC II	APUT DATA		~~~~		ISE MODE		S	**********
Highway Data				Site Con	ditions (F	lard = 10, S	oft = 15)		
Average Daily	Traffic (Act):	19,262 vehicles				Autos	15		
Peak Hour	Percentage:	10%		Me	olum Truc	ks (2 Arles)	16		
Peak i	laur Valume:	1,926 vehicles		He	avy Truck	s (3+ Axles)	15		
Ve	thicle Speed	55 mph	-	Vohicle	3.87~				
Near/Far La	ine Distance:	98 feet			ideType	Day	Evening	stight	Daily
Site Data					Au			9 6%	87 42%
	rrier Keight:	0.0 feet		b)	edium Trus			10.3%	1.84%
Barrier Type (0-V		0.0 (esc		į	Heavy Trus	26.59 : 36.59	6 2.7%	10.8%	0.74%
	ist to Barrier.	100.0 feet	-			retions (in )			
Centerline Dist.	to Observer:	100.0 feet	-	NO156 24					
Barrier Distance	to Observer.	0.0 feet			Autos:	0.000			
Observer Herant	(Above Pad)	5 8 teet			m Trucks:	2.297 9.006	Grade Ad	i retenonii	0.0
	ad Elevation:	0.0 feet		Heav	у Тгиска.	8 006	Grade Ad	ju samena.	0.0
Ro	ad Elevation:	0.0 feet	Ī	Lane Eq	ulvaient E	istance (in	feet)		
	Road Grade:	0.0%			Autos:	87.318			
	Left View:	-90.0 degrees	1	Mediu	m Trucks:	87.214			
	Right View:	90.0 dagreas		Heat	ly Trucks:	87.224			
FHWA Noise Moo	let Calculation								
VehicleType	REMEL	Traffic Flow 0	Distance	Finite	Road	Fresher	Barrier Alt	en Ber	m Atten
Autos	71.79	0.02	-3.7	14	-1.20	-4.77	0.0	300	0.000
Medium Trucks:	82.40	-17.21	-3.7	/3	-1.2B	-4.85	0.0	300	0.000
Heavy Trucks	86.40	-21.17	-3.7	/3	-1.2B	-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atte.	nuation)					
VehicleType	Leg Peak Ho.	ur Leg Day	Legis	vening	Leg N	ghi	Ldn	C	VEIL
Autos	68	3.9 65.0	)	63.2		57.2	65.1	3	68.4
Medium Trucks	60	1.3 58 5	3	52 4		508	58.3	3	68.5
Heavy Trucks:	60	).0 58.9		49.0		51.1	59.4	4	69.6
Vehicle Noise:	88	1.4 86.7	7	83.7		58.9	87.4	4	67.9
Centerline Distan	ce to Naise C	ontour (in feet)							
			70	d8A	85 dE	N T	60 dBA	55	dBA

Friday, November 88, 2013

Friday, Nevernber 08, 201

	io: Existing Plus	Project					no Valley Wa	marr	
	ne: Iris Avenue				Job Mur	nber: 8870			
Road Segme	nf: West of Lass	selie Street							
SITE	SPECIFIC INP	UT DATA					EL INPUTS	*********	
Highway Data				Site Cor	rditions (f	laret $= 10.5$	oft = 15)		
Average Daily	Traffic (Adt). 17	,293 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Ms	adium Truc	ks (2 Axies)	: 15		
Peak F	łour Volume: 1	,729 vehicles		He	avy Trucki	s (3+ Axies)	15		
	hicle Speed.	55 mph		Vehicle	Mix				
Near/Fer La	ne Distance:	S3 feet		Vel	ide?yae	Day	Evening	Night	Daity
Site Date					Αυ	las: 77.51	6 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		56	edium Truc	rks: 94.85	6 4.9%	19.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ws: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet		W-7 6		ations (in	F		
Centerline Dist.	to Observer.	100.0 feet	- 1	marke 2	Autos	0.000	eso		
Barrier Distance	to Observer	0.0 feet		A diameter	m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			m Frucks:	8.008	Grade Adiu	olmant:	0.0
2	ad Elevation.	0.0 feet						urrino: ra.	0.0
Ro	ad Elevation:	0.0 feet	į	Lane Eq	uivalent D	listance (in	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees		Mediu	m Trucks:	87 214			
	Right View:	80.0 degrees		Hea	vy Trucks.	97.224			
FHWA Naise Mad	ai Calculations								
VerlideType	REWEL	Traffic Flow   I	Ofstance	Finite	Road	Fresnel	Barrier After	Ben	n Alten
Aulos	71.70	-0.44	-3.7	74	-1.20	-4.77	0.00	0	0.000
Medium Trucks:	82.40	-17.88	-3.7	73	-1.20	-4 88	0.00	0	0.000
Неаку Ілиска.	98.40	-21.64	-3	73	-1.20	-5.16	0.00	0	0.000
Unmitigated Nois	e Levels (withou	ut Topo and ba	rier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	Evening	Leg Nij	ght	Ldn	Cr	WEZ.
Aufas:	86.4	64.	5	62.7		56.7	65.3		65.8
Medium Trucks.	59.8	58.	3	51.9		50.4	56.8		59.
Heavy Trucks:	59.9	58	4	49.4		50.6	58.0		58.
Vehicle Noise:	68.0	68.	2	63.3		58.4	9.98		67.
Centerline Distan	se to Noise Cor	stour (in feet)							
				dBA	65 dE		60 dBA		dBA
		Lat	).	63	135		290	63	26

Finday, November 69, 2013

Scenario: Existing F								o Valley Vi	/simsrt	
Road Name: Krameria					Job Nut	nber:	0870			
Fload Segment: West of F	ams Boulevan	*********			~~~~	*******				
SITE SPECIFIC I	NPUT BATA							L INPUT	s	
Highway Data			s	ite Con	ditions (f	iard =	10, Sc	it = 15)		
Average Delly Traffic (Adt).	3,395 vehic	8.5					Autos:	15		
Peak Hour Percentage:	10%				iturn Truc			16		
Peak Hour Volume:	340 vehici	es		Kee	ny Truch	s (3+ ,	4 <i>xies</i> ):	15		
Vehicle Speed.	48 mph		1	etric le A	N/v					
Near/Far Lane Distance:	12 feet		i i		deTvae	-	Dav	Eivening	Night	Daire
Site Data						fas:	77 5%		9.6%	97.42%
Barrier Height:	0.0 feet			M	dium Tria	oks:	84.8%	4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).	0.0 1001			H	leavy Trui	-ke	86.5%	2.7%	10.6%	0.74%
Centediae Flat to Barrier	100 D feet		ļ							
Centerline Dist. to Observer	100 ft feet		N	oise So	urce Ele			etj		
Barrier Distance to Observer	0.0 feet				Autos.	-	000			
Observer Height (Above Padi:	5.0 feet				n Trucks		287			
Ped Elevation	0.0 feet			Heavy	/ Trucks:	6.	699	Grade Ad	gusument.	0.0
Road Elevation	0.0 feet		L	ane Equ	ilvalent E	istan	ce (in i	leet)		
Road Grade:	0.0%				Autos:	99	945			
Left View.	-90.0 dear	Bes		Mediun	7 rucks:	89	956			
Right View:	90.0 degr	ees		Heavy	/ Trucks.	89.	886			
FHWA Noise Model Calculatio										
VehicleType REMEL	Traffic Flow		stance	Finite :		Fresi		Barner Alt		n Allen
Autos: 66.5			-4.62		-1.20		-4.77		000	0.000
Medium Trucks: 77.7			-4.61		-1 20		-4 88		000	0.000
Heavy Inucks. 92.9	9 -27.3	5	-4 61		-1.20		-5.16	G.I	000	9 9 9 0
Unmitigated Noise Leveis (wit		i ban	ier attenu	ation)						
VehicleType Leg Peak Hi			Leg Ev		Leg Ni		1	Ldn		wEZ.
	4.6	52.7		50.9		44.1		53.		54.1
	8.6	47.0		40.7		39.		473		47.8
***************************************	9.9	48.4		39.4		40.		48.		48.1
Vieticia Algúser - 5	8.8	54.8		51.8		47 (		55.	0	581

	io: Existing Pli						Project	ivame:	Moren	c Valley VV	almart	
Road Nan	ne: Iris Avanue						Job N	umber	8870			
Road Segme	nt: East of Las	selle Stre	et									
SITE	SPECIFIC IN	PUT DA	TA					OISE	MODE	LINPUT	5	
Highway Data						Site Cor	ditions	(Hard	≈ 10, Se	oft ≈ 15)		
Average Daily	Leaffie (Adl):	19,789 w	nicles						Autos:	15		
Peak Hour	Percentage.	10%				Nic	dium Tr	ucks (2	Axles).	15		
Peak F	four Volume:	1,979 vs	ehicles			He	ally Tru	oks (3+	Axles):	15		
Ve	mide Speed:	55 m	oh		-	Vehicle	AA/e					
Near/Far La	ne Distance.	9B fe	at		-		edeTvo		Dav	Eveninal	Niotx	Dally
Site Data								lutos:	77.5%	12.8%	9.8%	87.42W
F)a	rrier Height:	0.0 1	oat			0.6	edium T	rucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-V		0.0				,	deavy I	rucks.	86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 f	eat			Noise S			6 8			
Centerline Dist.	to Observer:	100.0 5	eet		-	NOIST S	Auto		ns (un n 1.000	161)		
Barrier Distance	to Observer:	0.0 f	ear			2 Annahira	нию т Тпион		297			
Observer Height	(Above Pad):	5.0 f	est				ar Truch		1.006	Grade Ad	Systemant	0.0
p	ad Elevation:	0.0 6	eet									
Ro	ad Elevation:	0.0 f	eet		L	Lane Eq				feet)		
	Road Grade	0.0%					Auto		.316			
	Left View:	-90.0 (	iegrees				т Ттиск					
	Right View:	90.0	degrees			Heer	ly Truch	5: 67	224			
FHWA Noise Woo	ol Catculation	5										
VehicleTyne	REMEL.	Traffic F	low	Dis	fance	Finite	Road	Fres	inel	Barrier Att	en Ber	m Atten
Autos	71.78		0.14		-3.7	4	-1.20		-4.77	0.0	100	0.003
Medium Trucks	82,40		7.10		-3.7	3	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-3	21.05		-3.7	3	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo	and b	anie	rotter	nuation)						
Vehicle Type	Leg Peak Hos	r Le	q Day	T	Leg E	vening	Leg	Night	T	Lán		Æ
Autos	67		65			63.3		57		85 9		86 5
Medium Trucks:	60		58			52.5		51		59.4		59.7
Heavy Trucks	60			0.6		50.0		51		59.9		59.7
Vehicle Noise.	68	1.6	66	9.6		63.8		59	.0	67.5	5	69.0
Centerline Distan	ce to Noise C	ontour (h	feet)									
						49.4		35A		0.694	·	de A

Friday, November 86, 2913

	Existing Plu						enc Valley VV	almart	
	: Krameria A				Job Nun	ber 8071	)		
Road Segmen	: East of Pen	is Boulevard							
SITE S	PECIFIC IN	PUT DATA			NO	SE MOS	EL INPUT	9	
Highway Data				Site Cone	litions (H	and ≈ 10,	Soft ≈ 15)		
Average Cally I	raffic (Adl):	7,752 vehicles				Auto	is: 15		
Peak Hour F	Percentage.	10%		Med	lium Truck	o (2 Axlei	s). 15		
Peak Ho	ur Volume:	775 vehicles		Hea	ny Trucks	(3+ Axle.	s): 15		
Ven	icle Speed:	55 mph	-	lahiala A					
Near/Far Lan	e Distance.	36 feat	H.		nx sleTvpe	Day	Eveninal	Night	Dally
Site Data				vens	Aci yaro Aut			F 8%	
				0.60	ния акит Тпис			10.3%	1.64%
	ier Height:	0.0 feet			eavy Iruc			10.8%	0.74%
Barrier Type (0-Via		0.0			casy mac	no. 66.	2.176	10.076	6.747
Centerline Dist		100.0 feat	17	Voise Sa	urce Elev	ations (ir	feet)		
Centerline Dist. fr		100.0 feet	- 1		Autos:	0.000			
Barrier Distance to		0.0 feet		Mediun	Trucks:	2 297			
Observer Height (A		5.0 feet		Heav	Trucks	8.006	Grade Adj	ustment.	0.0
	d Elevation:	0.0 feet	-		ivalent D		- <b>f</b> 4		
	d Elevation:	0.0 feet	- 1	ane Equ	Anins:	98 494	n men		
H	oad Grade	0.0%			Autos:	98.404			
	Left View:	-90.0 degrees			t Frucks: : Trucks:	98.404			
	Right View:	90 0 degrees		meany	170098	98 413			
FHWA Noise Worle	Catoulation	· · · · · · · · · · · · · · · · · · ·							
VehicleType	REMEL	Traffic Flow D	siance	Finite !	Road	Fresnel	Barrier All	en Ber	ro Alten
Autos	71.78	-3.93	-4.5	2	-1.20	-4.7	7 0.0	100	0.000
Medium Trucks	82.40	-21.17	-4.5	1	-1.20	-4.8	8 90	100	0.008
Heavy Trucks:	85.40	-25.12	-4.5	1	-1.20	-5.1	6 0.0	100	0.009
Unmitigated Noise	Levels (with	out Topo and ban	ier otten	untioni					
	Jea Peak Hou		Lea E		Leg Nic	ibt	Lan	Ci	VEL
Autos	62.		L	58.5		52.4	81 (		81 9
Medium Trucks:	65	5 54.0		47.7		46.1	54.8	3	54.8
Heavy Trucks	55.	6 54.1		45.1		46.4	54.1		54.1
Vehicle Noise.	63.	7 61.9		59.0		54.1	62.7	,	63.
Centerline Distance	e to Noise Co	ntour (in feet)							
			70 c	£14	65 dE	4	60 dBA	.55	d5A
		£dn:	70 c		65 dB 70	4	50 dBA 151		d6.4 25
		Ldn: CNEL:	1.0	2		4		3	

Road Nan	nio: Existing Plu ne: Kramena A viz: East of Indi	venue				Name: i imber: t		n Valley W	almart	
******************************	SPECIFIC IN		*********		***************************************			LINPUT		***************************************
Highway Data	SPECIFIC IN	PUIDAIA		Size	Conditions (				5	
Average Daily	Traffic (Adt):	2,736 vehicles					lutos:	15		
Peak Hour	Percentage:	10%			Medium Tru	cks (2 A	orles):	15		
Peak F	laur Valume:	274 vehicles	:		Heavy Truck	ks (3+ A	x(es):	15		
Vs	thicle Speed	45 mph		16.63	to Mix					
Near/Far La	ine Distance:	24 feet			z <b>ec wux</b> Zetricle Eype	-	Ow	Evenino	Shahi	Daily
Site Data							77.5%		9.6%	
					Medium Ta		84 8%		10.3%	1.84%
	rner Keight:	0.0 feet 0.0			Heavy Tri		96.6%		10.9%	0.74%
Barner Type (0-VI Centerline Di		0.0 100.0 feet								
Centerine Del		100.0 feet		Noise	s Source Ele			et)		
Barrier Distance		0.0 feet			Autos					
Observer Herahti		5.0 teet			dium Trucks					
	ad Flevation	0.0 feet		۴	leavy Trucks	. 80	106	Grade Ad,	ustment	0.0
Ro	ad Elevation:	0.0 feet		Lane	Equivalent	Distanc	e (în i	est)		
	Road Grade:	0.0%			Autos	98.4	103			
	Left View:	-80.0 degree	S	Me	dium Trucks	99.0	314			
	Right View:	90.0 degree	S	H	isavy Trucka	99.0	323			
FHWA Noise Mod	let Calculation									
VehicleType	REMEL	Traffic From	Dist ar		nie Road	Fresh		Barrier Att		m Atten
Autos:	88.46	-7.68		-4.50	-1.20		4.77	0.0		0.000
Medium Trucks:	79.45	-24.82		4 57	-1.20		4.89	0.0		0.000
Heavy Trucks	84.25	-28 77		-4.57	-1.20		-5.18	0.0	100	0.000
Unmitigated Nois										
VelnoleType				g Evenin				Ldn		VEIL
Autos	55		3.2		1.4	45.4		54.0		54.6
Medium Trucks	48		17.3		10	39 4		47.9		48.1
Heavy Trucks:	49		10.3		9.2	40.5		48.9		49.0
Vehicle Noise:	56		55.2	5	2.0	47.4		65.8	!	56.4
Centeriine Distan	ce to Naise Co	ontour (in feet)							,	
			/fa:	70 d8A	85 a		- 6	0 dBA		16

Friday, November 08, 261

	NATURE PRESIDENT PARAMETER
Scenario: Existing Plus Project	Project Name: Moreno Valley Walmart Job Number: 8870
Road Name: Harley Knex Soulevard Road Segment: West of Webster Avenue	Job Number: 8870
SITE SPECIFIC INPUT DATA Highway Data	NOISE MODEL INPUTS Site Conditions (Hard = 10, Saft = 15)
<del>v</del> <i>t</i>	Autos: 15
Average Daily Traffic (Adl): 9,588 vehicles	
Peak Hour Percentage: 10%	Medium Trucks (2 Avies): 15 Heavy Trucks (3+ Avies): 15
Peak Hour Volume: 959 vehicles	Heavy Trucks (3+ Axles): 15
Vehicle Speed: 45 mph	Vehicle Mix
Near/Far Lane Distance: 24 feet	VerticleType Day Evening Night Daily
Site Data	Autos: 77.5% 12.8% 9.6% 87.42%
Barrier Keight: 0.0 feet	Medium Trucks, 84.6% 4.8% 10.9% 1.84%
Barner Type (0-Walt, 1-Bernit): 0.0	Heavy Trucks: 86.5% 2.7% 10.8% 0.74%
Centerline Dist to Barrier. 100.0 feet	
Centerline Dust In Observer: 188 9 feet	Noise Source Elevations (in feet)
Barrier Distance to Observer: 0.0 feet	Aufos: 9.000
Observer Height (Above Pad) 5-8 feet	Medium Trucks: 2.297
Pad Elevation: 0.0 feet	Heavy Trucks. 8 006 Grade Adjustment: 0.0
Road Elevation: 0.0 feet	Lane Equivalent Distance (in feet)
Fload Grade: 0.0%	Autos: 98.403
Left View: -90.0 degrees	Medium Trucks: 99.314
Pig/z View: 90.0 degrees	Heavy Trucks: 99,329
FHWA Noise Model Calculations  Vehicle Type   REWEL Trailin From Distance	e   Finite Road   Fresher   Barrier Alten   Berm Atten
	4.58 -1.20 -4.77 0.000 0.001
	4.56 -1.20 -4.77 0.000 0.001 4.57 -1.20 -4.65 0.000 0.001
	+57 -1.26 -4.60 0.000 0.00 3.57 -1.20 -5.16 0.000 0.000
Unmitigated Noise Levels (without Topo and barrier at	
VehicleType Leg Peak Hour Leg Day Les Autos 80.5 58.8	Evening   Leq Night   Ldn   CNEL   58.9   50.8   59.4   60.
Medium Trucks: 54.3 52.8	46.4 44.9 63.3 63.1
	464 448 55.5 55. 447 459 543 544
Heavy Trucks   55.2   53.7	94.1 45.9 54.3 54.5 57.5 52.8 61.4 61.1
Centerline Distance to Noise Contour (in feat)	
	0 d8A   85 d8A   60 d8A   55 d8A
Centerline Distance to Naise Contour (in feet)	0 d8A

Friday, Necessary 08, 2013

Frida

	io: Existing Plus ne: Harley Knox						lame: More nber: 8870	no Valley Vi	laimart	
	nt: East of Web									
	SPECIFIC IN	UT DATA	•	******	*********			EL INPUT	5	
Highway Data				S	ite Co	nditions (f	tard $= 10.3$	ioft = 15)		
Average Daily	Traffic (Adt).	9,876 vehicle	S				Auto			
	Percentage:	18%					hs (2 Axies			
	lour Volume:	988 vehicle	S		H	eavy Truck	s (3+ Axies	): 15		
	rhole Speed.	45 mph		1	e bic le	Mix				
Near/Fer La	ne Distance:	24 feet			Vel	ide?ype	Day	Evening	Night	Daity
Site Date						Áυ	las: 77.5	% 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet			SV.	ledium Trui	cks: 94.8	% 4.9%	19.3%	1 94%
Barrier Type (0-V	Vall, 1-Berml.	0.0				Heavy Tru	cks: 86.5	% 2.7%	10.6%	0.74%
Centerline Di	st. to Barrier:	100.0 feet			Iniea S	ourse Elec	vations (in	faat)		
Centerline Dist.	to Observer.	100.0 feat		F	oise o	Autos	0.000			
Barrier Distance	to Observer	0.0 feet			Marin	m Trucks:	2.287			
Observer Height (		5.0 feet				w Trucks:	8 008	Grade Ad	iustment	0.0
	ad Elevation.	0.0 feet		ļ						
	ad Elevation:	0.0 feet		1	ane Ec		Distance (ii	feet)		
	Road Grade:	9.0%				Autos:	99.403			
	Left View.	-90.0 degre				m Trucks:	99 314			
	Right View:	90.0 degre	es		Hea	vy Trucks.	99.323			
FHWA Naise Mad	ei Calculations									
Verlide Type	REWEL	Traffic Flow	D	stance	Finite	Road	Fresnel	Berner Aft	en Ber	m Alten
Autos	68.46	-2.01		-4.58		-1.20	-4.7	0.1	000	0.000
Medium Trucks:	79 45	-19,24		-4.57		-1.20	-4 86	0.0	000	0.000
Heavy Trucks.	84.26	-23.20		-4 57		-1.20	-5.16	6.0	300	0.000
Unmitigated Nois	e Levels (witho	ut Tops and	ban	ier atten	ation)					
	Leg Peak Hour			Leg Ev		Leg Ni		Ldn		WEZ.
Aidas:	807		58.8		57.0		51.0	58.	-	60.0
Medium Trucks.	54.4		52.9		46.6		46.0	53.		53.7
Heavy Trucks:	55.3		53.9		44.8		46.1	54.		54.8
Vehicle Noise:	62.5	5	9.09		57.6		52.9	813	5	81.9
Centerline Distan	ce to Noise Co	ntour (in feer	)							
			Ţ	70 a		65 dE	3.4	60 dBA		dB.A
			Lon.	27	,	58		126	2	71

Finday, November 69, 2013

	a: Existing Pl					Project.	Vame:	Moren	o Valley W	simsrr	
	e: Harley Kno					Job Mi	imber:	0870			
Road Segmen	if: West of Pa	ims Boulevard									
	SPECIFIC II	APUT BATA							LINPUT	8	
Highway Data				S	ite Cor	iditions (	Hard >	10, S	ift = 15)		
Average Daily	Traffic (Adt).	5,268 vehicle	es.					Autos:	15		
Peak Hour	Percentage:	18%			Me	oburn Tru	Oh8 12	4 <i>x1</i> es):	16		
Peak H	our Volume:	528 vehicle	es.		Re	avy Truc	ks (3+ .	4 <i>xies</i> ):	15		
Ve	hicle Speed.	45 mph		132	etric is	aniv					
Near/Far La	ne Distance:	24 feet		i i		ildeTvae	-	Dav	Eivening	Night	Daiv
ite Data							utas:	77.5%		9.6%	97.42%
	vier Heiaht:	0.0 feet			54	edium Tr		84.8%		10.3%	1.94%
Barrier Type (0-W		0.0 rees		- 1		Heavy Tr		86.5%		10.8%	0.74%
Centedine file		100 D feet		ļ							
Centerline Dist.		100.0 feet		N	oise S	ource Eh			98 <b>t)</b>		
Barrier Distance		0.0 feet				Autos	-	000			
Observer Height (		5.0 feet				m Trucks		297			
	d Elevation	0.0 feet			Heat	иу Тгиско	: 6	689	Grade Adj	usiment:	0.0
Ros	d Elevation:	0.0 feet		ī	ane Eq	uivalent	Distan	ce (in	feet)		
1	Road Grade:	0.0%				Autos	99	403			
	Left View.	-90.0 degre	23:		Mediu	m Trucks	: 99	314			
	Right View:	90.0 degre	es		Heat	ny Trucks	. 99	323			
HWA Naise Mode											
Vehicle Type	REWEL	Traffic Flow		fstance	Finite	Floated*	Fres		Barrier Att		n Allen
Aulos	68.46	-4.74		-4.58		-1.20		-4.77	0.0		0.086
Medium Trucks:	79 45	-21.9B		-4.57		-1 20		-4 88	0.0		0.000
Heavy Trucks.	94.25	-25.94		-4 57		-1.20		-5.16	0.0	60	9 9 9 0
Inmitigated Noise											
	Leg Peak Ho			Leg Ev		Leq i			Ldn		áEL.
Autos	5		58.0		54.3		46.		56.8		57.4
Medium Trucks.	5		60.2		43.6		42.	-	60.3		51.0
Heavy Trucks: Vehicle Major		2.5 3.8	51.1		42.1 54.8		43. 50		51.7		51.8
					24.8		56.		28.1		59.2
Centerline Distanc	e to Hoise C	ontour (in fee	9	70 d		65.0			i0 dB.4		d8.4

	io: Existing Plu ne: Harley Kno						hiame: umhar		: Valley VV	almart	
	nt: West of Inc					10011	orrarer.	0010			
	SPECIFIC IN	PUT DATA	-		*******				LINPUT	5	*********
Highway Data					Site Con	ditions	(Hard :	10,50	đt ≈ 15)		
Average Oally	Traffic (Adl):	10,130 venicles						Autos:	15		
Peak Hour	Percentage.	10%			Mc.	žium Tre	icks (2	Axles).	15		
Reak E	lour Volume	1,013 vehicles			Hei	ary Trus	oks (O+	Axles):	15		
	nicle Speed:	55 mph		-	Vehicle f	Mix					
Near/Fat La	ne Distance.	36 feat		h		deType		Day	Evening	Nigix	Daily
Site Data							lutos:	77.5%	12.9%	9.8%	87.42%
fia	mer Height:	0.0 feet			0.50	dum Ti	ueks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-V		0.0			E	leavy I	WONS.	86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feat		-	Noise Sa		Sa constitue				
Centerline Dist.	to Observer:	100.0 feet		-	NOIST SE	Auto:		000	:01)		
Barrier Distance	to Observer:	D.O. feat			A American	наю п Тписк		297			
Observer Height	(Above Pad):	5.0 feat				v Trucki			Grade Ad	iustment	0.0
p	ad Elevation:	0.0 feet									
	ad Elevation:	0.0 feet		L	Lane Equ				(set)		
	Road Grade:	0.0%				Auto		.494			
	Left View:	-90.0 degrees	6			n Truck		.404			
	Right View:	90 0 degrees	3		Heav	y Trucki	s: 98	413			
FHWA Noise Woo											
VehicleTyne	REMEL.	Traffic Flow	Dis	siance	Finite		Fres		Barrier Att		
Autos	71.78	-2.77		-4.5		-1.20		-4.77	0.0		0.000
Medium Trucks	82,40			-4.5		-1.20		-4.58		100	0.000
Heavy Trucks:	66.40	-23.96		-4.5	1	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois			ani							,	
Vehicle Type				Leq E	vening	Leg	Night	L	Lán		MEL
Autos	63		14		58 6		53		82.7		82 8
Medium Trucks:	56		5.2		48.8		47.		55.1		56.0
Heavy Trucks	56		5.3		46.3		47.		55.9		56.0
Vehicle Noise.	64		9.1		60.2		55.	3	63.8		64.3
Centerline Distan	ce to Noise Co	ontour (în feet)			WD 4		VE 4		0.464	,	AD A

Scenar	io: Existing Plu	is Project	*******	********	Project i	vame: 1	deren	e Valley W	almart	*******
Road Nan	ne: Ramona Ex	pressway			Job Nu	mber. 8	3970			
Road Segme	nt: Wast of Pe	rris Boulevard								
SITE	SPECIFIC IN	PUT DATA		**********				LINPUT	9	
Highway Data				Site Con	ditions (	iiard ≃	10, S	oft = 15)		
Average Cally	Leaffic (Adl): 3	8,812 vehicles				/	lutos:	15		
Peak Hour	Percentage.	10%		Med	Sum Trus	oks (2 A	xles).	16		
Peak F	lour Volume	2,881 vehicles		He	ny Truci	ks (D+ A	zies):	15		
Ve	nicle Speed:	55 mph	-	Vehicle f	Ai.					
Near/Far La	ne Distance.	98 feat	-		aleTvpe		Dav	Eveninal	Night	Dally
Site Data							77.5%		9 8%	
				0.60	alum Tri		64.9%		10.3%	1.64%
	rrier Height:	0.0 feet 0.0			eavy In		88 59		10.8%	0.74%
Barrier Type (0-VI Centertine Oil		100 O feat	L.							
Centerline Dist		100.0 feet		Noise Sa			(in f	e <i>61)</i>		
Barrier Distance		B fl feet			Autos:					
Observer Height		5.0 feet			n Trucks:					
	ad Elevation	0.0 feet		Heav	/ Trucks	8.0	106	Grade Ad	ustment.	0.0
	ad Elevation	0.0 feet	-	Lane Equ	ivalent	Distant	e fin	feat)		
	Road Grade:	0.0%	F		Autos					
	Left View:	-90.0 degrees		Medius	n Trucks	67.0	714			
	Right View:	90 0 degrees		Heav	/ Trucks	67.0	224			
FHWA Noise Wod	ol Catculation	8								
VehicleType	REMEL.	Traffic Flow D	si ance	Finite	Road	Fresn	e/	Barrier All	en Ber	ro Atten
Autos.	71.78	1.77	-3.7	4	-1.20		4.77	0.0	100	0.00
Medium Trucks	82.40	-15 47	-3.7	3	-1.20		-4.58	0.6	100	0.00
Heavy Trucks:	86.40	-19.42	-3.7	3	-1.20		5.16	0.0	100	0.000
		out Tope and barr	er etter	uation)						
	Leg Peak Hou		Leg E	vening	Leg N			Lan		VEL
Autos:	68			85.0		58.9		87 5		88
Medium Trucks:	62			54.1		52.6		61.		61.3
Heavy Trucks	62			51.6		52.8		61.3		61.
Vehicle Noise.	70	.2 69.4		65.5		60.8		69.1	2	68
Centerline Distan	se to Noise Co	intour (în firet)		15.1						
		Ldn		3EA	65 d			50 dBA 408		65A 79
		2.090	9							
		CNFI:		5	20	4		439		46

Scenar	nio: Existing Plus	Froject			Proiect N	алте: Мол	no Vailey M	/almart	
Road Ner.	ne: Harley Knex	Soulevard			Job Nur	mber: 8870	)		
Road Segme	v≭: East of India	n Street							
	SPECIFIC INF	UT DATA	***************************************				EL INPUT	S	***************************************
Highway Data				Site Co.	nditions (f	iard = 10,	Saft = 15)		
Average Daily		3,082 vehicles				Auto			
Peak Hour	Percentage:	10%		M	edium Truc	ks (2 Axles	i): 15		
Peak F	laur Valume:	606 vehicles		H	eavy Truck	s (3+ Axles	): 15		
Ve	thicle Speed:	55 mph		Valuate	Mir				
Near/Far La	ine Distance:	38 feet			uicleType	Day	Evening	Shark	Daily
Site Data				<b></b>	Au	tos: 77.5	% 12.9%	9 6%	97.42%
Ba	rrier Keight:	0.0 feet		- A	ledium Tru	c/cs. 84.8	% 4.9%	10.3%	1.84%
Barner Type (0-V		0.0			Heavy Tru	oks: 96.6	% 2.7%	10.8%	0.74%
	ist to Barrier.	100.0 feet		Noise 5	ource Ele	unal num //u	50.00		
Centerline Dist.	to Observer:	180.0 feet		7910756 3	Autos:	0.000	roop		
Barrier Distance	to Observer.	0.0 feet		full of i	m Trucks:	2.297			
Observer Height	(Above Pad).	5.9 heet			ov Trucks.	8 006	Grade Ad	livetmani	0.0
p	ad Elevation:	0.0 feet		L				9000000	. 0.0
Ro	ad Elevation:	0.0 feet		Lane E	şuivaient L	listance (i	n feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-80.0 degrees			ит Тписка:				
	Right View:	90.0 degrees	3	Hea	vy Trucks:	98.413			
FHWA Noise Moo	let Calculations			.1					
VehicleType	REMEL	Traffic Flow	Distance	e Finite	- Road	Fresher	Barrier 4tt	fen Bei	m Atten
Autos:		-5.00		.52	-1.20	-4.7	7 0.	000	0.00
Medium Trucks:	82.40	-22.23	1	51	-1.20	-4.8	9 0.0	000	0.00
Heavy Trucks	86.40	-26 19	-4	1.51	-1.20	-5.1	6 0:	000	0.00
Unmitigated Nois	e Levels (witho	ut Topo and b	arrier at	enuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg	Evening	Leg N		Ldn		WEIL
Autos	61.1	51	3.2	57.4	1	51.3	60.	C	68.
Mediam Trucks	54.6	5	28	46.5	3	45.0	53.	5	53.
Heavy Trucks:	54.5	5	3.1	44.6	)	45.3	53.	6	53.8
Vehicle Noise:	82.6	81	0.9	57.5	3	53.1	61.	6	62.
Centeriine Distan	ce to Naise Cor	tour (in feet)							
				0 d8A	85 d£	3.4	60 dBA		dBA
				-20	- 60		100		76

Friday, November 08, 261

Scenar	io: Existing P	ius Froject			Project N	lame: More	na Valley W	falmart	
	e: Ramona 8				Job Nur	mber: 8870			
Road Segme	nt: East of Pe	mis Beulavard							
	SPECIFIC I	NPUT DATA	**********	-			EL INPUT	S	*********
Highway Data				Site Can	iditions (f	dand = 10, i	Saft = 15)		
Average Daily	Traffic (Act)	25,465 vehicles				Auto	91 15		
Peak Hour	Percentage:	10%		Me	edium Truc	ks (2 Axles	): 16		
Peak h	lour Volume:	2,547 vehicles		He	avy Truck	s (3+ Axles	): 15		
Ve	hicle Speed:	55 mph		Volume	2814				
Near/Far La	ne Distance:	98 feet			ricleType	Dav	Evenno	stight	Daily
Site Data						tos: 77.5		9 6%	
	rrier Keight:	0.0 feet		As	edium Tax			10.3%	1.84%
Barrier Tvoe (0-VI		0.0 resc			Heavy Tru			10.8%	0.74%
Centerline Di		100.0 feet							
Genterline Dist.		100.0 feet		Noise Se		vations (in	feet)		
Barrier Distance		0.0 feet			Autos:	0.000			
Observer Herafit i	Above Padl	5 8 teet			ın Trucks:	2.297	0		0.0
Pi	ad Elevation:	0.0 feet		Heav	vy Trucis.	8 006	Grade Ad	jusemene.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eg	ulvaient L	Natonce (N	o feet)		
	Fload Grade:	0.0%			Autos:	87.318			
	Left View:	-90.0 degrees		Mediu	m Trucks:	87.214			
	Right View:	90.0 degrees		Hear	vy Trucks:	87.224			
FHWA Noise Mod	el Calculatio	77.5		l					
VehicleType	REMEL	Traffic Frow	Distance	Finite	Road	Fresher	Barrier Alt	en Ber	m Atten
Autos	71.70	1.24	-3.	74	-1.20	-4.7	9.0	100	0.000
Medium Trucks:	82.40	-18.00	-3	73	-1.20	-4.8	9.0	300	0.000
Heavy Trucks	86.40	-19.98	-3.	73	-1.2D	-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo and ba	rrier atts	nuation)					
	Leg Peak Ho			Evening	Leg N	inhi .	Ldn	Ci	VEI.
Autos	6	8.1 98	.2	84.4		58.4	67.1	j	67.6
Medium Trucks	6	1.5 80	0	53 8		521	60.5	5	60.8
Heavy Trucks:	6	1.5 80	.1	51.1		52.3	60.1	7	60.0
Vehicle Noise:	8	9.7 87	.9	84.9		69.1	63.	3	69.1
Centerline Distant	e to Naise C	ontour (in feet)							
			70	:d8A	85 d£	3/ 1	60 dBA	55	dBA

Friday, November 88, 2013

Friday, Nevernber 08, 201

Scenar	io: Existing Plus	Project			Project i	Varne	Moren	Valley Va	laimart	
	e: Frederick Str				Job Mu	mber:	9870			
Fload Segme	nf: North of Cact	us Avenue								
SITE	SPECIFIC INP	UT DATA		-	N	OISE	MODE	LINPUT	5	*********
Highway Data				Site C	onditions (	Hard >	10. Sc	#t = 15)		
Average Daily	Traffic (Adt). 5	,964 vehicles					Autos:	15		
Peak Hour	Percentage:	10%			Medium Tru	chs (2	4xies):	15		
Peak F	lour Volume:	596 vehicles			Heavy Truc	ks (3+ .	4xies):	15		
Ve	hicle Speed.	55 mph		Vehic	le Mix					
Near/Fer La	ne Distance:	36 feet		i	ehideType	- 1	Day	Evening	Night	Daity
Site Date					A	ulas:	77 5%	12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet		7	Medium Tri	acks:	84.8%	4.9%	19.3%	1.84%
Barrier Type (0-W		0.0 100.			Heavy Tr	icks:	88.5%	2.7%	10.6%	0.74%
Centerline Di		100.0 feet			Source Ek					
Centerline Dist.	to Observer.	100.0 feet		Marke	Autos		000	100		
Barrier Distance	fo Observer	0.0 feet			Autos dium Trucks		287			
Observer Height (	Above Pad):	5.0 feet			saw Trucks		008	Grade Ad	inelmant	0.0
P)	ad Elevation.	0.0 feet							ju ou 110.11.	
	ad Elevation:	0.0 feet		Lane	Equivalent			est)		
	Road Grade:	0.0%			Autos		494			
		-90.0 degrees			dium Trucks		404			
	Right View:	80.0 degrees		- H	savy Trucks	. 98	413			
FHWA Naise Mad	el Calculations									
Vehicle Type	REMEL 1	raffic Flow	Distant	e Fir	ite Road	Fres	re!	Berner Att	en Ber	m Alten
Aulos	71.70	-6.07	-	4.52	-1.20		-4.77	0.0	000	0.00
Medium Trucks:	82.40	-22.31		4.51	-1.20		-4 88	0.0	900	0.00
Heavy Trucks.	98.40	-26.26	-	4.61	-1.20		-5.16	0.0	309	0.00
Unmitigated Nois	e Levels (withou	it Topo and ba	mer a	tenuatio	n)					
VehicleType	Leg Peak Hour	Leg Day	Le	ą Evening	¿ Leg?	light	T	Ldn	C	WEZ.
Aukos:	81.0	59		-	7.3	51.	-	59.9	-	60.3
Medium Trucks.	54.4	52			6.5	45.		53.4		53.
Heavy Trucks:	54.4	53			1.B	45.		53.6		53.
Vehicle Noise:	62.6	60	.8	5	7.8	53.	0	81.5	5	823
Centerline Distan	ce to Noise Con	tour (in feet)								
		Ld		70 dBA 27	65.6		6	0 dBA 127		68A 73

Scenario: Existing	Plus Proj	ect			Project N	ame: Morei	no Valley Va	simarr	
Road Name: Indian S	treet				Job Nut	nber: 8876			
Fload Segment: North of	Cottonwo	od Aveni	ie.						
SITE SPECIFIC	INPUT	BATA	*********				EL INPUT	S	
lighway Data				Site Cor.	iditions (f	fard = 10, S	laft = 15)		
Average Daily Traffic (Adt)	7,908	vehicles				Autos	: 15		
Peak Hour Percentage	: 19	96		Me	alum Truc	hs (2 Axies)	15		
Peak Hour Volume	781	vehicles		He	avy Truck	s (3+ Axies)	15		
Vehicle Speed	. 40	roph		Vehicle	Miv				
Near/Far Lane Distance	: 12	feet			ideTvae	Dav	Evening	Night 1	Daily
Site Data						foe: 77.59		9.6%	97.42%
Barrier Helah	- 0:	feet		5.0	edium Trui	oks: 84.89	6 4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm				1 /	Heavy Tru	rks: 86.59	£ 2.7%	10.6%	0.74%
Centerline Dist. to Barries		) feet		N-1 6		ations (in	20		
Centerline Dist. to Observe	100.	1 feet		MOISE S	Autos	n nee	1699		
Barrier Distance to Observe	- 0.	) feet		A Constitu	m Trucks:	2 287			
Observer Height (Above Pad,	5.	) feet			n Trucks:	8 008	Grade Ad	i colomant	0.0
Ped Elevation	0.	) feet						perder ric:n.	0.0
Road Elevation	0.	) feet		Lane Eq		listance (in	feet)		
Road Grade		3%			Autos:	99.845			
Left View		C degree:			m Trucks:	89 956			
Right View	99.	degree:	5	Heat	ry Trucks.	99.866			
HWA Noise Madei Calculati	oris								
VehicleType REMEL	Traffi	c Flow	Distance	Finite	Floard'	Fresnei -	Barner Att	en Ben	m Allen
Autos: 66		-2.46		.62	-1.20	-4.77		000	0.086
Medium Trucks: 77	-	-19.70		.61	-1 20	-4 88		100	0.000
Heavy Irucks. 82.	99	-23.65	-4	61	-1.20	-5.16	6.0	000	9 9 9 0
Inmitigated Noise Levels (w	ithout To	pc and b	arrier att	snuation)					
VehicleType Leg Peak i	focur	Leg Day	Leq	Evening	Leg Ni		Ldn		wEZ.
Autos:	59.2	5	6.9	54.6		48.5	57.		57.3
Medium Trucks.	52.2		0.7	44.3		42.6	61.3		51.5
Heavy Trucks:	53.5		2.1	43.1		44.3	52.7		52.8
Vjetičše Majse:	60.2	- 5	8.5	55.2		50.7	58 3		59.7

	io: Existing Pl		t t							e Valiey VV	almart	*********
	e: Heacock S						Job N	umber.	8970			
Road Segme	nt: North of Al	essandro	Boulev	and								
SITE	SPECIFIC II	SPUTD	ATA							LINPUT	5	*******
Highway Data						Site Con	ditions	(Hard ≈	10, 50	aft ≈ 15)		
Average Daily	Leaffic (Adl):	15,480 v	enicles						Autos:	15		
Peak Hour	Percentage.	10%				N/C	dium Tr	ucks (2 A	lxles).	15		
Peak F	lour Volume	1,548 1	ehicles			He	ary Tru	oks (3+ A	luies):	15		
Ve	nicle Speed:	55 r	ngh		-	Vehicle i	Mir					
Near/Far Le	ne Distance.	36 f	eat		H		oleTvoc		Day	Evening	Niglá	Dally
Site Data						4611			77.5%			87.42%
	rrier Height:	0.0	feet			8.6	esteum Ti		84.9%		10.3%	1.64%
Barrier Type (0-VI		0.0	1860			,	teavy I	rucks.	88.5%	2.7%	10.8%	0.74%
Centerline Di		100.0	foot									
Centerline Dist		100.0			- 1	Noise S				101)		
Rarrier Distance		0.00					Auto		000			
Observer Height	Above Fad:	5.0	feat				m Truck		297			0.0
	ad Elevation:	0.0				Heat	y Truck	s: 8.i	106	Grade Ad	ustment	0.0
Ro	ad Elevation:	0.0	feet		1	Lane Eq	uivalen	Distant	ce (in	feet)		
	Road Grade	0.09	6		- 1		Auto	s: 90.	494			
	Left View:	-90.0	dearees			Mediu.	m Truck	s 98.	404			
	Right View:	90.0	degrees			Heer	y Truck	5: 98	413			
FHWA Noise Wod	of Catculation											
VehicleTyne	REMEL	Traffic		Dsia			Road	Fresn		Barrier Att		
Autos	71.78		-0.92		-4.5		-1.20		-4.77	0.0		0.000
Medium Trucke	82.40		19 18		-4.5		-1.20		-4.58	0.0		0.000
Heavy Trucks:	66.40		22.12		-4.5	1	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Top	o and b	arrier	otten	uation)						
Vehicle Type			eq Day		eq E	vening	Leg	Might		Lán		NEL
Autos		5.1	63			61.5		55.4		84 :		84 6
Medium Trucks:		3.5		0.1		50.7		49.1		57.8		57.8
Heavy Trucks		3.6		7.1		48.1		43.4		57.7		57.8
Vehicle Noise.	66	5.7	65	5.0		62.0		57.1		65.7	,	68.2
Centerline Distan	ce to Noise C	ontour (	in feet)									
				- 1	70 c	d9.4	6.5	dBA .	1 6	60 dBA	5.5	d5A

Frider November 88, 2013

Scenari	o: Existina Pli	is Proje		*****		•••••	Project is	iame: f	terani	o Mattey VV	almart	
	e: Indian Stre						Job Nu				annon c	
Road Segmen	t: North of Al	essand:	o Boutev	and								
SITE 2	PECIFIC IN	PUTF	ATA	****	***************************************	*********	N.C	HEE M	ODE	LINPUT	annanana G	******
Highway Data	,,,	.,				Site Con	ditions (i					
Average Cally i	raffic (Adf):	10 776	vehicles					/	utos:	15		
Peak Hour I		109				MC	dium Yruc	ks /2 A	oles).	15		
	sur Volume	1,076	vehicles			He	any Truck	s (3+ A	zles):	15		
Ver	ricle Speed:	55	mph		-	Vehicle						
Near/Far Lar	e Distance.	36	feat		-		ole?vpe		Dav	Eveninal	Night	Dally
Site Data									77.5%		5 8%	
	1 11 1 1		feet			0.6	edium Tru		34.8%		10.3%	1.643
Barrier Type (0-Vig	ner Height:	0.0					leavy Iru		88 5%		10.8%	0.745
Centerine Dis		100.0			L.							
Centerline Dist 1		100.0			L	Noise S	urce Ele	vations	(in fe	et)		
Barrier Distance t			feet				Autos:	0.0	00			
Observer Height (			feet				n Trucks:	2.2				
	d Elevation		feet			Heat	y Trucks	8.0	06	Grade Adj	ustment	0.0
	d Elevation:		feet		-	Lane Ea	uivalent f	Distanc	e (in i	(eat)		
	Road Grade	0.0			- F		Autos:					
	Left View		degrees			Mediu	n Trucks					
	Right View:		degrees			Hear	y Trucks:	98 4	13			
FHWA Noise World			Flow	65.		Lessan	o. al	Para		Accessor 14		466
VehicleType Autois	REMEL 71.78	) ratne	-2.50	LAS	dance -4.5		-1 20	Fresn	477	Barrier Att		m Atten
Medium Trucks	71.78 87.40		-2.50		-4.5 -4.5	-	-1.20		4.77	0.0		0.00
Medium Trucks:	88.40		-23 89		-4.5		-1.20		9.100 5.16	0.0		0.00
							-1.20		3.70	u.c	106	0.00
Unmitigated Noise				ani							,	
	Leq Peak Hos		eq Day		Leg E	vening	Leg N			Lan		VEL
Autos:	63		~	17		58.9		53.8		82 5		83
Medium Trucks:	67			5.4		49.1		47.5		56.4		56
Heavy Trucks	57			5.6		46.5		47.8		56.1		56.
Vehicle Noise.	55	i.1	67	3,4		60.4		55.8		64.1		64.
Centerline Distanc	e to Noise C	ontour	in feet)									
				π		dBA	65 dž	3.4	- 6	0 dBA		dE:A
			CN4	dn:		10	87 94			188		05
												35

	rio: Existing Plu								n Valley W	almart	
	ne: Heacock St					Job Nu	imber:	8870			
това ъедте	vić: North of Ca	ctus Avenue									***********
SITE Highway Data	SPECIFIC IN	PUT DATA		_	Chr. Co.	Miditions (			LINPUT	S	
<del>-</del>					Size Con	thintons (	nara				
	Traffic (Adt)		5					Autos:	15 15		
	Percentage:	10%				dium Tru					
	lour Volume:	1,129 vehicle	5		He	avy Truci	ks (3+	Axies):	15		
	thicle Speed	55 mph			Vehicle i	Mix					
Near/Far La	ine Distance:	36 feet		П	Ven	icleType		Day	Evening	Stight	Daily
Site Data						A	utos:	77.5%	12.9%	9 636	97.42%
Ba .	rrier Keight:	0.0 feet			As	edium Tra	uclas.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI	Valt 1-Bernt	0.0			- 1	чевиу Ти	ucks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	Maire D	ource Ele		an Cart			
Centerline Dist.	to Observer:	100.0 feet		F	7910766 34	Aufos		000	ieu		
Barrier Distance	to Observer:	0.0 feet			fute of its	Autos m Trucks		297			
Observer Height	(Above Pad).	5 S beet				т гиска у Тгиска			Grade Ad	iretmant	0.0
p.	ad Elevation:	0.0 feet			near	y rrusno		300	Oldac Ha	varrorn.	0.0
Ro	ad Elevation:	0.0 feet			Lane Eg	uivaient			leet)		
	Road Grade:	0.0%		Г		Autos	: 98	.494			
	Left View:	-90.0 degree	es.			т Тписка		.404			
	Right View:	90.0 degree	es.		Heat	y Trucks	98	.413			
FHWA Noise Mod	let Calculation										
VehicleType	REMEL	Traffic Flow	Dista			Road	Free		Barrier Att	en Ber	m Atten
Autos:	71.76	-2.29		-4.5		-1.20		-4.77		100	0.00
Medium Trucks:	92.40	-19.53		-4.5	1	-1.20		-4.89		100	0.00
Heavy Trucks	86.40	-23 49		-4.5	1	-1.20		-5.16	0.0	100	0.00
Unmitigated Nois											
VehicleType				.eq E	vening	Leg h			Ldn		VEIL
Autox	63		61.9		60.1		54	-	62.		63.
Medium Trucks	57		55 S		49 3		47		56.		56.
Heavy Trucks:	57		55.8		46.7		48		56.		56.
Vehicle Noise:	85	.3	83.6		80.6		65	0	64.3		64.
Centerline Distan	ce to Naise Co	intour (in feet	)								
			Leta:		dBA	85 a		6	0 dBA 194		dBA 17

Friday, November 08, 201

Scenar		Project Name: Moreno Valley Walmart								
Road Name: Indian Street				Job Number: 8870						
Road Segme	vit: North of C	actus Avenue								
SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS					
Highway Data					Site Conditions (Hard = 10, Soft = 15)					
Average Daily	Traffic (Act)	11,184 vehicles	- 1			Autos	15			
Peak Hour	10%		Medium Trucks (2 Axles): 15							
Peak i	laur Valume:	1,118 vehicles		He	avy Trucks	s (3+ Axles)	: 15			
Ve	thicle Speed	55 mph	-	Vohicle	3874					
Near/Far La	ine Distance:	36 feet	ł		iicleType	Day	Evening	stight	Daily	
Site Data					Aus			9 6%	87 42%	
	rrier Keight:	0.0 feet		b)	edium Tax			10.3%	1.84%	
Barrier Type (0-V		0.0 1000		į	Heavy True	26.59 : 36.59	% 2.7%	10.8%	0.74%	
	ist to Barrier.	100.0 feet								
Centerline Dist.	100.0 feet	- 1	Noise Source Elevations (in feet)							
Barrier Distance		0.0 feet	- 1		Autos:	0.000				
Observer Height (Above Pad). 5-8 feet					vn Trucks:	2.297	0		0.0	
	ad Elevation:	0.0 feet		Heav	vy Trucks.	8 006	Grade Ad	jusemene.	0.0	
Road Elevation: 0.0 feet			Ī	Lane Equivalent Distance (in feet)						
	Road Grade:	0.0%			Autos:	98.494				
	Left View:	-90.0 degrees		Mediu	m Trucks:	98.404				
	Right View:	90.0 degrees		Heat	vy Trucks:	98,413				
FHWA Noise Moo	el Calculation	19								
VehicleType	REMEL	Traffic Frow C	listance	Finite	Road	Fresher	Barrier Alt	en Ber	m Atten	
Autos	71.79	-2.34	-4.	52	-1.20	-4.77	9.0	100	0.000	
Medium Trucks:	82.40	-19.57	-4 5	51	-1.2B	-4.85	9.0	300	0.000	
Heavy Trucks	86.40	-23 53	-4),	51	-1.2B	-5.16	9.6	100	0.000	
Unmitigated Nois	e Levels (with	out Topo and ban	rier atte	nuation)						
VehicleType	Leg Peak Ho.	ur Leg Day	Legi	vening	Leg Ni	ghi	Ldn	Ci	VEIL	
Autos:	63	3.7 91.8		60.1			62.6		63.2	
Medium Trucks	5	7.1 55.9	1	49.2			56.2		68.4	
Heavy Trucks: 57.2		7.2 55.7		46.7		47.9		3	56.4	
Vehicle Noise:	85	5.3 83.5		80.6		55.7	64.	3	64.7	
Centerline Distan	ce to Naise C	ontour (in feet)								
			70	d8A	85 dBA		60 dBA 58		dBA	
				4.4	0.0		100		1.7	

Friday, November 98, 2013

Friday, Nevernber 08, 201

Road Nar	rio: Existing Plus ne: Indian Street enf: South of John	Project n F . Kennedy Driva	9			me: Morer ber: 8870	o Valley W	aimart	
	SPECIFIC INP	UT DATA	-	***********			L INPUT	8	
Highway Data				Site Cor	iditions (H				
Average Daily		,208 vehicles				Autos			
	Percentage:	10%	i		alum Truck				
	Hour Volume:	821 vehicles		He	avy Trucks	(3+ Axies)	15		
	rhicle Speed.	55 mph	1	Vehicle.	Mix				
Near/Fer Le	ine Distance:	36 feet			ideType	Day	Evening	Night	Daity
Site Date					Auf	ns: 77.53	12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		5/8	edium Truc	ks: 94.89	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0		- 1	Heavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline D		100.0 feet							
Centerline Dist		IGO B feet	į	Maise Si	ource Elev		entj		
Barrier Distance	to Observer	0.0 feet			Autos.	0.000			
Observer Height	(Above Padi:	5.0 feet			m Trucks	2.287	O d d		0.0
	ad Elevation	D.C feet		Heal	ry Trucks:	6.008	Grade Adj	ustriem.	0.0
Ro	ed Elevation:	0.0 feet	1	Lane Eq	uivalent Di	stance (in	feet)		
	Road Grade:	0.0%	1		Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0 degrees		Heat	ry Trucks.	98.413			
FHWA Naise Mag									
Vehicle Type			stance			Fresnel	Berner Afti		m Alten
Autos	71.70	-3.68	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82 40	-20.92	-4.5		-1.20	-4 88	0.0		0.000
Heavy Trucks.	86.40	-24.87	-4 6	51	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (withou	it Topo and barri	er atte	nuation)					
Vehicle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Aufos:	82.4	60.5		58.7		52.7	61.3	3	61.8
Medium Trucks.	55.8	54.3		47.9		46.4	54.8		55.1
Heavy Trucks	55.8	54.4		45.3		46.6	55.0	1	55.1
Vehicle Noise:	64.0	62.2		58.2		54.4	62.9	,	63.4
Centerline Distan	ce to Noise Con	tour (in feet)							
			70	dBA	65 dB.	d _i	90 dBA	55	dBA
		Lohn.		34	73		167		37
		CMS7 ·		36	29		168	9	89

Finday, November 69, 2013

	Plus Proje	ct					eno Valley VV	3501377	
Road Name: Indian St					Job Mun	nber: 8870	ì		
Fload Segment: North of	Grameria /	Avenue							
SITE SPECIFIC	INPUT	ATA					EL INPUT	S	
lighway Data			13	Site Cor	ditions (H	ard = 10.	Saft = 15)		
Average Daily Traffic (Adt).	4,564	vehicles				Auto	s: 15		
Peak Hour Percentage:	10%	6		Me	akum Truci	is (2 Axied	y: 15		
Peak Hour Volume:	458	vehicles		Re	avy Trucks	(3+ Axies	g): 15		
Vehicle Speed.	49	mph		Vehicie.	Mir				
Near/Far Lane Distance:	12 1	feet			ideTvae	Dav	Evening	Night	Daire
ite Data				V C.	Au			9.6%	97.42%
		feet		0.0	edium Truc			10.3%	1 94%
Barrier Height		rees			leavy Truc			10.6%	0.74%
Barrier Type (0-Wall, 1-Berry). Ceptedine Dest to Barrier								10.070	0.111
Centerline Dist. to Observer.	100.0		1.0	Vaise S	ource Elev	ations (in	feet)		
Barrier Distance to Observer		feet			Autos.	0.000			
Observer Height (Above Pagl)		feet			m Trucks	2.297			
Pad Elevation		feet		Heat	y Trucks:	8.008	Grade Adj	usiment.	0.0
Sinsid Elevation		feet	- 1	ane Ea	uivalent D	istance (i	n feet)		
Road Grade.					Autos:	99.945			
Left View.	-90.0	degrees		Mediu	m Trucks:	99 956			
Right View.	90.0	degrees		Heat	y Trucks.	99.866			
HWA Noise Model Calculate Vehicle I voe REMEL	Tradic	Con L	Estacron	Contro	Shed :	Fresne)	Barner Att	and floor	m Alten
Autor 88.5		-4 83	-4 6°		-1.20	-4.7			0.00
Medium Trucks: 77.7		-9.02	-4.6	-	-1.20	-4.5			0.00
Heavy Trucks. 82.5	-	-28.02	-4 R1		-1.20	-51			0.00
Inmitigated Noise Levels (wi	-				-1.20				
VehicleType Leg Peak is		eq Day	Leg E		Leg Ni	p/sf	Ldn	C	WEZ.
	55.9	54.1	)	52.2		46.1	54.8		55.
Medium Trucks.	19.8	48.3	3	42.0		40.4	46.8	ł	49.
Heavy Trucks:	51.2	49.	?	40.7		42.0	50.3		50.
Vieticse Alpiser	57 B	58	1	52.8		48.3	58.5		57

Scenar	io: Existing Plu	s Project			Project	ivame:	Moren	c Valley VV	almart	
Road Nam	e: Indian Stree	t			Job No	amber.	8870			
Road Segme	ot: North of Ge	ntian Avenue								
	SPECIFIC IN	PUT DATA	***************************************					LINPUT	5	***********
Highway Data				Site Con	ditions (	riard :	10, 5	oft ≈ 15)		
Average Oaily	Leaffic (Adl):	6,080 venicles					Autos:	15		
Peak Hour	Percentage.	10%		Me	dium Tru	oks (2	Axles).	15		
Peak H	lour Volume	806 vehicles		He	ary Truc	ks (J+	Axles):	15		
	nicle Speed:	46 mph		Vehicle I	Wie					
Near/Fat La	ne Distance.	12 feat			eleTvpe		Dav	Eveninal	Niolx	Dally
Site Data					71	utos	77.5%			87.42%
5.	nier Height:	0.0 feet		1/60	edium Tr	ucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-VI		0.0 1981		,	leavy Ir	UCNS.	86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feat								
Centerline Dist		100.0 feet		Noise Sc				001)		
Barrier Distance	to Observer:	0.0 feet			Autos n Trucks		000			
Observer Height (	Above Padi:	5.0 feat					297	Grade Ad		0.0
p _i	ad Elevetion:	0.0 feet		Heav	y Trucks	. 8	900.	Oracle Ac	usameni	0.0
Ros	ed Elevation:	0.0 feet		Lane Eq.	uivalent	Distan	ce (in	feet)		
	Road Grade	0.0%			Autos	: 99	.945			
	Left View:	-90.0 degrees	:	Mediu	n Trucks	- 99	.856			
	Right View:	90 0 degrees	;	Heav	y Trucks	59	885			
FHWA Noise Wod	el Cateulation:			L						
VehicleTyne	REMEL.	Traffic Flow	Distance		Road	Fres		Barrier Att		
Autos.	66.61	-3.81	-4.	62	-1.20		-4.77	0.0	100	0.000
Medium Trucks	77.72	-20.95	-4.		-1.20		-4.58		100	0.000
Heavy Trucks:	62.99	-24.81	-4.		-1.20		-5.16	0.0	100	0.000
Unmitigated Nois									,	
	Leg Peak Hou			Evening	Legi		1	Lán		NEL
Autos	57.		5.2	53 4		47		56 (		56 6
Medium Trucks:	51.		8.5	43.2		41.		50.1		50.3
Heavy Trucks	52		1.0	41.9		43.		51.5		51.8
Vehicle Noise.	59.	1 5	7.4	54.1		49	5	58.3		58.5

Frider November 88, 2913

Centerline Distance to Noise Contour (in feet)

	io: Existing Plu								o Valley W	almart	
	ne: Indian Stre					A dok	lumber	8970			
Road Sagme	nt: South of Kr	ameria Avenu	e								
SITE	SPECIFIC IN	PUT DATA				ř	HOISE	MODE	LINPUT	S	
Highway Data				5	Site Cor	ıditions	(Hard	≃ 10, Sc	rit ≈ 15)		
Average Cally	Leaffic (Adl):	2,136 vehicle	S					Autos:	15		
Peak Hour	Percentage.	10%			Mic	dium Yr	ucks (2	Axles).	15		
Peak F	lour Volume	214 vehicle	es		146	any Tru	oks (J+	Axles):	15		
Ve	Hicle Speed:	40 mph			lahicle.	40/-					
Near/Far La	ne Distance.	12 feat		Η,		noteType	.	Dav	Evenina	Night	Dally
Site Data							Autos:	77.5%		9.8%	87.423
					0.6	edium T		64.9%		10.3%	1.643
	rrier Height:	0.0 feet				eaam i Heavy I		88.5%		10.8%	0.749
Barrier Type (0-V		0.0				icasy i	round.	66.070	2.170	10.070	G.7-7.
Centerline 0		100.0 feat		i	Voise S	aurce E	levatio	ns (in fe	6t)		
Centerline Dist.		100.0 feet				Auto	ig: (	0.000			
Barrier Distance		0.0 feet			Mediu	m Truch	s: 1	2 2 9 7			
Observer Height		5.0 feet			Hea	vy Truch	os: 8	900.6	Grade Ad	justment.	0.0
	ad Elevation: ad Elevation:	0.0 feet 0.0 feet		-;	one Ea	uivalen	n Dieto	ron On i	So with		
	aa Erevanon Road Grade	0.0 reet 0.0%		-*	cane aq	Anio		9.945	500		
	riolou ciradie Left View	-90.0 dears			Admini	т Тписн		9.858			
	Right View:	90.0 degra				n: Truch		8 885			
	ragia view.	an n deduc	ees.		1100	y mach	10. 01	000			
FHWA Noise Woo	of Catculation	s									
VehicleType	REMEL	Traffic Flow	De	dance	Finite	Float	Free	snel	Barrier Att	en Ber	ro Atter
Autos	66.51	-8.14		-4.62	2	-1.20		-4.77	0.0	100	0.00
Medium Trucks	77.72	-25.38	1	-4.61	1	-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	62.99	-29.34		-4.61	1	-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	a Levele Avith	out Topo and	harri	er aften	untioni						
	Lea Peak Hou				renina	Lea	Night		Lain	T C	(JF)
Autos	52		50.7		48.9		42	8	51 5	5	52
Medium Trucks:	46	.6	45.0		38.7		37	.1	45.8	3	45
Heavy Trucks.	47	.6	46.4		37.4		38	.6	47.5	)	47.
Vehicle Noise.	54	.6	52.8		49.6		45	.0	53.5	5	54
Centerline Distan	ce to Noise Co	antour (in Sax	6								
		ALLON (M. 190	2	70 c	£9.4	65	dEA	T 6	0 dEA	55	d5A
			Ldn:	6			17		37		30
			WEL	9			18		40		36

Road Nan	io: Existing Plu se: Indian Streats of: South of Iris	et				Project N Job Nu			n Valley W	almart	
***************************************	SPECIFIC IN	***************************************	******		***********	N/	USE 6	ODE	LINPUT		
Highway Data	ar con 12 m	i d i oxio			Site Con	ditions (					
Average Daily	Traffic (Adl)	4,452 vehocie	5				,	lutos:	15		
Peak Hour	Percentage:	10%			Me	edium True	ks (2 A	orles):	15		
Peak F	laur Valume:	445 vehicle	s		He	avy Truck	8 (3+ 4	x(e s):	15		
Ve	hicle Speed:	40 mph		-	Vahiate	NW3 -					
Neav/Far La	ne Distance:	12 feet		H		nn <b>x</b> ricleType	-	Day	Evening	Night	Darly
Site Data					2.674			77.5%		9 636	97.42%
						edium To.		84 8%		10 3%	1 84%
	rrier Keight:	0.0 feet				Heavy Tru		96.6%		10.3%	0.74%
Barrier Type (0-VI		0.0			,	-cery me	una.	ors.u xe	2.170	10.075	0.74%
Centerline Di		100.0 feet		- 1	Noise Se	ource Ele	vation	(in fe	et)		
Centerline Dist.		100.0 feet				Autos:	0.0	100			
Barrier Distance		0.0 feet			Mediu	m Trucks:	2.2	97			
Observer Height (		5.0 heet			Heav	y Trucss.	8.0	106	Grade Ad,	iustment:	0.0
	ad Elevation:	0.0 feet		-		uivaient i					
	ad Elevation:	0.0 feet		P	Lane Eq	Autos:			680		
	Road Grade:	0.0%		- 1		нисов: т Тписія:					
	Left View:	-90.0 degre									
	Right View:	90.0 degre	es		nea:	ry Trucks:	99.8	500			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Ois	tance		Road	Fresh		Barrier 4lt		m Atten
Autos:	86.51	-4.95		-4.8		-1.20		4.77	0.0		0.000
Medium Trucks:	77.72	-22.19		-4.6	1	-1.20		4.89	0.0	100	0.000
Heavy Trucks	82.99	-26 15		-4.8	1	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atter	uation)						
VehicleType	Leg Peak Hou	r Leg Daj	7	Leg E	vening	Leg N	ight		Ldn	O/	WEIL
Autos	55	.7	53.8		52.1		48.0		54.6	3	55.3
Medium Trucks	49	.ī	48 2		41.8		493		48.8		49.1
Heavy Trucks:	51	.0	49.6		40.6		41.8		50.3	2	50.3
Vehicle Noise:	57	.0	56.0		52.7		48.2		56.7	7	67.2
Centerline Distan	e to Naise Co	intour (in fee	)								
			T	70 :	dBA	85 d.	9.4	É	0 dBA	55	dBA

Friday, November 08, 261

	*****	******	******	******	******	*******	*******	*****
Scenario: Existing Pla					vne: Moren	io Valley W	falmart	
Road Name: Indian Stre				Job Num	ber: 8870			- 1
Road Segment: South of H	iney Knox Bot	ievard				***********		
SITE SPECIFIC IS	PUT DATA				SE MODE		s	
Highway Data			Site Cor	nditions (H				
Average Daily Traffic (Adl)	4,440 vehocte	S			Autos			
Peak Hour Percentage:	10%			edium Truck				- 1
Peak Hour Volume:	444 vehicle	S	He	avy Trucka	(3+ Axles):	15		
Vehicle Speed	55 mph		Vohicte	λθx				
Near/Far Lane Distance:	36 feet		Ver	iicleType	Day	Evening	Night	Daily
Site Data				Aut	os: 77.5%	12.9%	9 6%	97 4 2%
Barrier Keight:	0.0 feet		. M	edium Truc	ks. 84.6%	4.9%	10.3%	1.84%
Barrier Type (0-Wait, 1-Berrii):	0.0			Heavy Truc	ks: 86.6%	5 2.7%	10.8%	0.74%
Centerline Dist to Barrier	100.0 teet							
Centerline Dist. to Observer:	100.0 feet		PF0156 5	ource Elev		900)		
Barrier Distance to Observer.	0.0 feet			Autos: m Trucks	0.000			
Observer Height (Above Pad).	5.0 beet				2.297	Grade Ad		0.0
Pad Elevation:	0.0 feet		Hea	у Тгискв.	8 006	Grade Ad	usemen	0.0
Road Elevation:	0.0 feet		Lane Eq	ulvaient Di	stance (in	feet)		
Road Grade:	0.0%			Autos:	98.494			
Left View:	-90.0 deare	es	Mediu	m Trucks:	96,404			
Right View:	90.0 degre	es	Hea	vy Trucks:	98,419			
FHWA Noise Model Calculation								
VehicleType REMEL	Traffic From	Distan	ne i Finde	Road .	Executes	Barrier Alt	oni Ber	m Atten
Autos 71.78	-6.35		4 50	-1.20	-4 77		100	0.000
Medium Trucks: 82.46	-23.59		4.51	-1.2B	-4.89	0.0	100	0.000
Heavy Trucks 86.40	-27.54		4.51	-1.2D	-5.16	9.0	100	0.000
Unmitigated Noise Levels (with	out Tono and	barrier a	ttenuation)					
VehicleType Lea Peak Hor			g Evening	Leg Nic	hi l	Ldn	1 0	NEL
Autos 59	7	57.8	58.0		50.0	58.1	d	58.2
Medium Trucks 53	.1	51.6	45.2		43 7	52.	1	62.4
Heavy Trucks: 53	J1	51.7	42.7		43.9	52.3	3	52.4
Vehicle Noise: 81	.3	59.5	56.6		51.7	60.	3	80.7
Centerline Distance to Noise C	ontour (in feet	·						
			70 d8A	85 dB.	4   1	60 dBA	55	dBA
		Edn:	70 d8A 22	85 dB. 48	4	69 dBA 104		dBA 24

Friday, November 08, 2013

Friday, Nevernber 08, 201

	io: Existing Plus						to Valley Wair	mart
	e: Parris Boule				Job Nut	nber: 8870		
Road Segme	nt: North of SR-	60 VVB Ramps						
SITE	SPECIFIC INF	UT DATA		-			L INPUTS	
Highway Data				Site Cor	rditions (f	laret = 10.5	aft = 15)	
Average Dally	Traffic (Adt). 30	,672 vehicles				Autos	15	
Peak Hour	Percentage:	10%		Ms	adium Truc	ks (2 Axies)	15	
Peak F	lour Volume: 3	3,067 vehicles		He	avy Trucki	s (3+ Axies)	15	
	hole Speed.	55 mph		Vehicle	Mix			
Near/Fer La	ne Distance:	S3 feet		Vel	ideTvae	Day	LEisening A	tiaht Daire
Site Date				-	Αυ	las: 77.51	6 12.9%	9.6% 97.42
Ra	rrier Heiaht:	0.0 feet		1 56	edium Truc	rks: 84.89	6 4.9%	19 3% 1 949
Barrier Type (0-W		0.0		1 .	Heavy Truc	ks: 88.59	6 2.7%	10.6% 0.749
Centerline Di		100.0 feet				ations (in		
Centerline Dist.	to Observer.	100.0 feet		marse 2	Autos	and avecase 0.000	esq	
Barrier Distance	to Observer	0.0 feet		40000	m Trucks:	2.287		
Observer Height (	Above Pad):	5.0 feet			w Trucks:	8.008	Grade Adjus	frant 6.0
P.	ad Elevation.	0.0 feet						
Ros	ad Elevation:	0.0 feet		Lane Eq		listance (in	feet)	
	Road Grade:	0.0%			Autos:	87.316		
	Left View.	-90.0 degrees			m Trucks:	87 214		
	Right View:	80.0 degrees		Hea	vy Trucks.	87.224		
FHWA Naise Mad	el Calculations			.i				
VehicleType	REWEL	Traffic Flow	Distance	: Finite	Road	Fresnel	Barrier Aften	Berm Alten
Autos	71.70	2.04		.74	-1.20	-4.77	0.000	0.00
Medium Trucks:	82.40	-15.19	-8	.73	-1.20	-4 88	0.003	0.00
Heavy Trucks.	36.40	-19.15	-3	73	-1.20	-5.16	0.000	0.00
Unmitiaated Nois	e Levels (witho	ut Toos and b	mier sti	enuation)				
Vehicle Type	Leg Peak Hour	Leg Day	Leg	Evening	Leg Ni	oht	Ldn	CNEL.
Aufas:	889	67	.0	65.2		59.2	67.8	66
Medium Trucks.	62.3	61	3.6	54.4		52.9	61.3	61
Heavy Trucks:	62.3	60	9.0	51.9		53.1	81.5	61
Vehicle Noise:	70.6	68	3.7	65.8		60.9	68.4	69
Centerline Distan	ce to Noise Cor	tour (in feet)						
			7	0 авл	65 dE	Ι.Δ.	60 dBA	55 dBA
				92	197		425	917

Scenario: Existing	FA15 P	Project				Project i	Vame:	Moren	o Valley V	/simsrt	
Road Name: Perris E	ouleva	ard				Job Mu	imber:	0870			
Road Segment: North e	Euca	lyptus Aveni	ue.								
SITE SPECIFIC	INP	JT BATA	· · · · · · · · · · · · · · · · · · ·		**********	N	OISE	MODE	L INPUT	S	navanananananananananananananananananan
Highway Data					Site Cor	iditions (	Hard?	10, 5	ařt = 15)		
Average Delly Traffic (Adt	20,	545 vehicle	s					Autos	15		
Peak Hour Percentage	c	10%			Me	olurn Tru	chs (2	Axies):	16		
Peak Hour Volum	2,	065 vehicie	S		He	avy Truc	4s (3+	Axies):	15		
Vehicle Speed	į,	65 roph		-	Vehicle	aniv					
Near/Far Lane Distance	5	36 feet		-		iloteTvae		Dav	Evenina	Night	Daire
Site Data							utas:	77.59		8.6%	
Barrier Heigh		0.0 feet			54	edium Tri		84.89		10.3%	
Barrier Type (0-Wall, 1-Berri		0.0 reet				Heavy Th		86.5%		10.69	
Centerline Dist. to Barrie		DD D feet		-							
Centerline Dist. to Observe		00.0 feet		1	Maise S	ource Ek			697)		
Barrier Distance to Observe		0.0 feet				Autos		.000			
Observer Height (Above Pag		5.0 feet		- 1		m Trucks		287	_		
Ped Elevation		0.0 feet			Hea	ny Trucks	: 6	690	Grade Ac	jusimen	0.0
Sned Slevatio		0.0 feet		- 13	Lane Ed	ulvalent	Distar	ce (in	feet)		
Road Grade	E	0.0%				Autos	98	494			
Left View		90.0 degre	e.c	- 1	Mediu	m Trucks	: 98	404			
Right View		90.0 degre			Hea	vy Trucks	. 98	413			
FHWA Noise Model Calculat	inne			i.							
VehicleType REMEL	17	raffic Flow	D	stance	Finite	Pload	Fres	nei	Barner At	en Be	m: Allen
Aulos: 71	78	0.30		-4.5	2	-1.20		-4.77	C.	000	9.980
Medium Trucks: 82	40	-16.93		-4.5	1	-1.20		-4 88	0.1	000	8.860
Heavy Trucks. 96	49	-20.89		-4.5	1	-1.20		-5.16	G.	090	9.990
Unmitigated Noise Levels (v.	ithou	t Toos and	bam	ier atten	uation)						
VehicleType Leg Peak	low.	Leg Day	, 1	Leg E	rening	Leq?	lig/If	T	Ldn	(	INEL.
Autos:	86.4		64.5		62.7		56.	6	65.	3	66.8
Medium Trucks.	59.8		69.2		61.9		60.	3	56.	8	69.0
Heavy Trucks:	59.8		58.4		49.3		50.	В	58.	g	58.1
Vehicle Noise:	67.8		68.2		63.2		58.	4	86.	9	87.4
Centerline Distance to Hoise	Cont	our (in feet	;								
				70 e		65 0		1 1	90 dB.4		dB.4
			Lon.	6	2	13	4		289		622
			N#7 ·	6		14			311		888

Road Segme	ne: Perris Bou nt: SR-60 VV8	ievard										
SITE		C			S		Job Nu	mbar.	8910			
	***************************************	*********	***********	meau t	SOUR	eyanu						
rugnway wata	SPECIFIC I	SPUTE	ATA		4.					LINPUT	5	
						nte Con	ditions (i	ANIO :				
Average Oally									Autos:			
	Percentage.	10%					ium Tru:					
	four Volume		vehicles			Hee	ny Truck	s (J+	4x/es):	15		
	mide Speed:	55			1	/ehicle #	fix					
Near/Far La	ne Distance.	38	feat			Vehi	deType	Т	Day	Evening	Nigix	Daily
Site Data							ΑŁ	itos:	77.5%	12.8%	9.8%	87.42%
fia fia	rrier Height:	0.0	feet			Me	dum Tru	eks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-V	Vall 1-Bermi:	0.0				H	leavy Ind	ONS.	86.5%	2.7%	10.8%	0.74%
	ist. to Berner	100.0	feat			irina Ca	urce Ele		- 6- 6			
Centerline Dist.	to Observer:	100.0	feet		-	VOIST 31.	Autos:		000	con		
Barrier Distance	to Observer:	0.0	feat			Administra	n Trucks:		297			
Observer Height	(Above Pad):	5.0	feat				r Trucks		207 006	Grade Adi	indmant	0.0
c	ad Elevation:	0.0	feet									
Ro	ed Elevation:	0.0	feet		1	. өпө Еді	iivalent i	Distan	ce (in	feet)		
	Road Grade:	0.0	%				Autos:		316			
	Left View:	-90.0	degrees				n Trucks		214			
	Right View:	90.0	degrees			Heavy	/ Trucks:	67	224			
FHWA Noise Moc												
VerhioleTyne	REMEL	Traffic		Distan		Finite		Fres.		Barrier Att		
Autos	71.78		2.41		-3.74		-1.20		-4.77	0.0		0.000
Medium Trucks			14 93		-3.73		-1.20		-4.58	0.0		0.000
Heavy Trucks:			-18.78		-3.73		-1.20		-5.16	0.0	100	0.000
Unmitigated Nois												NE)
VehicleType Autos		W] L	eq Day 87		.d 5.	rening   B5 6	Leg N	59 59	<u></u>	Lain 88 3		NEL 88 F
Medium Trucks	-	6.5 2.6	61			54.8		53		81 i		91.8
Heavy Trucks	-	2.7	61			52.2		53.		61.6		62.0
Vehicle Noise		3 A	89			66.1		61		69.8		70.3

Friday, November 88, 2913

Scenario: Existir	a Plus Pro	iect			Project Na	wne: Mo	rene V	aliev VVa	lmart	
Road Name: Perris					Job Nun					
Road Segment: South	of Eucalys	itus Avenue								
SITE SPECIFI	C INDUS	0.07.0	************	***********		SE MO	551.7	MOUTO	**********	*******
Highway Data	0 //// 50	un, / A		Site Con	ditions (H					
Average Daily Traffic (A	40: 19.74	5 vatirlas				Aug		15		
Peak Hour Percenta		DW		Mon	Sum Truck			15		
Peak Hour Volus		5 vehicles			any Trucks			15		
Venicle Son		5 mati	l.							
Near/Far Lane Distan		B feat		Vehicle f						
				Veni	aleType	De			Night	Daily
Site Data					Aut			12.9%	-51.070	87.429
Barrier Heig	he: 0	.0 feet			dum Truc		8%	4.9%	10.3%	1.649
Barrier Type (0-Wall, 1-Ber	m): 0	.0		-	leavy Iruc	rs. 88	5%	2.7%	10.8%	0.749
Centerline Dist. to Ban	er: 100	.0 feat	ŀ	Naise Sa	urce Elev	ations /	n feeti			
Centerline Dist. to Obsert	er: 100	.0 feet	ŀ	110/31 01	Autos	0.000				
Barrier Distance to Obsert	rer: 0	0 feet		2.0mm/hur	n Trucks	2.293				
Observer Height (Above Pa	o): 5	0 feet			v Trucks	8.000		ade Adju	istment	0.0
Pad Elevati	on: 0	.0 feet								0.5
Road Elevali	on: 0	0 feet	L	Lane Eqs	rivalent D.	istance	(in feet	0		
Road Gra	de D	.0%			Autos:	98.484				
Left Vi	sw: -90	.0 degrees		Mediur	n Trucks	98.404	j			
Right Vi	sw: 90	0 degrees		Heav	y Trucks:	98 411	3			
FHWA Noise Model Calcul-	stions									
VehicleType REME			siance	Finite		Fresne1		rrier Alle		m Allen
	1.78	-0.09	-4.5		-1.20	-4.	77	0.0	00	0.00
Medium Trucks: B	2.40	-17.33	-4.5	1	-1.20	-4.	5.9	0.01	00	0.00
Heavy Trucks: E	5.40	-21.29	-4.5	1	-1.20	-5.	16	0.01	DB	0.00
Unmitigated Noise Levels	without T	opo and barr	ier ette	nuationi						
VehicleType Leg Pea		Leg Day	Leg E	vening	Leg Nig		Ła		Cf	NEL
Autos:	66.0	84.1		82.3		56.2		84.9		85
Medium Trucks:	58.4	57.8		51.5		49,9		58.4		58.
Heavy Trucks.	59.4	59.0		49.9		50.2		59.5		58.
Vehicle Noise.	67.5	65.8		62.8		58.0		66.5		67.
Centerline Distance to Noi	e Contou	r (în feet)								
				αĐΑ	65 dE	A	60 c			dE:A
		/ do:		9			27			95
		CNEL		13	126 138		21			30

	io: Existing Plu								n Valley M	almart.	
	a: Perris Soul					Job Nu	n:ber:	8879			
Road Segme	が: South of Si	innymead Bou	evard								
	SPECIFIC IN	PUT DATA							LIMPUT	s	
Highway Data				s	ite Con	ditions (	Hard =				
Average Daily		24,708 vehicle	5					Autos:	15		
Peak Hour	Percentage:	10%				dium Trui			15		
	laur Valume:	2,471 vehicle	5		He	avy Truci	rs (3+	Axles):	15		
	hide Speed	55 mph		V	ahinte i	Mix					
Near/Far La	ne Distance:	36 feet		H	Ven	icleType	- 1	Day	Evening	thight.	Daily
Site Data						A	itos:	77.5%	12.9%	9 6%	97.42%
Ba.	rrier Keight:	0.0 feet			An	edium Ta	icles.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0			1	leavy Tru	eks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	F	ource Ele					
Centerline Dist.	to Observer:	100.0 feet		100	10156 34	Autos		000	i ezj		
Barrier Distance	to Observer:	0.0 feet				Autos. m Trucks		297			
Observer Height	Above Pad).	5.0 teet				m i rucks. v Trucks.			Grade Ad	ivetenoni	0.0
p.	ad Elevation:	0.0 feet			near	y 110000		000	Oldac Ha	por succession.	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eg	uivaient .	Cliston	ce (in	eet)		
	Road Grade:	0.0%				Autos.	38	.494			
	Left View:	-90.0 degree	es.			т Тицека.		.404			
	Right View:	90.0 degree	es.		Heat	y Trucks	98	.413			
FHWA Noise Mod	el Calculation	5									
VehicleType :	REMEL	Traffic Flow	Dist a	ace .	Finite	Road	Fres		Barrier Att	en Ber	m Atten
Autos:	71.76	1.11		-4.52		-1.20		-4.77		300	0.000
Medium Trucks:	92.40	-18.13		-4 51		-1.20		-4.89	0.0	300	0.000
Heavy Trucks	86.40	-20 09		-4.51		-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	atten	uation)						
Vehicle Type				eq Ev		Leq N			Ldn		VEIL
Autox	67	-	65.3		63.5		57.		66.		68.
Medium Trucks	60		59 0		52 7		51		59.		59.1
Heavy Trucks:	60		59.2		50.1		51.		59.		59.
Vehicle Noise:	88	.7	87.0		84.0		59.	2	67.	7	66.2
Centeriine Distan	ce to Naise Co	ntour (in feet	1								
				70 di		85 d		1 6	0 dBA 207		d8A 03
			f ran								

Friday, November 08, 261

Scenar	io: Existing F	ius Froject			Project N	алте: Мол	eno Valley M	/almart	
	ne: Perris Bo				Job Nur	mber: 8870			
Road Segme	nt: North of C	ottonwood Avenue	8						
	SPECIFIC I	NPUT DATA	***********	-			EL INPUT	S	*********
Highway Data				Site Con	ditions (F	lard = 10,	Soft = 15)		
Average Daily	Traffic (Adl):	23,474 vehicles				Auto	e: 15		
Peak Hour	Percentage:	10%		Me	dium Truc	ks (2 Axles	g: 15		
Peak F	lour Volume:	2,347 vehicles		He	avy Truck	s (3+ Axle:	3): 15		
Ve	hicle Speed:	55 mph		Volume	N87~				
Near/Far La	ne Distance:	36 feet			icleType	Dav	Evening	stight	Daily
Site Data					Au			9.6%	87.42%
Pa.	rrier Kelaht:	0.0 feet		An	edium Tau	As 84.6	96 4.9%	10.3%	1.84%
Barrier Type (0-V		0.0		1	leavy Trus	:As: 86.6	96 2.7%	10.8%	0.74%
Centerline Di		100.0 feet			ource Elev				
Centerline Dist.	to Observer:	100.0 feet		Pro156 54	Autos	n ann	1990)		
Barrier Distance	to Observer.	0.0 feet		Canada.	m Trucks:	2.297			
Observer Height (	Above Pad).	5.8 Neet			v Trucis.	8.006	Grade Ad	iii etmani	0.0
P	ad Elevation:	0.0 feet						,0-21112111	
Ro	ad Elevation:	0.0 feet		Lane Eg	ulvaient E		n feet)		
	Froad Grade:	0.0%			Autos:	98.494			
	Left View:	-90.0 degrees			m Trucks:	96,404			
	Right View:	90.0 degrees		Heat	y Trucks:	98,413			
FHWA Noise Mod	el Calculatio	175							
VehicleType	REMEL	Traffic From	Distance	Finite	Road	Fresher	Barrier Alt	en Ber	m Atten
Autos:	71.7	0.68	-4	52	-1.20	-4.7	7 9.	000	0.000
Medium Trucks:	82.4	-18.35	-4	51	-1.2B	-4.8	8 8.	800	0.000
Heavy Trucks	86.4	-20.31	-43	51	-1.2D	-5.1	6 9:	999	0.000
Unmitigated Nois	e Levels (wit	hout Topo and ba	rrier att	nuation)					
VehicleType	Leg Peak Ho	ur Leg Day	Leg	Evening	Leg N	ghi	Ldn	C	VEI.
Autos	6	8.9 65	1.0	63.3		57.2	65.	6	68.5
Medium Trucks		0.3 59		52.5		50.8	58.		58.6
Heavy Trucks:		0.4 58		49.9		51.2	59.		59.6
Vehicle Noise:	6	8.5 86	1.8	83.8		58.9	67.	5	0.03
Centerline Distan	ce to Naise (	ontour (in feet)							
			70	: A8h	85 dE	3/4	69 dBA	55	dBA

Friday, November 88, 2913

Friday, Nevernber 08, 20

	rio: Existing Plus ne: Parris Bouler					ime: Morei ber: 8878	o Valley VV	simarr	
	nt: South of Cot				202 :920	DEV. COTO			
************	SPECIFIC INP	***************************************	*********	***************************************		er won	L INPUT		*********
Hishway Data	SPECIFIC INF	UI DATA		Site Cor	nditions (H			,	
Average Daily	Traffic (Adt). 21	820 vehicles				Autos	15		
	Percentage:	10%		Ms	alurn Truch	s (2 Axies)	15		
Peak F	lour Volume: 2	,182 vehicles		He	avy Trucks	(3+ Axles)	15		
Ve	stricle Speed.	65 mph	1	Vehicle	***				
Near/Fer La	ine Distance:	36 feet	1		ideType	Day	Evening	Night	Daity
Site Data					Aut			9.6%	97.42%
n-	rrier Heiaht:	0.0 feet		54	edium Trac	ks: 94.85	6 4 9%	10.3%	1 34%
Barrier Type (0-V		0.0 rees			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centediae D		100.0 feet	į						
Centerline Dist		IGO C feet	,	Noise S	ounce Elev		est)		
Barrier Distance		0.0 feet			Autos.	0.000			
Observer Height		5.0 feet			m Trucks	2.287			0.0
	ad Flevation	D.D. feet		Hea	ny Trucks:	8.008	Grade Adj	ustment:	0.0
Ro	ad Elevation	0.0 feet	1	Lane Ed	uivalent D	stance (in	feet)		
	Road Grade:	0.0%	i		Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	80.0 degrees		Hea	vy Trucks.	98.413			
FHWA Naise Mad	lei Calculations								
Verlicie I ype			stance			Fresnel	Barrier Afte		m Alten
Aulos	71.70	0.57	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82 40	-16.87	-4.5		-1.20	-4 88	0.0		0.000
Неаку Ілиска.	96.40	-20.63	-4 5	51	-1.20	-5.16	0.0	00	0.000
Unmitigated Nois			er atte	nuation)					
Versicle Type	Leg Peak How		Leq E	vening	Leg Nig		Ldn		WEZ.
Aikas:	86.6			63.0		56.9	65.5		66.
Medium Trucks.	80.0			52.1		50.6	59.1		59.3
Heavy Trucks	60.1			49.6		50.8	59.2		59.3
Vehicle Noise:	68.2	68.4		63.5		58.6	67.2		87.6
Centerline Distan	ce to Noise Cor	itour (in feet)							
				σΒ.A	65 dB.	Δ.	60 dBA		ав.А
		Loh.		35	140		30.1		46
		CMS7		7.0			929	69	

Finday, November 69, 2013

Scenario: Existing I	Paus Proje	ect			Project N	ame: Morer	o Valley W	simarr	
Road Name: Perris Bo					Job Nut	nber: 8876			
Fload Segment: North of	Cactus A	vanue							
SITE SPECIFIC	INPUT	BATA		-		ISE MODE		S	
Highway Data				Site Cor.	iditions (f	lard = 10, S	aft = 15)		
Average Daily Traffic (Adt).	19,759	vehicles				Autos	15		
Peak Hour Percentage:	101	%		Me	alum Truc	ks (2 Axies).	15		
Peak Hour Volume:	1,978	vehicles		He	avy Truck	s (3+ Axies).	15		
Vehicle Speed	55	roph		Vehicle	Miv				
Near/Far Lane Distance:	36	feet			ideTvae	Day	Evening	Night 1	Daily
Site Data						fae: 77.59		9.6%	97.42%
Barrier Height	0.0	feet		5.4	edium Tria			10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).				1	Heavy Tru	ks: 86.59	2.7%	10.8%	0.74%
Centerline Dist, to Barrier.		feet			<u></u>				
Centerline Dist. to Observer.		feet		Moise S		ations (in i	690)		
Barrier Distance to Observer	0.0	feet			Autos.	0.000			
Observer Height (Above Pad).	5.1	feet			m Trucks	2.297 6.008	Grade Ad	i colono de	0.0
Pad Elevation	0.0	) feet			ry Trucks:			puauriern.	0.0
Road Elevation	0.0	) feet		Lane Eq	uivalent E	istance (in	feet)		
Road Grade.	0.0	3%			Autos:	98.494			
Left View.	-90.0	degree:	2	Mediu	m Trucks:	98 404			
Right View.	99.0	degree:	5	Heat	ry Trucks.	98.413			
HWA Noise Model Calculation	oris			<u></u>					
VehicleType REMEL	Traffic	Flow	Distance	Finite	Road	Fresnei	Barrier Att	en Ben	n Allen
Aulos: 71.	-	C.14		.52	-1.20	-4.77	0.0		0.000
Medium Trucks: 82.4	-	-17.10		.51	-1.20	-4 88		000	0.000
Heavy Trucks. 96.4	10	-21.06	-4	51	-1.20	-5.16	6.0	000	9.990
Inmitigated Noise Levels (wi	thout To	oc and b	amer att	snuation)					
VehicleType Leg Peak is	our .	Leg Day	Leg	Evening	Leq Ni	ght	Ldn	C	WEZ.
Autos:	86.2	6	4.9	62.5		56.5	65.1		65.
	59.8		8.1	61.7		60.2	56.6		56.5
Heavy Trucks:	59.8	5	8.2	49.2		50.4	58.6	)	58.
Vietirše Mnúse:	67.8	6	8.0	63.1		58.7	88.7	7	87

	io: Existing P								c Valley W	almart	
	ле: Рептіз Воц					Job N	umbar 8	3970			
Road Segme	nt: North of A	lessandro i	Boulevaro	i							
SITE	SPECIFIC I	NPUT DA	TA						L INPUT	5	
Highway Data					Site Cor	rditions	(Hard ≈	10, Sc	aft ≈ 15)		
Average Daily	Traffic (Adl):	19,576 ve	nicles				/	lutos:	15		
Peak Hour	Percentage.	10%			Mc	edium Tri	rcks (2 A	xles).	15		
Peak F	lour Volume	1,958 ve	hicles		He	eavy Truc	ks (3+ A	xles):	15		
Ve	nicle Speed:	55 mg	ohi		Vehicle	Adie					
Near/Far Le	ne Distance.	36 fe	et			poleType		Day	Evening	Niglá	Dally
Site Data						/ /		77.5%			87.42%
	rrier Height:	0.0 6			86	estam Tr		64.9%		10.3%	1.64%
Barrier Type (0-VI		0.0	set		- 7	Heavy II	WCNS.	88.5%	2.7%	10.8%	0.74%
Centerine Di		100.0 fe	aut								
Centerline Dist		100.0 %			Noise S				101)		
Barrier Distance		0.0.6				Autos					
Observer Height	(Above Pad):	5.0 fc	ist			m Trucks			Grade Ad		0.0
P.	ad Elevation:	0.0 %	et		Heat	vy Truchi	9.0	IUB	Grade Adj	usameni.	0.0
Ro	ad Elevation:	0.0 %	er		Lane Eq	uivalent	Distant	e (In i	feat)		
	Road Grade:	0.0%				Autos	5: 88.4	194			
	Left View:	-90.0 d	egrees		Mediu	m Trucki	98.4	104			
	Right View:	90.0 d	egrees		Hear	vy Trucks	98 4	113			
FHWA Noise Wod											
VehicleTyne	REMEL	Traffic F.		siance		Road	Fresn		Barrier Att		m Atten
Autos	71.78		0.09	-4		-1.20		4.77	0.0		0.000
Medium Trucks	82.40		7 14	-4.		-1.20		-4.58		100	0.000
Heavy Trucks:	66.40	-	1.10	-4.		-1.20		5.16	0.0	100	0.000
Unmitigated Nois											
Vehicle Type			Day		vening			L	Lán		NE(
Autos		6.2	84.3		82.5		56.4		85 1		85 7
Medium Trucks:	-	8.5	58.0		51.7		50.1		58.8		58.8
Heavy Trucks		9.6	58.2		49.1		50.4		58.1		58.9
Vehicle Noise.		7.7	66.0		63.0		58.1		66.1	,	67.2
Centerline Distan	ce to Noise C	ontour (în	feetj								
				70	d9.4	651	18A	- 6	0 d9A	55	d5A

 Contentior Distance to Notice Control (pin Net)
 70 dSA
 65 dSA
 60 dSA
 55 dSA

 Labri.
 60
 136
 380
 802

 CAREL.
 85
 140
 301
 949

Friday, November 06, 2013

Scenario: Existina Plus Protect	Project Ivame: Moreno Valley Walmart
Road Name: Perris Boulevard	Job Number 8970
Road Segment: South of Cactus Avenue	
SITE SPECIFIC INPUT DATA	NOISE MODEL INPUTS
Highway Data	Site Conditions (Hard = 10, Soft = 15)
Average Cally Traffic (Adl): 21,417 vehicles	Autos: 15
Peak Hour Percentage. 10%	Medium Trucks (2 Axles). 15
Peak Hour Volume: 2,142 vehicles	Heavy Trucks (3+ Axles): 15
Verticle Speed: 55 mph	
NearFar Lane Dislance 98 feet	Vehicle Mix
	VehicleType Day Evening Night Daily
Site Data	Autos: 77.5% 12.9% 9.8% 97.42
Barrier Height: 0.0 feet	Medium Trucks: 64.9% 4.9% 10.3% 1.64
Barrier Type (0-Wall, 1-Berm): 0.0	Heavy Invons. 88.5% 2.7% 10.8% 0.74
Centerline Dist. to Berner: 100.0 feet	Noise Source Elevations (in feet)
Centerline Dist. to Observer: 100.0 feet	Autor: 0.000
Barrier Distance to Observer: 0 0 feet	Medium Trucks: 2 297
Observer Height (Above Pad): 5.0 fest	Heavy Trucks: 8,006 Grade Adjustment, 0.0
Pad Elevation: 0.0 feet	
Road Elevation: 0.0 feet	Lane Equivalent Distance (in feet)
Road Grade: 0.0%	Autos: 87.316
Left View: -90.0 degrees	Medium Trucks: 67,214 Heavy Trucks: 67,224
Right View: 90.0 degrees	Heavy Truchs: 87 224
FHWA Naise Model Catavistians	
VehicleType REMEL Traffic Flow	Distance   Finite Road   Fresnet   Barrier Atten   Berrn Atter
Autos 71.78 0.49	-3.74 -1.20 -4.77 0.000 0.0
Medium Trucks: 82.40 -16.75	-9.73 -1.20 -4.58 0.000 0.0
Heavy Trucks: 66.40 -20.71	-3.73 -1.20 -5.16 0.000 0.0
Unmitigated Noise Levels (without Tope and be	rior offenuntioni
VehicleType   Lea Peak Hour   Lea Day	Leg Evening Leg Night Lan CNEL
Autos: 67.3 85	
Medium Trucks: 60.7 59	2 52.9 51.9 59.8 60
Heavy Trucks. 60.6 59	3 50.3 51.6 59.8 60
Vehicle Noise. 68.9 67	1 64.2 59.3 67.8 68
Centerline Distance to Noise Contour (in feet)	T 70.304 T 05.364 T 60.364 T 65.364
Centerline Distance to Noise Contour (in feet)	70 dBA 65 dBA 50 dBA 55 dBA 721

Scenar	io: Existing Plu	ıs Froiect				Project N	ane: Mon	no Valley W	almart	
	ne: Perris Soul						ber: 8870			
	vit: South of Al		evard							
SITE	SPECIFIC IN	DIIT DATA			***************************************	NO.	ISE MOD	EL INPUTS		********
Highway Data					Site Con	ditions (h				
Average Daily	Traffic (Act):	20.948 vehicle	5				Auto	s: 15		
	Percentage:	10%		- 1	Me	dium Trucs	os (2 Axiles	): 15		
Peak F	laur Valume:	2,095 vehicle	s	- 1	He	avy Trucks	(3+ Axles	0: 15		
Vs	thicle Speed	55 mph		- 1	Vahiate					
Neer/Far La	ine Distance:	36 feet		- 1		icleType	l Dev	Evening	Shahi	Darly
Site Data					V 6/4	An			9.6%	97.42%
					5.5	edium Tox			10.3%	1 84%
Barner Twoe (0-V	rner Keight:	0.0 feet				teary Truc			10.9%	0.74%
Centerline Di		0.0		- 1						
Centerine Di		100.0 feet			Noise Se	ource Elev	ations (in	fact)		
Barrier Distance		100.0 feet		- [		Autos:	0.000			
		0.0 feet			Mediu	m Trucks:	2.297			
Observer Height		5.0 heet			Heav	y Truces.	8 006	Grade Adji	ustment:	0.0
	ad Elevation:	0.0 feet		-						
	ad Elevation:	0.0 feet		- 1	Lane Eq	uivaient D		9 76 879		
	Road Grade:	0.0%		- 1		Autos:	98.494			
	Left View:	-90.0 degre		- 1		m Trucks:	98.404			
	Right View:	90.0 degre	es		Heat	y Trucks:	98.413			
FHWA Noise Mod	let Calculation	5								
VehicleType	REMEL	Traffic Flow	Ois	tance		Road	Fresher	Barrier Atte		m Atten
Autos:	71.76	0.39		-4.5		-1.20	-4.7			0.00
Medium Trucks:	92.40	-18.85		-4 (		-1.20	-4.8			0.00
Heavy Trucks	86.40	-20.81		-4.5	51	-1.20	-5.1	3 00	90	0.00
Unmitigated Nois			barrie	r atte	nuation)					
Ve hicle Type	Leg Peak Hou	r Leg Daj	7	Leg E	vening	Leg Ni		Ldn		WEIL
Autox	66	A	64.8		62.8		58.7	65.4		66.1
Medium Trucks	59	.8	58.3		52 0		59.4	58.8		59.
Heavy Trucks:	59	.9	58.5		49.4		50.7	59.0		59.
Vehicle Noise:	88	.0	86.3		83.3		59.4	67.0		67.
Centerline Distan	ce to Naise Co	ontour (in feet	)							
					d8A	85 dE	A	60 dBA	55	dBA
			Edn:		63	136		292	6	30
			ME		PIG.	2.48		214		79

Friday, November 08, 201

Road Name: Pr Road Segment: Ni SITE SPE: flightway Data Average Dally Traffi Peak Hour Perci Peak Hour V	orth of John CIFIC INP	F. Kennady D	riva	,	Job Nun	ber: 8870	· ·			
SITE SPE: dighway Data Average Daky Traffi Peak Hour Perci	CIFIC INP	***********	riva	·						
fi <b>ghway Data</b> Average Daily Traffi Peak Hour Perci		UT DATA	***************************************	NOISE MODEL IMPUTS						
Average Daily Traffi Peak Hour Perci	c (AdO: 19				NO	SE MOE	EL INPUT	5	www	
Peak Hour Perce	c (Ad0: 19			Site Car	ditions (H	ard = 10,	Soft = 15)			
		182 vehocles				Auto	e: 15			
Dook Word	entage:	10%		Me	olum Truci	s (2 Arles	g): 16			
	olume: 1	916 vehicles		He	avy Trucks	(3+ Axle:	3): 15			
Vehicle	Speed	55 mph		Vehicle	3874					
Near/Far Lane Di	stance:	98 feet			ideType	Dav	Evening	strand	Daily	
Site Data					Aut			9 536	97 42%	
Barrier i	Vala ht	0.0 feet		la la	edium Tauc			10.3%	1.84%	
Barner Type (0-Well, 1		0.0 1000			Heavy Truc	As: 86.5	96 2.7%	10.8%	0.74%	
Centerline Dist. to		100.0 feet								
Genterline Dust In Ot		100.0 feet		Noise S	ource Elev		feet)			
Barrier Distance to Ob	iserver.	0.0 feet			Autos:	0.000				
Observer Herant (Abov	e Pod).	5 0 test		1	m Trucks:	2.297	Grade Ad,		0.0	
Pad Ek	evation:	0.0 feet		Hear	y Trucis.	8 006	Grade Ad,	GS(IT)SYIC	0.0	
Road Ele	evation:	0.0 feet		Lane Eg	ulvaient D	stance (i	n feet)			
Froad	Grade:	0.0%			Autos:	87.318				
Le	ft View:	-90.0 degrees		Mediu	т Тпискв:	87.214				
Pigi	ž View:	90.0 degrees		Hear	y Trucks:	87.224				
HWA Noise Model Ca	kulations			L						
VehicleType Ri	EMEL 7	raffic From	Distance	Finite	Road	Fresher	Barrier Att	en Ber	m Atten	
Autos	71.79	0.00	-3	.74	-1.20	-4.7	7 0.0	80	0.000	
Medium Trucks:	82.40	-17.24	-3	73	-1.20	-4.8	8 8.0	100	0.000	
Heavy Trucks	86.40	-21 19	-3	.73	-1.2D	-5.7	8 90	100	0.000	
Inmitigated Noise Lev	els (withou	t Topo and be	mier att	nuation)						
VehicleType Leg.	Peak Hour	Leg Day	Leg	Evening	Leg Ni	thi .	Ldn	C	VEIL	
Autos:	68.8	64		63.2		57.1	65.6		68.4	
Medium Trucks	60.2	59	7	52 4		508	58.3	3	68.5	
Heavy Trucks:	60.3	58		49.0		51.1	69.4		59.5	
Vehicle Noise:	88.4	86	.7	83.7		58.8	67.4		67.5	

Friday, November 08, 2013

Friday, Nevernber 08, 201

Road Nar	rio: Existing Plus ne: Perris Boule ent: South of Joh		е			eme: Morer der: 9870	to Valley V	aimart	
	SPECIFIC IN	UT DATA		************			L INPUT	5	
Highway Data				She Con	iditions (H				
	Traffic (Adt). 2					Autos			
	Percentage:	10%			alurn Truch				
		2,401 vehicles		He	avy Trucks	(3+ AXIES)	15		
	rhicle Speed.	55 mph	1	Vehicle.	Mix				
Nearn-ar La	ine Distance:	SS feet	- 1	Veh	ide?ype	Day	Evening	Night	Daity
Site Date					Auf			9.6%	97.42%
Ba	rrier Height:	0.0 feet			вашт Тпис			10.3%	1 84%
Barrier Type (0-V	Vall, 1-Berm).	0.0		- 1	Heavy Truc	ks: 88.59	6 2.7%	10.6%	0.74%
Centerline D	ist to Barrier:	100.0 feet		Maira S.	ounce Elev	otione (in i	Sear?		
Centertine Dist.	to Observer.	100.0 feat	1	710746 01	Autos	0.000	0.00		
Barrier Distance	to Observer	0.0 feet		Marin	m Trucks	2.287			
Observer Height	(Above Pad):	5.0 feet			n Trucks:	6.008	Grade Ad	iustment:	0.0
	ed Elevation.	0.0 feet							
Ro	ed Elevation:	0.0 feet		Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees			m Trucks:	87 214			
	Right View:	90.0 degrees		Heat	ry Trucks.	87.224			
FHWA Naise Mag									
Vehicle Type			stance			Fresnel	Berner Aft		m Alten
Autos	71.70	0.99	-3.7		-1.20	-4.77		000	0.000
Medium Trucks:	82.40	-16.26	-3.		-1 20	-4 88		000	0.000
Heavy Trucks.	86.40	-20.21	-3	73	-1.20	-5.16	0.0	000	0.000
Unmitigated Nois			er atte	nuation)					
VehicleType	Leg Peak How	Leg Day	Leg E	Evening	Leg Nig	iht	Ldn	Ci	ψΕΣ.
Aufas:	87 8			64.2		58.1	66.7		67.3
Medium Trucks.	51.3			53.4		51.6	60.3		60.6
Heavy Trucks:	61.3			50.8		52.D	80.4		80.5
Vehicle Noise:	69.4	4 67.6		64.7		58.8	.98	+	89.6
Centerline Distan	ce to Noise Co	ntour (in feet)							
				dBA	65 dB.	Δ.	60 dBA		ав.А
		Lan.		78	168		36.1		75
		CMS7 :		9.4	180		980		29

Finday, November 69, 2013

ECIFIC INI Dic (Adt). 11 centage: Volume: e Speed. Distance:  * Height: 1-Bern). o Barrier: Disserver. Disserver.				Ma Ke Vehicla Veh	Job Nicolations (  Reductions (   Reductions (   Reductions (   Reductions (   Reductions (    Reductions (     Reductions (	OISE Hard Hard Icks (3+ Ufas: Ucks: ucks:	## 0870 ## 001 ## 70, \$ Autos Axies) ## 289 77 53 84.89 86.59	15   16   15   5   Evening   6   12.9%   6   4.9%   6   2.7%		1 84%
ECIFIC INI Dic (Adt). 11 centage: Volume: e Speed. Distance:  * Height: 1-Bern). o Barrier: Disserver. Disserver.	9,886 vehicle 10% 1,967 vehicle 55 mph 98 feet 0.0 feet 100.0 feet			Ma Ke Vehicla Veh	aditions y relain Truc Mix ideType A edium Tr Heavy Tr ource Eh	Hard toks (2+ ts (3+ ufas: ucks: ucks	2 10, 8 Autos Axies) Axies) Day 77 59 94 89 96 59	0/1 = 15)  15  16  15  15  (Evening)  6 12.9%  6 4.9%  6 2.7%	Night 8.6% 10.3%	97.42%
file (Aat). 11 centege: Volume: e Speed. Distance: r Height: 1-Berm). o Barrier: Disserver.	8,686 vehicle 10% 1,967 vehicle 55 mph 93 feet 0.0 feet 100.0 feet			Ma Ke Vehicla Veh	aditions y relain Truc Mix ideType A edium Tr Heavy Tr ource Eh	Hard toks (2+ tis (3+ ufas: ucks: ucks	2 10, 8 Autos Axies) Axies) Day 77 59 94 89 96 59	0/1 = 15)  15  16  15  15  (Evening)  6 12.9%  6 4.9%  6 2.7%	Night 8.6% 10.3%	97.42%
centage: Volume: e Speed. Distance: r Height: 1-Berryl. o Barrier: Disserver.	10% 1,967 vehicle 56 mph 90 feet 0.0 100.0 feet 100.0 feet			Ma Ke Vehicla Veh	edium Tru Ravy Truc Mix IsdeType A Ledium Tr Helavy Tr ounce Eh	utas uutas uutas uutas	Autos Axies) Axies) Day 77 59 84 89 86 59	15   16   15   5   Evening   6   12.9%   6   4.9%   6   2.7%	8.6% 10.3%	97.42%
centage: Volume: e Speed. Distance: r Height: 1-Berryl. o Barrier: Disserver.	10% 1,967 vehicle 56 mph 90 feet 0.0 100.0 feet 100.0 feet			Vehicle . Veh M	eavy Truc Mix lideType A ledium Tr Heavy Tr ource Eh	ufae ucks	Day 77 51 84.81 86.61	Evening 6 12.9% 6 4.9% 6 2.7%	8.6% 10.3%	97.42%
Volume: e Speed. Distance: r Height: 1-Berryl. o Barrier: Observer.	1,967 vehicle 65 mph 88 feet 0.0 feet 0.0 100.0 feet 100.0 feet	S		Vehicle . Veh M	eavy Truc Mix lideType A ledium Tr Heavy Tr ource Eh	ufae ucks	Day 77 51 84.85 86.51	Eiversing 6 12.9% 6 4.9% 6 2.7%	8.6% 10.3%	97.42%
e Speed. Disfance: r Height: 1-Berryl. o Barrier: Observer. Observer	65 mph 88 feet 0.0 feet 0.0 100.0 feet 100.0 feet	s		Vehicle . Veh M	Mix NoteType A ledium Tr Heavy Tr ource Eh	ufos ucks: ucks	Day 77 53 84.89 86.59	Electring 6 12.9% 6 4.9% 6 2.7%	8.6% 10.3%	97.42%
Oistance: r Height: 1-Berrn). 0 Barrier: Observer. Observer	0.0 feet 0.0 100.0 feet 100.0 feet			Veh M	ildeType A ledium Tr Heavy Tr <b>ounce Ek</b>	ucks:	77 51 84.89 86.61	6 12.9% 6 4.9% 6 2.7%	8.6% 10.3%	97.42%
r Height: 1-Berrn). 5 Barrier: Disserver. Observer	0.0 feet 0.0 100.0 feet 100.0 feet			Veh M	ildeType A ledium Tr Heavy Tr <b>ounce Ek</b>	ucks:	77 51 84.89 86.61	6 12.9% 6 4.9% 6 2.7%	8.6% 10.3%	97.42%
1-Berrn). o Barrier: Observer Observer	0.0 100.0 feet 100.0 feet			5.5	A ledium Tr Heavy Tr <b>ource Ek</b>	ucks:	77 51 84.89 86.61	6 12.9% 6 4.9% 6 2.7%	8.6% 10.3%	97.42%
1-Berrn). o Barrier: Observer Observer	0.0 100.0 feet 100.0 feet			,	Heavy Tr ource Ek	ucks	86.59	6 2.7%		
1-Berrn). o Barrier: Observer Observer	0.0 100.0 feet 100.0 feet				ounce Ek				10.6%	0.74%
o Barrier: Observer Observer	100.0 feet			Noise S		vatio				
Observer			ŀ	Noise S		evano				
	0.0 feet						ns (in i	689		
we Pad):			- 1	***	Autos m Taucks		287			
Observer Height (Above Pad): Pad Elevation					т глиска ич Тгиска		2.287 3.068	Grade Ad	i i olemani	6.00
Revation.	0.0 feet		į	near	ry Trucks		0.000	Diame Au	perdera re-ra	. 0.0
levation:	0.0 feet			Lane Eq	uivalent			feet)		
d Grade:	0.0%				Autos		7.316			
	-90.0 degre	23								
ght View:	90.0 degre	es		Hear	ny Truchs	. 97	7.224			
alculations										
REWEL	Traffic Flow	D	stance	Finite	Pload	Free		Barrier Atte	en Be	m: Allen
71.78	0.11		-3.7	74	-1.20		-4.77	0.0	368	0.000
82.40	-17.12									0.000
96.49	-21.0B		-3 7	13	-1.20		-5.16	6.0	000	9 9 9 0
veis (witho	ut Tops and	barri	er atter	nuation)						
			Leg E		Legi			Ldn		WEL.
87 (										66.6
										59.8
										58.7
68.	5	8.89		63.8		58	.9	87.5	5	88.6
o Noise Co	ntour (in feet	)								
										d8.4
										682 733
	oft View. pht View: afeulations PEMEL   71.76 82.40 96.40 96.40 47.40 87.60 60.68	eff View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 degree of the View - 50 0 de	### ##################################	00 I/vow = -00.0 degrees   14 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degrees   15 / vow = -00.0 degr	###	60 Iv/ow 60 D. degrees Medium Trucks skelatelons	col Viron         -80 D degrees         Medium Trucks         8 D degrees           Mission         Statistics         Fresh Floor   ### view ### \$0.0 degrees #### ##############################	c0 Inform         60 Inform         60 Inform         60 Inform         714           Advisors         810 degrees         Medicin Trucks         87 224           Advisors         10 degrees         Fraske Flood   Fracks         87 224           NEMEL         10 degrees         Fraske Flood   Fracks         87 224           17 70         0.1         -2.74         1.20         4.77         0.1           82 40         -17.12         -3.73         -1.20         4.80         0.1           98 40         -2.08         -3.73         1.20         4.80         0.1           Vels (without Tops and barrier attenuation)         Frank Flood   Leg Day         Leg Day         Leg Day         Leg Day         Leg Day         Leg Day         1.00         67.2         65.2         6.0         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         69.2         6	of New Work         60 D degrees         Median Trucks         87 214           Abulations         80 D degrees         Median Trucks         87.224           Abulations         L3 datasec         Fresh Fload         Evere I         Barrier Alten         Between Trucks         87.224           VEMEL   Traffic Flow         D 11         -3.74         -1.20         -4.79         0.000           82 40         -17.12         -3.73         -1.20         -4.80         0.000           98 40         -2.10e         -3.73         -1.20         -5.76         0.000           vels (without Tops and berrier attenuation)         Leq Night         Ldn         C         C           67 6         69         62.5         60.2         62.2         62.9         62.9           63.4         69.0         49.0         -6.2         69.0         9.2         9.5         6.9           68         8.2         8.8         8.8         8.9         9.7         5           6 Nise Contour (in feet)         70 dBA         65 dBA         80 dBA         80 dBA         80 dBA	

Road Name:	Existing Plus P Perris Bouleva	rd			Project in Job Nu			: Valley VV	almart	
Road Segment:	North of Genti	an Avenue								
	ECIFIC INPL	IT DATA						LINPUT	;	
Highway Data				Site Con	ditions (i	iaroj a :	0,80	đt ≈ 15)		
Average Daily Tra	#ic (Adl): 21,3	350 venicles				Α	utos:	15		
Peak Hour Per	roenlage.	10%			dium Tru:			15		
Peak Hour	Volume: 2,	35 vehicles		He	avy Truck	s (3+ A	(es):	15		
Vehicl	le Speed:	55 mph		Vehicle I	We					
Near/Fat Lane !	Distance.	9B feat	1		oleType	- (	Jay	Evening	Niglá	Dally
Site Data					Ai	tos:	7.5%	12.9%	9.8%	87.42%
Flarrie	r Height:	0.0 feet		0.6	edium Tru	eks: t	4 9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall		0.0		,	teasy Inc	c/s. 6	8.5%	2.7%	10.8%	0.74%
Centerline Dist. I		00.0 feat	-	W-4- B	urce Ele		C- 8			
Centerline Dist. to C	Doserver: 1	00.0 feet		NOIST S		varions 0.0		101)		
Barrier Distance to 0	Observey:	0.0 feat		Admin St.	Autos: m Trunks:					
Observer Height (Abo	ove Pad):	5.0 feat			m i rucks: v Trucks:	8.0		Grade Ad	cofmant	0.0
Pad 8	Elevation:	0.0 feet			-				uruti riciri.	0.5
Road E	Revation:	0.0 feet		Lane Eq	uivalent i	Distanc	e (kn i	set)		
Ros	ad Grade:	0.0%			Autos:		16			
٤	.eft View: -	90.0 degrees			m Trucks		14			
R	ght View:	90 O degrees		Heav	y Trucks:	67.2	24			
FHWA Noise Wodel C										
			Asiance -3		Road	Fresno	477	Barrier Att		m Atten 0.000
Autos	71.78	0.47			-1.20			0.0		
Medium Trucke	82.40	-16 77	-3.1		-1.20		4.58	0.0		0.000
Heavy Trucks:	66.40	-20.72	-3.		-1.20	-	5.16	0.0		0.000
Unmitigated Noise Le Vehicle Type   Le	a Peak Hour I	Topo and ban		nuation) vening	Lea N	isht 1		l do		NE)
Autos	67.3	85.4		63 7	1201911	57.6		86.2		86 6
Medium Trucks:	60.7	58.2	2	52.8		51.3		59.8		90.0
Heavy Trucks	60.7	59.3		50.3		51.5		59.9		60.0
Vehicle Noise.	66.9	67.1		64.2		59.3		67.8		68.3
Centerline Distance t	o Noise Cont	our (în feet)								
			7.0	49.4	65.8		- 0	0.694	55	de A

Friday, November 08, 2013

Scena	nio: Existing Plus i	Project			Project Na	me: Mo	rene Valley	Yvalmart	
	ne: Perris Bouleva				Job Num	iber 88	70		
Road Segme	int: Drivaway 4 to	Santiago Drive							
SITE	SPECIFIC INPI	UT DATA	*******	***********	NO	SE MO	DEL INPL	TS	**********
Highway Data				Site Cone	litions (H	ard ≈ 10	, Soft = 15)		
Average Cally	Traffic (Adl): 19	425 vehicles				Au	los: 15		
Peak Hou	Percentage.	10%		Med	lium Truck	6 (2 Axk	es). 15		
Peak I	four Valume: 1,	943 vehicles		Hes	ny Trucks	(3+ AxA	98): 15		
Ve	rricle Speed:	55 mgh	-	Vahiala A	e				
Near/Far La	ne Distance.	98 feat			sle?Vpe	De	w Evenin	al Night	Dally
Site Data					Aut		5% 129		
				0.60	ния акит Тпис		.5% 4.9		
	rner Height	0.0 feet 0.0			eavy Iruc		5% 2.7		
Barrier Type (0-V Centerline D		0.0 :00.0 feat							
Centerline Dist		IDD O feet		Noise Sa	urce Elev	ations (	in feet)		
Barrier Distance		B.O. feet			Autos:	0.000	)		
Observer Height		5.0 fest		Mediun	Trucks:	2 291			
	(Above Faq; lad Elevation:	0.0 feet		Heav,	Trucks	8.006	Grade .	Adjustmer	0.0
	ad Elevation	0.0 feet	ŀ	ane For	ivalent D	steme	(in feat)		
	Road Grade	0.0%	- 1		Autos:	B7.316			
		-90.0 degrees		Mediun	: Trucks	87.214			
		90 0 degrees		Heavy	Trucks:	67.22	1		
FHWA Noise Was	lel Calculations								
VehicleType	REMEL 1	raffic Flow Dis	dance	Firite I	Road	Fresnet	Barrier.	Allen   B	um Alten
Autos	71.78	0.06	-3.7	4	-1.20	-4	77	0.000	0.000
Medium Trucks	82.40	-17.18	-3.7	3	-1.20	-4.	58	0.000	0.00
Heavy Trucks:	86.40	-21.13	-3.7	3	-1.20	-5.	16	0.000	0.009
Unmitigated Nois	e Levels (withou	t Topo and bani	er etter	uationi					
Vehicle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	tit	Lain		CVEFF
Autos	66.8	85.0		63.2		57.2		5.9	86 4
Medium Trucks:		58.8		52.4		50.9		9.9	59.8
Heavy Trucks 60.9 59				49.9		51.1		9.5	59.9
Vehicle Noise.	89.5	86.7		63.8		58.8	6	7.4	67.5
Centerline Distan	ce to Noise Cant	tour (in feet)							
			70 (		65 dE	4	60 dBA	- 5	5 dE:A
		£dn:	9	8	146		314		876
		CNH :	7		157		338		727

	rio: Existing Plu								valley W	almart	
	ne: Perris Soul					Job Na	mber: 8	870			
Road Segme	vá: Gentian Av	enue to Drivew	ay 3								
	SPECIFIC IN	PUT DATA							LINPUT	S	
Highway Data					Site Con	ditions (	Hard in	10, Se	ft = 15)		
Average Daily	Traffic (Adl): 1	21,014 vehicles						utos:	15		
Peak Hour	Percentage:	10%				dium Trud			15		
	laur Valume:	2,101 vehicles	;		He	avy Truck	s (3+ A	xles):	15		
	thicle Speed:	55 mph		-	Vahiate	Wix					
Near/Far La	ine Distance:	98 feet		- 1	Ven	ideType	1.6	Jay	Evening	Stight	Daily
Site Data						A	itos:	77.5%	12.9%	9 636	97 4 2%
Ba.	rrier Kelaht:	0.0 feet			An	edium Tru	ichs. 8	4.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0			1	leavy Tru	eks: 8	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	Maire D	urce Ele		Conto			
Centerline Dist.	to Observer:	100.0 feet		F	7910760 34	Aufos:			104)		
Barrier Distance	to Observer:	0.0 feet			full of it	n Trucks:					
Observer Height	(Above Pad).	5.0 heet				v Trucks.			Grade Ad.	iustment:	0.0
P	ad Elevation:	0.0 feet		L							
	ad Elevation:	0.0 feet		L	Lane Eg	uivaiant i			690)		
	Road Grade:	0.0%				Autos:					
	Left View:	-80.0 degree				т Тицекв:					
	Right View:	90.0 degree	S		Heat	y Trucks:	87.2	24			
FHWA Noise Mod	let Calculation										
VehicleType	REMEL	Traffic Frow	Dist s			Road	Fresh		Barrier 4tt		m Atten
Autos:	71.70	0.40		-3.7		-1.20		4.77	0.0		0.00
Medium Trucks:	92.40	-18.84		-3.7		-1.20		4.89	0.0		0.00
Heavy Trucks	86.40	-20.79		-3.7	3	-1.20	-	5.18	9.0	100	0.00
Unmitigated Nois											
	Leg Peak Hou			leg E	vening	Leq N			Ldn		VEI.
Autos	67		35.3		63.8		57.5		68.3		68.
Medium Trucka	60		9 1		52 8		51.2		59.7		59.
Heavy Trucks:	60		9.3		50.2		51.5		59.8		69.1
Vehicle Noise:	88	.0	37.1		84.1		59.2		67.0	9	66.
Centeriine Distan	ce to Naise Co	ontour (in feet)									
					d8A	85 d		6	0 dBA		dBA
			do:	- 7	1	15	3		331	7	12

Friday, November 08, 261

	no: Existing P				Project i	Name: i	Moren	n Valley W	almart	
Road Nan	ne: Perris Bou	ilevard			Job Nu	imber: 1	8870			
Road Segme	vić: Santia go l	Drive to Iris Avenu	e							
	SPECIFIC I	NPUT DATA						L INPUT	S	
Highway Data				Site Cor	ditions (	Hard =	10, Se	oft = 15)		
Average Daily	Traffic (Adl)	19,188 vehicles					Autos:	15		
Peak Hour	Percentage:	10%		Me	edium Tru	CKS (2 A	orles):	15		
Peak F	lour Volume:	1,919 vehicles		He	avy Truc	ks (3+ A	Axles):	15		
Ve	chicle Speed	55 mph		Vehicle	0.81×					
Near/Far La	ine Distance:	98 feet		Vet	ideType		Oav	Evening	stigni	Daily
Site Data							77.5%		9.6%	87 42%
	rrier Keight:	0.0 feet		la la	edium To		84.6%		10.3%	1.84%
Barrier Type (0-V		0.0 1090			Heavy Tr.	90k5:	86.5%	2.7%	10.8%	0.74%
Centerline D.		100.0 teet			ource Ele					
Centerline Dist.	to Observer:	100.0 feet		NO156 5				9 <i>0t)</i>		
Barrier Distance	to Observer.	0.0 feet			Autos		380			
Observer Herant	(Above Pad)	5.0 teet		1	m Trucks		297	Grade Ad,	i i etemenii	0.0
P	ad Elevation:	0.0 feet		Hear	y Trucis	. 31	306	Grade Au,	GSHIPSVII.	0.6
Ro	ad Elevation:	0.0 feet		Lane Eg	ulvaient	Distant	se (în	feet)		
	Road Grade:	0.0%			Autos	87.	318			
	Left View:	-90.0 degrees		Mediu	m Trucks	87.	214			
	Rigiti View:	90.0 degrees		Hear	ry Trucks	97.	224			
FHWA Noise Moo	el Calculation	75		L						
VehicleType	REMEL	Traffic From	Distance	Finite	Road	Fresti	101	Barrier Alt	en Ben	n Atten
Autos	71.76	0.01	-3	74	-1.20		-4.77	9.0	00	0.000
Medium Trucks:	82.40	-17.23	-3	73	-1.20		-4.85	0.0	100	0.000
Heavy Trucks	86.40	-21 19	-3	.73	-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (witi	hout Topo and be	rrier att	nuation)						
VehicleType	Leg Peak Ho	ur Leg Day	Leg	Evening	Leg I	lighi		Ldn	C/	Æi.
Autos	6	6.9 65	.0	63.2		57.1		65.6	3	68.4
Medium Trucks	6	0.2 59	7	52.4		508		69.3	3	68.5
Heavy Trucks:	6	0.0 58	.9	49.0		51.1		59.4		59.6
Vehicle Noise:	8	8.4 86	.7	83.7		58.8		87.4		67.9
Centerline Distan	ce to Naise C	ontour (in feet)								
			70	18A C	85.5	BA.		9 dBA	55	dBA

Friday, November 98, 2913

Friday, Nevernber 08, 201

	rio: Existing Plus ne: Parris Boulev					ime: Morei ber: 8878	o Valley VV	simarr	
	nt: South of Iris A				300 1900	ster. dare			
***************************************									
Hishway Data	SPECIFIC INP	UT DATA	-	Site Cou	NOI Hotitions (H		L INPUTS	•	
<del></del> <del>.</del>	Traffic (Adt). 18	filikk vahirtar				Autos			
	Percentage:	18%		5.6-	alurn Truch				
		807 vehicles			avy Trucks				
	ehiole Spead.	55 mph	į						
	ine Distance:	98 feet	1	Vehicle			Let 1	A C 1 - 5	F) >
Site Date				ven	iideType Aub	28: 77.53	Evening 12.9%	Night 9 6%	Daity 97.42%
					Aun Rakum Trac			10.3%	1 84%
	rrier Height:	0.0 feet			Heavy Truc			10.8%	0.74%
Barrier Type (0-V		0.0			neavy muc	no 90.01	5 4.170	10.090	0.7470
Centerline D		100.0 feet		Noise S	ource Elev	ations (in :	(cet)		
Centerline Dist.		160.0 feet	- (		Autos.	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks	2.287			
Observer Height	(Above Pao): lad Elevation	5.0 feet 0.0 feet		Hea	vy Trucks:	6.008	Grade Adj	usiment:	0.0
	ed Elevation ed Elevation	0.0 reat	1	I and Fr	uivalent D	etance (in	facti		
~~	Road Grade:	0.0%	1		Autos	87.316			
		-90.0 degrees		Sanctin	m Trucks	87 214			
		90.0 degrees			vv Trucks.	87.224			
	riigia vien.	on angress			,				
FHWA Naise Mag									
Vehicle Type			stance			Fresnel	Barrier Afte		m Alten
Autos	71.70	-0.25	-3.7		-1.20	-4.77	0.0		0.000
Medium Trucks:	82 40	-17,48	-3.		-1.20	-4 88	0.0		0.000
Heavy Trucks.	86.40	-21.45	-3 :	13	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois	e Levels (withou	t Topo and barri	er atte	nuation)					
Vehicle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	WEZ.
Autos.	86.6	64.7		62.9		56.9	65.5		66.1
Medium Trucks.	50.0	58.5		52.1		50.6	59.0		59.3
Heavy Trucks:	60.0	58.6		49.6		50.8	59.2		58.3
Vehicle Noise:	68.2	68.4		63.5		58.6	67.1		87.5
Centerline Distan	ce to Noise Con	tour (in feet)							
			70	σB.A	65 dB.	Δ.	80 dBA	55	dB.A
		Lohn.		34	139		289		44
		CMS7 ·		30	1.40		929		0.0

Finday, November 69, 2013

Scenario: Existina	RIS P	roject				Project i	Vame:	Moren	o Valley V	Vaima	7
Road Name: Perris Bo						Job No			io raincy -		
Fload Segment: North of	San M	ichala Roa	ć								
SITE SPECIFIC	INPU	T DATA	anna.		*********	N	OISE	MODE	L INPUT	rs	*************
Highway Data					Site Cor	ditions (	Hard:	10. S	ařt = 15)		
Average Daily Troffic (Adt)	18,3	16 vehicle	s					Autos	15		
Peak Hour Percentage		10%			Me	olum Tru	chs (2	Axies):	16		
Peak Hour Volume	1,8	32 vehicle	S		Re	avy Truc	48 (3+	Axies):	15		
Vehicle Speed		65 mph		-	Vehicle.	60/w					
Near/Far Lane Distance		98 feet		-		ideTvae	-	Dav	Eivening	Nice	h Daire
Site Data					V C.2.		utos	77.59			6% 97.429
Barrier Height		3.0 feet			54	edium Tn		84.89		-	
Barrier Type (0-Wall, 1-Berm)		0.0 7661				Heavy Th		86.5%			
Genterline Dist to Barrier		0.0 D D faet		L							
Centerline Dist. to Observer		O.O feet		- 1	Noise S	ounce Ek	vatio	is (în f	680)		
Barrier Distance to Observer		0.0 feet 0.0 feet				Autos		.000			
Observer Height (Above Padi		5.0 feet				m Trucks	-	.297			
Pad Elevation		0.0 feet			Heat	ry Trucks	: 8	630.	Grade A	gusim	ent: 0.0
Road Flevation		0.0 feet		- 1	Lane Eq	uivalent	Distar	ice (in	feet)		
Road Grade		0.0%				Autos		316			
Left View		0.0 deares			Mediu	m Trucks		214			
Flight View		0.0 degree			Heat	ry Trucks	. 97	.224			
HWA Noise Madel Calculati				i							
Vehicle Ivoe REMEL		iffic Flow	rs.	stance	Carri Co.	Floard I	Fres	rai I	Barrier At	lan.	Berm Alten
Autor 71		-0.19		-17		-1 20		-4 77		nno	0.00
Medium Trucks: 82	-	-17.43		-3.7		-1.20		-4.88	_	000	0.00
Heavy Trucks. 96 /	-	-21.38		-3.7		-1.20		-5.16		.000	0.00
Unmitiaeted Noise Leveis (w.	thout	Tron and	ham	ine otton	untion)						
VehicleType Leg Peak F		Leg Day			renina	Leq?	lic/hf	Τ	1 dn	-γ	CNET
	36.7		64.6		63.0		56	ē,	65	G	66.1
Medium Trucks.	90.0		68.6		62.2		60	6	59	1	59.3
Heavy Trucks:	60.1		58.7		49.6		50	8	58	2	58.
Vehicle Noise:	58.2		68.5		63.5		58	ß	87	2	87.
Centerline Distance to Noise	Conto	ur (in feet	;								
				70 c		65 c		1	90 dB.4	1	55 dB.4
			Lon. W=7 ·	6 7		14			302 325		650 898

Scenan	io: Existing Plu	is Project			Project i	vame: N	teren	c Valley VV	almart	
Road Nam	e: Perris Boul	evard			Job Nu	mbar: 8	970			
Road Segmen	at: North of Kn	ameria Avenue								
	SPECIFIC IN	PUT DATA						LINPUT	}	**********
Highway Data				Site Con-	ditions (	riard ≈	10, 50	xft ≈ 15)		
Average Daily	Traffic (Adl):	16,684 vehicles				- /	lutos:	15		
Peak Hour	Percentage.	10%		Mc.	žium Tru	oks (2 A	xles).	15		
Peak H	our Volume	1,868 vehicles		Hee	вку Тлисі	ks (3+ A	x(es):	15		
Ve.	nicle Speed:	55 mph		Vehicle #	Mie.					
Near/Far La	ne Distance.	98 feat			deTvoe		Dav	Eveninal	Niolx	Dally
Site Data					Α.	utos:	77.5%	12.8%	9.8%	87.42%
Par	nier Height:	0.0 feet		Me	dum Tre	eks: 1	34 9%	4.9%	10.3%	1.64%
Barrier Type (0-W		0.0		H	leavy In	ACAS. 1	36.5%	2.7%	10.8%	0.74%
Centerline Die		100.0 feat								
Centerline Dist.	to Observer.	100.0 feet		Noise So				eon		
Barrier Distance	to Observer:	0.0 feet		A decestion	Autos n Trucks					
Observer Heighl (	Above Pad):	5.0 feat			n i ruickis v Trucks			Grade Ad	cofmant	0.0
Pé	id Elevation:	0.0 feet							uruti riciri.	0.5
Ros	ed Elevation:	0.0 feet		Lane Equ	iivalent			feet)		
1	Road Grade	0.0%			Autos					
	Left View:	-90.0 degree	S		n Trucks					
	Right View:	90 0 degree	S	Heavy	y Trucks	87.2	24			
FHWA Noise Work				L						
VehicleTyne	REMEL.	Traffic Flow	Distance			Fresn		Barrier Att		
Autos	71.78	-0.80	-3.		-1.20		4.77	0.0		0.000
Medium Trucks	82,40	- 17 94	-9.		-1.20		4.58	0.0		0.000
Heavy Trucks:	66.40	-21.79	-3.		-1.20		5.16	0.0	OD	0.000
Unmitigated Noise										
VehicleType Autos	Leg Peak Hou		1 Leq 2	Evening   82.6	Leg N	100 m 56 5		Ldn 85 1		NEL 85 F
Medium Trucks	59		8.1	51.8		50.2		58.7		58.8
Heavy Trucks	59		6.3	49.2		50.5		58.8		58.9
Vehicle Noise	67		6.1	63.1		58.2		66.5		67.3

Friday, November 88, 2013

Centerline Distance to Noise Contour (in feet)

Scenario	Existina Plu	is Project			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	roject i	ivame:	Morer	ic Valley W	/almart	
Road Name:						Job Ni			10 111107 1	· aminon c	
Road Segment:	San Michai	a Road to Nand	ina A	venue							
SITE SP	ECIFIC IN	PUT DATA	****	********	*********	Ri	OISE	MODE	LINPUT	9	
Highway Data				Si	te Cond						
Average Cally I n	ffic (Adl):	7 428 vehicles						Autos	15		
Peak Hour Pe	rcentage.	10%			Medi	um Tru	oks (2	Axles)	. 15		
Peak Hou	r Volume:	1,743 vehicles			Heal	y Truc	ks (J+	Axles)	15		
Venic	le Speed:	55 mgh			hicle M	-					
Near/Far Lane	Distance.	98 feat		**		leTvpe		Dav	Evenina	Night	Dally
Site Data					40110		utos:	77.53		9 8%	
	r Height:	0.0 feet			Mer	Sum Tri		64.93		10.3%	4
Barrier Type (0-Vival)		0.0 1960				asy In		88.55		10.8%	0.749
Centerine Dist		100 0 feat		L							
Centerline Dist. to		100.0 feet		No	sise Sau				est)		
Barrier Distance to		C O feet				Autos		.000			
Observer Height (Ab		5.0 feet			Medium			297			
	Elevation:	0.0 feet			Heavy	Trucks	: 8	.006	Grade Ad	justment	0.0
	Elevation:	0.0 feet		L	ne Equi	valent	Dista	see (in	feet)		
	ad Grade	D 0%		1		Autos		316			
	refl View	-90.0 degree			Medium			214			
R	ight View:	90 0 degree			Heavy	Trucks	67	224			
FHWA Noise World											
	REMEL.	Traffic Flow	Dis	fance	Finite Fi		Fres		Barrier All		rn Alten
Autos.	71.78	-0.41		-3.74		-1.20		-4.77		000	0.00
Medium Trucks	82.40	-17 65		-3.73		1.20		-4.59		300	0.00
Heavy Trucks:	86.40	-21.80		-3.73		-1.20		-5.16	0.0	300	0.00
Unmitigated Noise L			anie	r ettenu	ation)						
	g Peak Hou			Leg Eve		Legi			Lán		MEE
Autos:	66		4.5		82.8		56		85 .		85
Medium Trucks:	69		8.9		52.0		50		58.8		59.
Heavy Trucks	59		6.4		49.4		50		59.1		59.
Vehicle Noise.	68	.0 8	6.3		63.3		58	4	67.5	0	67.
Centerline Distance	to Noise Co	antour (în feet)									
				70 dE	A	65 c			60 dBA		dEA.
			idn: Fl	63		13	6		292		29
				88		1.0			314		76

					<b></b>	0.55						
Scenar	io: Existing Plu	s Froje	ct				Project N	8/116: I	vlaren	o Valley W	almart	
Road Nan	ne: Perris Soula	ward					Job Nur	nber:	3870			
Road Segme	vá: South of Kri	ameria.	Avenue									
SITE Highway Data	SPECIFIC IN	PUT D	ATA	*****		Oh. O.	NE ditions (h			LINPUT	S	***********
<del>-</del>						Size Con	timons (r					
	Traffic (Adl): 1								iutas:	15		
	Percentage:	10%					dium Truc					
			rehides			He	avy Trucki	s (3+ A	x(es):	15		
	thicle Speed	55 :			r	Vahiate i	Wix					
Neer/Far La	ine Distance:	98 1	eet		- 1	Veh	ideType	-	Osy	Evening	Night	Daily
Site Data							Au	tos:	77.5%	12.9%	9 636	97.42%
Ba	rrier Keight:	0.0	feet			An	edium Truc	for.	84.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0				· ·	leavy Trus	iks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0	feet		-							
Centedine Fuel	In Chaerver	100.0			-	Noise Sc	urce Elev			ret)		
Barrier Distance	to Observer	0.0	feet				Autos:	0.0				
Observer Herahti	(Atlave Pact)	5.0	beed.		- 1		n Trucks:		97			
	ad Flevation	0.0	feet			Heav	y Truces.	8 (	108	Grade Ad	justment	0.0
Ro	ad Elevation:	0.0	feet		ľ	Lane Eq.	uivaient E	istant	e (in	feet)		
	Road Grade:	0.09	16		- 1		Autos:	87.	318			
	Left View:	-80.0	dearees			Medius	n Trucks:	87.	214			
	Right View:		degrees			Heav	y Trucks:	87.3	224			
FHWA Naise Mad	let Calculations											
VehicleType	REMO	Traffic	Fron	Oist.	80008	Finile	Poad	Erean	er l	Barrier Att	en Ber	m Atten
Autos	71.76		-0.45		-3.7	4	-1.20		4.77		100	0.000
Medium Trucks:	82.40		-17.69		-3.7	3	-1.20		4.89	0.0	380	0.000
Heavy Trucks	86.40		-21 64		-3.7	3	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Top	o and b	rrie	atter	uation)						
Vehicle Type	Leg Peak Hou	r L	eg Day		Leg E	vening	Leg N	ghi		Ldn	0	WEI.
Autos	68.		64			62.7		58.7		65.		65.9
Mediam Trucks	59.			13		51.9		59.4		58.1		59.1
Heavy Trucks:	59.	8	58	.4		49.4		50.6		59.1	3	59.1
Vehicle Noise:	88.	0	86	.2		83.3		59.4		66.	}	67.4
Centeriine Distan	ce to Naise Co	ntour (	in feet)									
						d8A	85 dE		t	10 dBA		dBA
			Ł	10:	В	3	135			299	8	25

Friday, November 08, 2013

Scenario	Existing Pi	us Froject				Project N	алте:	Moren	o Valley W	almart	
	: Perris Soul					Job Nur			,		
Road Segmen	f: South of N	andina Av	enue								
SITE S	PECIFIC IN	PUT DA	TA		**********	NE	ISE	MODE	L INPUT	5	***********
Highway Data					Site Car	ditions (f	dand :	10, S	oft = 15)		
Average Daily 1	raffic (Act)	17,368 ve	hoctes					Autos	15		
Peak Hour l	Percentage:	10%			Me	elium Truc	ks (2	Anles):	15		
Peak Ho	our Volume:	1,737 ve	bioles		He	avy Truck	s (3+	Axles):	15		
Vel	licle Speed:	55 m	ph	1	Vehicle	3.87~					
Near/Far Lar	e Distance:	98 fe	et	1		ideType	-	Osv	Evening	Shari	Daily
Site Data							tos:	77.5%		9 636	87.42%
Sar	rier Kelaht:	00 6	aat		M	edium Tru	chs.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-Wa		0.0				Heavy Tru	oks:	86.6%	2.7%	10.8%	0.74%
Centerline Dis		100.0 h	eet								
Centerline Dist. I	o Observer:	100.0 fe	et	-	NO156 3	ource Ele		000 000	9 <i>0t)</i>		
Barrier Distance t	o Observer.	0.0 fi	eet			m Trucks:	-	297			
Observer Height (A	Move Pad).	5.0 N	ee1			т і писка: ы Тписка:		006	Grade Ad	ivetmani	0.0
Pa	d Elevation:	0.0 f	et		rouan	y irons.		1100	Orace Ac	o amend	. 0.0
Roa	d Elevation:	0.0 fs	eet	- 1	Lane Eg	ulvaient E	Viz tor	ce (in	feet)		
F	load Grade:	0.0%				Autos:		.318			
	Left View:	-90.0 c	legrees			т Тпискв:		.214			
	Right View:	90.0	egrees		Hear	ly Trucks:	87	.224			
FHWA Noise Mode	(Calmidation	4		1							
VehicleType	REMEL	Traffic F	iow Di	stance	Finite	Road	Fres	1697	Barrier Alt	en Ber	m Atten
Autos	71.78		0.43	-3.	74	-1.20		-4.77	9.0	00	0.000
Medium Trucks:	82.40	-1	7.66	-3	73	-1.2D		-4.85	9.0	100	0.000
Heavy Trucks	86.40	-2	1.62	-3.	73	-1.2B		-5.16	9.6	100	0.000
Unmitigated Noise	Levels (with	out Topo	and barr	ier atte	nuation)						
VehicleType .	Leg Peak Ho	ur Le	; Day	Legi	Evening	Leg N		T	Ldn		VEI.
Autos	68	Á	84.5		92.8		58.	7	65.3	3	65.8
Medium Trucks	59		59.3		51.8		50		68.5		59.1
Heavy Trucks:	59		58.4		49.4		50.		59.1		59.1
Vehicle Noise:	88	1.0	86.2		83.3		58.	4	67.1	)	67.4
Centeriine Distanc	e to Naise C	ontour (ir	font)								
			1		d8A	85 d£			99 dBA		dBA
			Edn:		63	136			291	6	27
			CNE		67	145			313		75

Eriday, November 08, 2013

Friday, Nevernber 08, 201:

	io: Existing Plu							o Valley Va	simarr	
Road Narr	ne: Parris Boule	evard			Job A	umber.	8870			
Road Segme	nt: North of Ha	riey Knox Boule	yard							
SITE	SPECIFIC IN	PUT DATA		-				L INPUT	S	
Highway Data				Site C	conditions	(Hard	× 10. Sc	ift = 15)		
Average Daily	Traffic (Adt). 1	8,064 vehicles					Autos:	15		
Peak Hour	Percentage:	19%			Medium Tr	uchs (2	Axies):	15		
Peak F	lour Volume:	1,866 vehicles			Heavy Tru	dis (3+	Axies):	15		
Ve	rhicle Speed.	45 mph		Vehic	In Mix					
Near/Fer La	ne Distance:	24 feet			/ehideTvac		Day	Eisenina	Night	Daire
Site Date				+		Sufas	77.536	12.9%	8.6%	97.42%
P-	rrier Height:	0.0 feet			Medium T	rucks:	94.8%	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0 (66)			Heavy 1	rucks:	88.5%	2.7%	10.6%	0.74%
Centediae Di		100.0 feet								
Centerline Dist		160 C feet		Noise	Source E			100		
Barrier Distance	to Observer	0.0 feet			Auto		.000			
Observer Height (		5.0 feet			dium Truck		.287	0		
A	ad Elevation	0.0 feet		- "	eavy Truck	5: 6	800.	Grade Ad	usimen	0.0
Ro	ad Elevation:	0.0 feet		Lane	Equivalen	Dista	ace (in	feet)		
	Road Grade:	0.0%			Auto	s: 90	3.403			
	Left View.	-90.0 degree	S	Me	dium Truck	s: 9	1314			
	Right View:	90.0 degree	s	H	eavy Truck	s. 9	3.323			
FHWA Naise Mad	ei Calculation:	s								
Vehicle Type	REMEL	Traffic Flow	Distant	e Fir	ite Road	Free	nel	Berner Att	en Ber	m Alten
Aulos	68.46	0.62		4.58	-1.20		-4.77	0.0	000	0.00
Medium Trucks:	79 45	-16.82	-	4.57	-1.20		-4 80	0.0	000	9.890
Невуу Тruсна.	84.25	-20.58		4 67	-1.20		-5.16	6.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and I	arrier a	tenuatio	n)					
Vehicle Type	Leg Peak Hou	r Leg Day	Le	g Evening	; Leq	Night	T	Ldn	C	WEZ.
Autos:	8.3	3 6	1.4	5	9.6	53	.6	62.3	2	62.0
Medium Trucks.	57.		5.5		9.2	47		56.1		56.3
Heavy Trucks:	57.		8.5		7.4	48		57.0	)	57.:
Vehicle Noise:	65	.1 6	3.4	6	0.2	55	.6	84.		84.
Centerline Distan	ce to Noise Co	ntour (in feet)								
				70 dBA		dB.A	1 6	iO dB.A		dB.A
		L	oh.	40	- 3	37		186	4	05

Finday, November 69, 2013

	Pas Project					lame: Morei	no Valley W	simsrr	
Road Name: Perris Bo	ulevard				Job Mus	mber: 8876			
Fload Segment: South of	Ramona Exp	ressway	/						
SITE SPECIFIC	INPUT BAT	A	-	*******		ISE MODE		8	
lighway Data			S	ite Con	ditions (f	fard = 10, S	ařt = 15)		
Average Daily Traffic (Adt).	14,568 veh	ides				Autos	15		
Peak Hour Percentage:	18%			Me	alum Truc	48 (2 Axies)	16		
Peak Hour Volume:	1,457 veh	icies	- 1	Ke	avy Truck	s (3+ Axies)	15		
Vehicle Speed.	65 mpt	3	-	etiic le l	Mir				
Near/Far Lane Distance:	98 feet		-		ideTvae	Dav	Evening	Night	Daire
ite Data				V C21		tos: 77.53		8.6%	97.42%
					edium Tru			10.3%	1 94%
Barrier Height:		15			leavy Tru			10 8%	0.74%
Barrier Type (0-Wall, 1-Berrn). Centedine Dist to Barrier								10.070	0.1111
	100.0 100		N	aise Sc	urce Ele	vations (in :	eet)		
Centerline Dist. to Observer.					Autos.	0.000			
Barrier Distance to Observer Observer Height (Above Pad).				Mediu	n Trucks:	2.297			
Observer mergiik (Abbire Patr). Ped Elevation	0.0 fee			Heav	y Trucks:	8.00%	Grade Adj	usiment:	0.0
Fed Elevation Sned Flevation	0.0 150		17	are Em	dualant f	Distance (in	facti		
Road Grade	17.19 100	14.	F	arro regi	Autos:	87.316			
Left View	0.074	arono		6.6action	n Trucks:	87 214			
Right View	00.0 00				v Trucks.	87.224			
raga view.	80.0 ue	yreres.		170,00	y zrucno.	01.224			
HWA Notse Model Calculation									
VehicleType REMEL	Traffic Fic		fstance	Finite	Road	Fresnei	Barrier Att		m Alten
Autos: 71.1			-3.74		-1.20	-4.77			9.986
Medium Trucks: 82.4			-3.73		-1 20	-4 88			0.000
Heavy Trucks. 96.4	0 -22	.3B	-3 73		-1.20	-5.16	0.0	69	9 9 9 0
nmitigeted Noise Levels (wi	inout Topo a	nd ban	rier attenu	ation)					
VehicleType Leg Peak F	ow Leg.	Day/	Leg Ev	ening	Leg N		Ldn		WEZ.
Autos:	35.7	63.6		62.0		55.9	64.6	3	66.0
Medium Trucks.	59.0	67.6		61.2		49.6	56.1		56.1
Heavy Trucks:	59.1	57.7		48.6		48.8	58.3	!	58.4
Vieticse Majoe:	87.2	65.5		62.5		57.8	88.7		887

	io: Existing Plu							c Valley Vv	almart	
	e: Perris Boul				Job No	imber.	8970			
Road Segme	nt: South of Ha	irley Knox Boula	evard							
SITE	SPECIFIC IN	PUT DATA	**********		řě	OISE	MODE	LINPUT	5	
Highway Data				Site Con	ditions (	Hard a	10, 50	oft ≈ 15)		
Average Daily	Leaffic (Adl): 1	6,022 vehicles					Autos:	15		
Peak Hour	Percentage.	10%		Me	dium Tru	cks (2 i	txles).	15		
Peak H	lour Volume	1,802 vehicles		He	avy Truc	ks (J+ .	4x/es):	15		
Уe	tricle Speed:	45 mph		Vehicle	Wie					
Near/Far La	ne Distance.	24 feat			c/eTvpe		Day	Eveninal	Niglx	Dally
Site Data					A	utos:	77.5%	12.8%		87.42%
Fra	rrier Height:	0 0 feet		0.6	edium Yn	ucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-VI		0.0		,	teavy In	JONS.	86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feat		Noise Se			- 6- 8			
Centerline Dist.	to Observer:	100.0 feet		NOIST S	Autos		5 (110 A	161)		
Barrier Distance	to Observer:	0.0 feet		2 Annahir	ников т Тпискв		297			
Observer Height (	Above Pady	5.0 feat			or Trucks			Grade Ad	iustment	0.0
p _e	ad Elevation:	0.0 feet							i di di mana	. 0.5
Rox	ed Elevation:	D O feet		Lane Eq	uivalent	Distan	ce (in :	feet)		
	Road Grade	0.0%			Autos		483			
	Left View:	-90.0 degree:	S		m Trucks		314			
	Right View:	90 0 degree	S	Hear	y Trucks	: 59	323			
FHWA Noise Wod										
VehicleTyne	REMEL.	Traffic Flow	Distance		Road	Fresi		Barrier Att		
Autos	69.48	0.10	-4		-1.20		-4.77		000	0.000
Medium Trucks	79.45	- 17 14		.57	-1.20		-4.58		100	0.003
Heavy Trucks:	64.25	-21.10		.67	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois										
	Leg Peak Hou			Evening	Legi		L	Lán		NEL
Autos	62		D 9	58 1		53		81		82 3
Medium Trucks:	56		5.0	48.7		47.		55.8		55.6
Heavy Trucks	57		6.0	46.9		48.		56.5		56.7
Vehicle Noise	84	ti fi	2.9	59.7		55	1	63.5	5	64.5

Friday, November 88, 2013

Scenario: E	xistina Plu	s Project				Project N	ame: Mon	ene Maliev W	/almart	
Road Name: K	itching Str	eet				Job Nur	nber: 8870	)		
Road Segment: N	orth of Ca	ctus Avenu	3							
SITE SPE	CIFIC IN	PUT DAT	a A	*******		NO.	ISE MOS	EL INPUT	g	******
Highway Data					Site Con	ditions (h	ard ≃ 10,	Soft = 15)		
Average Cally Traff	ic (Adl):	6.466 vehic	des				Auto	s: 15		
Peak Hour Perc		10%			Me	dium Yruc	ks /2 Axles	0. 15		
Peak Hour i	/clume:	847 vehic	des		He	any Truck:	C)+ Axles	s): 15		
Venicle	Speed:	55 mph		-	Vehicle :					
Near/Far Lane D	istance.	36 feat		-		oleType	Dav	Eveninal	Night	Dally
Site Data						Au Au				87.42
Barrier	11-2-ba	0.0 fee			0.6	edium True			10.3%	
Barrier Type (0-Vival) 1		0.0 fee	t			teasy Irus			10.8%	
Centerline Dist. to		100 0 fee								
Centerline Dist to O.		100.0 fee		L	Noise S	rurce Elev		feet)		
Barrier Distance to O.		0.0 fee				Autos:	0.000			
Observer Height (Abor		5.0 fee				m Trucks:	2 297			
	evetion:	0.0 fee			Heat	y Trucks	8.006	Grade Ad	justment	. 0.0
Road E		0.0 fee:		ŀ	Lane Eq	uivalent C	istance (i	n feet)		
Road	Grade	0.0%		l l	<u>-</u>	Autos:	88.484			
1.6	ff View	-90.0 dec	rees		Mediu.	m Trucks:	98.404			
Rig	ht View:	90.0 deg			Hear	y Trucks:	98 413			
FHWA Noise Model Ca										
	EMEL	Troffic Flos	e i n	danen	I Girita	Road	Fresnel	Barrier All	ent on	rn Atter
Autos	71 78	-4		-4.5		-1.20	-47		100	0.00
Medium Toucks	B2 40	-21		-4.5	-	-1.20	-4.5		nnn	0.00
Heavy Trucks:	86.40	-25.	91	-4.5	1	-1.20	-5.1	6 0.1	000	0.00
Unmitigated Noise Le	rels fwith	out Topo a	nd hami	er offer	wationi					
	Peak Hou				vening	Leg Ni	atst	Łdn	T C	NEL
Autos	61.	3	58.4		57.7		516	80	2	80
Medium Trucks:	54.	7	53.2		46.9		45.3	69.7	9	54
Heavy Trucks	54	G	59.4		44.3		45.8	53.	8	54
Vehicle Noise.	62	9	61.2		58.2		53.3	61.5	8	62
Centerline Distance to	Noise Co	ntour (în fi	ne <i>tj</i>							
					dBA	65 dE	A	60 d5A		dE.A
			Ldn:	- 2	9	62		134		198
			CNEL:		1	67		104		320

					ALC: NO.					
Scenar	no: Existing Pla	us Frojei	it.			Project N	ame: Morer	no Valley W	almart.	
Road Nan	ne: Perris Soul	ieverd				Job Nur	nber: 8870			
Road Segme	vá: North of Ra	emona E	presswa	iy.						
	SPECIFIC IN	PUT D	ATA	***********			ISE MODE		S	***********
Highway Data					Site Cor	rditions (f	land = 10, S	oft = 15)		
Average Daily	Traffic (Act):	14,437 1	refroctes				Autos			
Peak Hour	Percentage:	10%			M	edium Truc	ks (2 Axles)	15		
Peak H	laur Valume:	1,444 \	ehicles		He	avy Truck	s (3+ Axles)	15		
Vs	thicle Speed:	55 :	riph		Vahiate	350				
Near/Far La	ine Distance:	36 f	eet			ricleType	Dav	Evento	Night	Darly
Site Data							tos: 77.59	6 12.9%	9 636	97.42%
Ra	rrier Keight:	0.0	feet		A.	ledium Truc	%s. 84.69	6 4.9%	10.3%	1.84%
Barner Type (0-VI		0.0	rout			Heavy True	sks: 96.69	6 2.7%	10.8%	0.74%
Centerline Di		100.0	feet		N			r		
Centerline Dist.	to Observer:	100.0			Noise 5		rations (in i	aeti		
Barrier Distance	to Observer.	0.0	feet			Autos: m Trucks:	9.990 2.297			
Observer Herahli	(Above Pad).	5.9	teet					Grade Ad.	S	
P	ad Elevation:	0.0	feet		mea	vy Trucks.	8 006	Grace Au,	positives it.	. 0.0
Ro	ad Elevation:	0.0	feet		Lane Eq	uivaient E	istance (in	feet)		
	Road Grade:	0.03	K.			Autos:	98.494			
	Left View:	-90.0	degrees		Mediu	т Тлиска:	98.404			
	Right View:	90.0	degrees		Hea	vy Trucka:	98.413			
PHWA Noise Mod	el Calculation	5			i					
VehicleType	REMEL	Traffic	FION	Distance		Road	Fresher	Barrier Att		m Atten
Autos:	71.76		-1.23	-4	52	-1.20	-4.77	0.0	300	0.00
Medium Trucks:	92.40		18.47	.4	51	-1.20	-4.89	0.0	390	0.000
Heavy Trucks	86.40		22 42	-4.	51	-1.20	-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Top	o and ba	rrier atte	nuation)					
VehicleType	Leg Peak Ho	ur L	eg Day	Leg	Evening	Leg Ni	ghi	Ldn	0	NEIL
Autox	64	.8	62	.8	61.2		55.1	63.7	7	64.3
Medium Trucks	58	1.2	56	7	59 4		499	57.3	3	57.5
Heavy Trucks:	58		56		47.8		49.1	57.4		57.5
Vehicle Noise:	86	1.4	84	.7	81.7		56.0	65.4	4	66.9
Centerline Distan	ce to Noise C	ontour (	in feet)							
				70	d8A	85 d8		60 dBA		dBA
					46	4/10		200		1120

Friday, November 08, 261

											****
	rio: Existing Pic								o Valley M	/almart	
	ne: Kitching St					Job N	umber	8870			1
Road Segme	vit: South of Ca	actus Avenua									
	SPECIFIC IN	IPUT DATA							L INPUT	\$	
Highway Data				8	ite Car	ditions	(Hard				
Average Daily		8,148 vehicle	S					Autos:	15		1
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Apriles):	15		1
	lour Volume:	815 vehicle	S		He	avy Truc	45 (34	Axles):	15		
	thicle Speed	40 mph		ν	ohicto	∆#ix					
Near/Far La	ine Distance:	12 feet			Ver	icleType	- 1	Day	Eveningi	Night	Daily
Site Data						7	lutos:	77.5%	12.8%	9 6%	97 42%
Re	rrier Kelaht:	0.0 feet			M	edium Tr	ucks.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-V		0.0				Heavy Tr	uaks:	86.6%	2.7%	10.9%	0.74%
Centerline D.		100.0 feet									
Centedine Dust		100.0 feet		, A	0156 5	ource El			9 <b>0t)</b>		
Barrier Distance	to Observer	0.0 feet				Autos		0.000			1
Observer Herafit		5.0 heet				m Truck		2.297			
	ad Elevation	0.0 feet			Hear	у Тгискі	s. :	3 0 0 6	Grade Ad	yusanen	0.0
Ro	ad Elevation:	0.0 feet		L	ane Eg	ulvaient	Disto	nce (in	feet)		
	Fload Grade:	0.0%				Autos	s: 9!	3.945			
	Left View:	-90.0 deare	es		Mediu	т Тписка	s: 98	9.856			1
	Right View:	90.0 degre			Hear	y Truck	r: 9:	3.865			
FHWA Noise Moo											
VehicleType	REMEL	Traffic Frow	0	stance	Finite	Road	Fres		Barrier Alt		m Atten
Autos	86.51	-2.33		-4.82		-1.20		-4.77		300	0.000
Medium Trucks:	77.72			-4 61		-1.2D		-4.85		300	0.000
Heavy Trucks	82.98	-23.62		-4.81		-1.2D		-5.16	9:	300	0.000
Unmitigated Nois	e Levels (with	out Topo and	barr	ier atten	iation)						1
VehicleType	Leg Peak Hou	ur Leg Day	7	Leg Ev	ening	Leq.	Vight		Ldn		NEL.
Autos:	58	1.4	56.5		54.7		48	.8	67.	3	57.8
Medium Trucks	52	1.3	50 S		44 5		42	8	51.	4	51.8
Heavy Trucks:	53	1.7	52.2		43.2		44	.5	52.	G	52.9
Vehicle Noise:	80	1.4	58.6		55.4		50	1.8	59.	4	59.8
Centerline Distan	ce to Naise Co	ontour (in feat	)								)
				70 d		85:			50 dBA		dBA
	Lan:						20 42 91				96

Friday, November 88, 2013

Friday, Nevernber 08, 201

	rio: Existing Plu.					ime: Moren ber: 8870	o Valley V	simarr	
	ne: Kitching Stre inf: North of Joh	ret n.F. Kennedy Driv			JOD NUT	Dev: 6870			
				***************************************					
Hishway Data	SPECIFIC IN	OIBAIA	_	Site Cor	nditions (H	SE MODE ard = 10. S		•	
Average Daily	Troffic (4et)	7.394 vehicles				Autos			
	Percentage:	18%		Me	ealurn Truch	s (2 Axies):	15		
	lour Volume:	739 vehicles			eavy Trucks				
Ve	ehiole Spead.	49 mph	į						
Near/Fer La	ine Distance:	12 feet		Vehicle	ideTvae	Day	l Eisening	Night	Daily
Site Data				VEL	Aut			9.6%	97.42%
		0.0 feet		6.6	edium Truc			10.3%	1 84%
Barrier Type (0-V	rrier Height:	0.0 reet 0.0			Heavy Truc			10.6%	0.74%
Centerline Di		100.0 feet							
Centerline Dist		100.0 feet	ļ	Noise S	ource Elev		est)		
Ramier Distance		0.0 feet			Autos.	0.000			
Observer Height		5.6 feet		Mediu	m Trucks	2.287			
	ad Flevation	D.D. feet		Hea	vy Trucks:	8.008	Grade Ad	justment:	0.0
	ed Elevation	0.0 feet	1	Lane Fo	uivalent Di	stance (in	feeti		
	Road Grade	0.0%	1		Autos	99 945			
	Left West	-90.0 decrees		Sandin	m Trucks:	99 856			
	Right View:	90.0 degrees			vy Trucks.	99.865			
FHWA Naise Mad	lei Calculations		i						
Verlicie I ype	REMEL	Traffic Flow   D	fstance	Finite	Road	Fresnel	Berner Att	en Ben	m Alten
Aulos	66.51	-2.75	-4.6	52	-1.20	-4.77	0.0	000	0.000
Medium Trucks:	77.72	-19.98	-4.6	31	-1.20	-4 88	0.0	000	0.000
Невку Тписка.	82.99	-23.94	-4 6	31	-1.20	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (with	ut Topo and ban	ier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	Vening	Leg Nig	ht	Ldn	Ci	WEZ.
Aikas:	57:	56.0		54.3		48.2	56.0	3	57.5
Медішт Ілиска.	51.			44.0		42.5	51.0		51.3
Heavy Trucks:	53.			42.8		44.D	52.4	;	52.5
Vehicle Noise:	60.	58.2		54.9		50.4	58.9	)	59.4
Centerline Distan	ce to Noise Co.	ntour (in feet)							
				σB.A	65 dB.	4	90 dBA		dB.A
		Loh).		18	39		85		83
		CMF7 :		20	42		91		98

Fitday, November 69, 2013

Scenario: Existing F	kus Project				Project I	Jame: Mor	eno Vallev V	/simart	
Road Name: Kitching S						mber: 887			
Fload Segment: South of I	ris Avenue								
SITE SPECIFIC I	NPUT BATA			*********	N	DISE MO	GEL INPUT	S	******
Highway Data				Site Cor	iditions (	Hard = 10.	Saft = 15)		
Average Daily Traffic (Adt).	7,164 vehic	23				Auto	58: 15		
Peak Hour Percentage:	18%			Me	oburn Trui	048 f2 Axie	s): 15		
Peak Hour Volume:	718 vehici	es		He	avy Truct	is (3+ Axie	s): 15		
Vehicle Speed.	45 mph		-	Vehic is	99/v				
Near/Far Lane Distance:	36 feet				ideTvae	Day	Evening	Night	Dairy
Site Data					As	utas: 77	5% 12.9%	8.6%	97.42%
Barrier Height:	0.0 feet			54	edium Tri.	icks: 84.8	8% 4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).	0.0				Heavy Th	icks: 86.5	5% 2.7%	10.6%	0.74%
Centerline Dist. to Barrier:	100 D feet		-						
Centerline Dist. to Observer.	100.0 feet		-	moise S		vations (ir	9 76 879		
Barrier Distance to Observer	0.0 feet				Autos. m Taucks:				
Observer Height (Above Pad):	5.0 feet				m i nucks: vv Trucks:		Grade Ac	A) colorana f	0.0
Ped Elevation.	0.0 feet			Heal	ny rruces:	6.000	Grave Au	диан неги	0.0
Road Elevation:	0.0 feet		- 1	Lane Eq	uivalent i	Distance (	in feet)		
Road Grade:	0.0%				Autos				
Left View.	-90.0 degr	299		Mediu	m Trucks:	98 404			
Right View:	90.0 degr	ees		Hea	vy Trucks.	98.413			
HWA Noise Model Calculatio	ris								
VehicleType REMEL	Traffic Flow	D	fstance	Finite	Pload	Fresnei	Barrier Ati	en Ber	m Allen
Aulos: 68.4	6 -3.4	0	-4.5	2	-1.20	-4.7	7 C.	000	0.086
Medium Trucks: 79.4			-4.5		-1.20	-4.8		000	0.000
Heavy Trucks. 94.2	5 -24.5	8	-4.5	1	-1.20	-5.7	re c.	080	9 990
Inmitigated Noise Levels (wit	nout Tops an	d ban	ier atter	wation)					
VehicleType Leg Peak Hi				vening	Leg A		Ldn		NEL.
	9.3	57.4		55.7		49.6	58.		58.8
	9.1	61.6		45.2		43.7	52.		52.4
***************************************	3.9	52.5		43.5		44.7	53.		53.3
Vehicle Noise: 6	11.2	59.4		56.3		51.6	60.	1	80.6
Centerline Distance to Noise (	Contour (in fee	1)							
				зВA	65 d		60 dB.4		dB.4
		Lobs.		2	47		102	- 2	12.0
		DNEL		4	51		110		SB

Scenario: Road Name:	Existing Plus i Kitching Stree					Project in Job Nu			e Valley VV	almart	
Road Segment:			rive								
	ECIFIC INP	JT DATA	*****			Per	SISE I	MODE	L INPUT	5	
Highway Data					Site Con	ditions (i	Hard a	10, 50	aft ≈ 15)		
Average Daily Tra	flic (Adl): 8,	532 vehicles						Autos:	15		
Peak Hour Per	centaga.	10%			Mc.	Sum Tru:	жs (2 л	txles).	15		
Peak Hour	Volume	853 vehicles			Hei	ary Truck	s (3+ /	4x/es):	15		
Vehicl	e Speed:	46 mph		-	Vehicle f	die					
Near/Fat Lane !	Distance.	12 feat		- 1		deType		Day	Evening	Night	Daily
Site Data						Ai.	itos:	77.5%	12.9%	9.8%	87.42%
fiarrie.	r Height:	0.0 feet			NSO	dum Tru	eks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall		0.0			E	leavy Iru	CNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. I	Berner 1	00.0 feat		-	Noise Sc			- 6- 8			
Centerline Dist. to C	bserver: 1	00.0 feet		H.	NOIST SC	Autos:		5 (110 A	161)		
Barrier Distance to 0	Observer:	0.0 feet			Admin Section	: Autos n Trucks		000 297			
Observer Height (Abo	ove Pady	5.0 fest				n i rucks: v Trucks:		287 006	Grade Ad	icofmant	0.0
Pad 8	levetion:	0.0 feet								autricin.	. 0.5
Road E	Revation:	0.0 feet		- [	Lane Equ	iivalent i	Distan	ce (in	feet)		
Ros	d Grade	0.0%		Г		Autos:	89.	945			
٤	eff View: .	90.0 degrees			Mediur	n Trucks	99.	856			
R	ght View:	90 0 degrees			Heav	y Trucks:	59	865			
FHWA Noise Wodel C											
		rattic Flow	Dist	ance	Finite		Fresi		Barrier Att		
Autos	66.61	-2.13		-4.6		-1.20		-4.77	0.0		0.000
Medium Trucks	77.72	- 19 37		-4.8		-1.20		-4.58		100	0.000
Heavy Trucks:	62.89	-23.32		-4.6		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Le										,	
	g Peak Hour	Leg Day		Leg E	vening	Leg N		L	Lán		NEL 58 1
Autos:	58.6	56			54.9		488		57 5		
Medium Trucks	52.5 53.9	51 52			44.7		43.1		51.8 53.8		51.6 53.1
Heavy Trucks					43.4				59.1		
Vehicle Noise.	60.6	50	.8		55.8		51.		59.1	) 	60.0
Centerline Distance t	o Noise Cont	our (in feet)		70	194	65.8		·	0.694		dBA

Friday, November 88, 2913

	Existing Plus							Valley VV	almart	
	Lasselle Stree				Job Nur	aber 8	970			
Road Segment	North of Iris A	venue								
SITE S	PECIFIC INP	UT DATA						INPUT	}	
Highway Data			S	ite Con	ditions (h	ard ≃ 1	O, So	ft ≈ 15)		
Average Cally I	raffic (Adl): 18	468 vehicles				Α	utos:	15		
Peak Hour P	ercentage.	10%		Med	žum Truc	ks (2 A)	des).	15		
Peak Ho	uz Volume: 1	847 vehicles		He	any Truck:	(0+ A)	des):	15		
Ven	icle Speed:	55 mph	-	ehicle f	·					
Near/Far Lans	Distance.	36 feat			aleTvpe	1 /	)av i	Evenina	Nigiti	Dally
Site Data				4611	42		7.5%	12 994		87 47%
				0.60	dium True		4.9%	4.9%	10.3%	1.64%
	er Height:	0.0 feet 0.0			leavy Trux		8 5%	2.7%	10.8%	0.74%
Barrier Type (0-Wa Centerline Dist		0.0 100.0 fear	L.							0
Centerline Dist. to		100.0 feet	A	oise So	urce Elev	ations	(in fe	6 <i>t)</i>		
Barrier Distance to		G O feet			Autos:	0.0				
Observer Height (A		5.0 feet			n Trucks:	2.2				
	i Elevation:	0.0 feet		Heav	y Trucks	8.0	06 -	Grade Adj	ustment	0.0
	i Elevation	0.0 feet	ī	ane Eas	iivalent D	istano	e (in f	eat)		
	nad Grade:	0.0%	100		Autos	88.4				
	Left View	-90.0 degrees		Mediur	n Trucks	98.4	04			
	Right View:	90 0 degrees		Heav	y Trucks:	98 4	13			
FHWA Noise Wodel	Catculations									
VehicleType			iance	Firite		Fresne		Barrier Alls		m Alten
Autos.	71.78	-0.16	-4.52		-1.20		4.77	0.0		0.000
Medium Trucks	82.40	-17 40	-4.51		-1.20		4.58	0.0		0.008
Heavy Trucks:	86.40	-21.35	-4.51		-1.20	-	5.16	0.0	OD	0.009
Unmitigated Noise	Levels (withou	t Topo and barri	r etten	iation)						
VehicleType 1.	eq Peak Hour	Leg Day	Leg Ev	ening	Leg Ni	aht.		Lain	Ci	NEL
Autos:	65.8	84.0		82.2		56.2		84 E		85 4
Medium Trucks:	69.3	57.8		51.4		49,9		58.3		58.8
Heavy Trucks.	59.9	57.9		46.9		50.1		59.5		50.9
Vehicle Noise.	67.5	65.7		62.8		57.8		66.4		68.9
Centerline Distance	to Noise Can	taur (în feet)								
			70 d		65 dE	A		0 dE/4		dE:A
		£dn:	56		125			269		79
		CNH:	82		134			289		23

Scenario: Existing P Road Name: Kitching S Road Segment: North of In	treat				Project N Job Nur			n Vailey W	'almart	
SITE SPECIFIC II	APUT DATA	**********		lika Cana	NO litions (h			LIMPUT	S	annananar
Average Daily Traffic (Adl)	8 000 vehicle			no com	mercins (7		Autos:	15		
Peak Hour Percentage:	10%	35	- 1		ium Truc			15		
Peak Hour Percentage:	600 vehicle				nor Trucki			15		
Peax Hour Volume: Vehicle Speed		15		7788	ny much	(ar	AXIES).	10		
Venicie speed Near/Far Lane Distance:	55 mph 36 feet		1	chicle à						
Neal/I-ar Lane Listance:	30 reet			Vetri	deType		Day	Evening	1bght	Daily
Site Data						05:	77.5%	12.9%	9 6%	97.42%
Barrier Keight:	0.0 feet				dium Truc		84.6%		10.3%	
Barner Type (0-Well, 1-Bern):	0.0			H	евчу Тик	iks:	96.6%	2.7%	10.8%	0.74%
Centerline Dist to Barrier.	100.0 feet		-	laire Se	urce Elev	entine	er Confe	and)		
Centerline Dist. to Observer:	100.0 feet		1		Autos		000			
Barrier Distance to Observer.	0.0 feet			Madius	1 Trucks		297			
Observer Height (Above Pad).	5.0 feet		- 1		Trucss.			Grade Ad	iustmeni	0.0
Pad Elevation:	0.0 feet									
Road Elevation:	0.0 feet		1.	ane Equ	ivaient E			(eet)		
Road Grade:	0.0%		- 1		Autos:		.494			
Left View:	-80.0 degre				Trucks:		.4B4			
Pight View:	90.0 degre	es		Heavy	/ Trucks:	98	.413			
FHWA Noise Model Calculation	75									
VehicleType REMEL	Traffic Flow		ance	Finite I		Fres		Barrier 4tt		rm Atten
Autos: 71.70			-4.52		-1.20		-4.77	0.0		0.000
Medium Trucks: 82.40			-4 51		-1.20		-4.89	0.0		0.000
Heavy Trucks: 86.40			-4.51		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Levels (wit										
VehicleType Leg Peak Ho			Leg Ev		Leg N			Ldn		NEL.
	1.0	59.1		57.4		51.	-	59.		60.6
	1,4	52 8		46.5		45		53.5		53.
	1.4	53.0		44.0		45.		53.		53.
	2.6	80.0		57.9		53.	0	61.1	3	62.
Centeriine Distance to Noise C	ontour (in fee	t)					.,			dBA
			70 d		85 dF			10 at BA		

Friday, Nevernber 08, 2013

***********	*****			******	*****		******	******	******	*******	
				*****				2.2			****
Scenario: Existin									o Valley W	falmart	
Road Name: Lasse						Job N	umber:	8870			
Road Segment: South	of Iris	Avenue									
SITE SPECIFI	C IN	ATAG TU							L INPUT	s	
Highway Data					Site Car	ditions	(Hard:	10, Se	oft = 15)		
Average Daily Traffic (Ad	(C) 20	8,484 vehocles		- 1				Autoe:	15		
Peak Hour Percentag	76:	10%		- 1	Me	edium Ta	icks (2	Arries):	16		- 1
Peak Hour Volun	ne: .	2,648 vehicles			He	avy Truc	ks (3+	Axles):	15		
Vehicle Spec	ď	55 mph		ŀ	Vohicte	387-					
Near/Far Lane Distan	oe:	36 feet		H		ideType		Day	Evening	Night	Daw
Site Data							lutos:	77.5%		9 634	97 42%
					4.0	edium Tr		84 896	1 6 1 6 1 1 1	10.3%	1.84%
Barrier Keig		0.0 fest		i		Heavy Tr	G-E-1-10-1	86.6%		10.3%	0.74%
Barner Type (0-Wall, 1-Ser.		0.0		- 1		1000y 11	ourio.	00.07	2.170	10.076	0.1476
Centerline Dist to Barn		100.0 feet		ľ	Noise 5	ource El	e vatio	ns (în fi	eet)		
Centerline Dist. to Observ		100.0 feet		Ī		Autos	: 0	.000			
Barrier Distance to Observ		0.0 feet			Mediu	m Trucki	: 2	.297			
Observer Height (Above Pa		5.0 heet		- 1	Hear	у Тгискі	s. 9	900	Grade Ad	justment:	0.0
Pad Elevati		0.0 feet		-	Lane Eq				z		
Road Elevati		0.0 feet		-	Lane Eg				76 B U		
Froad Gra		0.0%		- 1		Autos		494			
Left Vic		-90.0 degree				т Тписки		404			
Piglž Vie	997:	90.0 degree	S	- 1	Hear	ry Trucki	5: 98	.419			
PHWA Noise Model Calcula	tions										
VehicleType REME	_	Traffic From	Oi	stance	Finite	Road	Fres	1001	Barrier Alt	en Ber	m Atten
Autos: 7	1.78	1.41		-4.5	2	-1.20		-4.77	0.0	300	0.000
Medium Trucks: 8	2.40	-15.83		-4.5	1	-1.20		-4.85	9.0	300	0.000
Heavy Trucks 8	6.40	-19 79		-4.5	1	-1.2B		-5.16	9.0	100	0.000
Unmitigated Noise Levels (	witho	ut Topo and t	ar.	ier atter	uation)						
VehicleType Leg Peal	Hour	Leg Day		Leg E	vening	Leq.	Vighi	T	Ldn	C	VE1.
Autos	67.	5 9	5.8		93.8		57.	7	68.4	•	67.0
Medium Trucks	60.9	9 5	94		53.0		51	4	68.5	3	60.1
Heavy Trucks:	60.9	9 5	9.5		50.4		51.	?	.69	)	60.2
Vehicle Noise:	89.	9 8	7.3		84.3		59.	5	63.	7	69.5
Centerline Distance to Nois	e Co	ntour (in feet)									
			-1		d8A	85:			99 dBA		dBA
		L	do:	- 1	4	18	59		342	7	37

Friday, November 08, 2013

Friday, Nevernber 08, 20

ne: Sunnymead				Project N				
	Boulevard			Job Nur	nber: 6876			
ent: Perris Boule	vard to SR-60 EB	On-Ran	ap					
SPECIFIC IN	PUT DATA			NO	ISE MOD	EL INPUT	8	*********
			Site Con	ditions (f	tard = 10. 3	oft = 15)		
Traffic (Adt). 2	1,348 vehicles				Autos	: 15		
r Percentage:	10%		Me	dium Truc	hs (2 Axies)	15		
Hour Volume:	2,135 vehicles		He	avy Truck	s (3+ Axles)	: 15		
shicle Speed.	65 mph	į.	Vehicle !	90iv				
ine Distance:	36 feet	-			Day	Eisenina	Mirely I	Daily
							8.6%	97.42%
	0.0.54		5.9	edium Tria	cks: 94 85		10.3%	1.94%
			+	Heavy Tru	cks: 86.51	6 2.7%	10.8%	0.74%
	0.10	į						
to Observer		- 1	Noise Sc			(eet)		
to Observer	B.B. feet							
(Above Pad):	5.0 feet					Out the dist		
ad Elevation.	0.0 feat		Heat	y rrucks:	6.006	Grade Adj	ustriem.	0.0
ad Elevation:	0.0 feet	-	Lane Eq	uivalent E	distance (in	feet)		
Road Grade:	0.0%			Autos:	98.494			
Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
Right View:	80.0 degrees		Heav	ry Trucks.	98.413			
lei Calculations		<del>-</del>						
REMEL	Traffic Flow   L	Ystance	Finite	Road	Fresnel	Barrier Afte	en Ber	m Alten
71.78	0.47	-4.5	52	-1.20	-4.77	0.0	00	0.000
82.40	-16.77	-4.6	51	-1.20	-4 88	0.0	:00	0.000
96.40	-20.72	-4 6	1	-1.20	-5.16	0.0	.00	0.000
e Levels (witho	ut Topo and bar	rier atte	nuation)					
Leg Peak Hour	Leg Day	Leg E	Vening	Leg Ni	ight	Ldn	Ci	WEZ.
86.5	64.F	5	62.9		56.8	65.4		66.0
59.9	58.4		52.1		50.5	59.0	1	59.1
60.0	3 58.5	į.	49.5		50.8	59.1		59.3
68.	1 68.3	3	63.4		58.5	67.1		87.5
ce to Noise Co	ntour (in feet)							
2010110130001								
2010 110/30 000	/ do		dB.4	65 dE		80 dBA 288		dBA 36
	Traftic (Ad), 2 Percentage four Volume thout Speed four Follome thouses, percentage rise Height four, 10 feet of the Speed four four four four four four four four four	Traffic (Adt)	Traffic (Adt)	Traffic (AA)   21,948 vehicles   Sile Con-   Percentage   1954   Ade     Percentage   1956   Ade     Percentage	Tradic (Adl. 21,348 enhibes   Site Conditions (f.	Tradic (Adl. 21,948 e-lnices   Precent	Tradic (Agit 21,948 whiteles   1986 Conditions (Nate v 19, 304 v 19)	Site Conditions (treat = 10, Sert = 15)

Fitday, November 69, 2013

	rio: Year 2018 ne: Cottonwo						ame: Mo nber: 88	reno Valley	V/sims:	T
	nt: East of in:					300 NW	riber, do	10		
************	SPECIFIC I	**********	***********		**********	N/	100 000	DEL INPU	70	*******
Hishway Data	SPECIFIC I	NeU: 32	412		Site Cor			. Soft = 15)	10	
Average Daily	Troffic (4ah)	8.814 v	a hiela e					igs: 15		
	Percentege:	1896	e ince o		Me	olurn Truc				
	Hour Volume	881 v	ehicies	- 1		avv Truck				
V	rhicle Speed.	45 n	nah	-						
	ine Distance:	24 fc		-	Vehicle.	ideType	1 0	100000	2 Nial	a I O
Site Data					ven		foe: 77	by Evening 5% 12.99		₩ Daily 6% 97.42%
						Au Ledium Tru		896 4.99		
	rrier Height:	0.0	feet	- 1		ealam tra Heavy Tra		.5% 2.79		
Barrier Type (0-V		0.0				neavy mu	-MS 00	.076 2.73	e 10.	570 U.1476
Genterline D		100.0		1	Noise S	ource Ele	rations (	in feet)		
Centerline Dist.		100.0		Ī		Autos.	0.000	)		
Barrier Distance		0.0			Mediu	m Trucks	2.28	7		
Observer Height		5.0			Heat	y Trucks:	8.009	Grade A	lajusim	enf: 0.0
	ed Elevation.	0.0		-	r-	uivalent L		C- 80		
	ed Elevation: Road Grade:	0.0		-	rave Ed	Autos:	99.40			
	Left View	0.09			A America	m Trucks:	99.40			
			degrees			m i rucks: w Trucks.	89.314			
	Right View:	89.0	degrees		mean	ry Trucns.	89.32	3		
FHWA Noise Mad										
Vehicle Type	REWEL	Traffic !		Xstance		Pload!	Fresnei	Barrier A		Berm Alten
Aulos			-2.50	-4.5	-	-1.20			3.000	9.986
Medium Trucks:			19.74	-4.5		-1 20			1.000	0.000
Heavy Trucks.	84.26	-	23.69	-4.5	7	-1.20	-5.	16 I	0.000	9 9 9 0
Unmitigated Nois										
VehicleType	Leg Peak Ho		iq Day		vening	Leq N		Ldn		CNEL.
Autos:		9.2	58.		56.5		50.5		9.1	59.7
Medium Trucks.		9.9	62.		48.1		44.5		3.0	53.2
Heavy Trucks:		4.9	53.		44.3		45.8		3.9	54.1
Vehicle Noise:	6	2.0	60.	3	57.1		52.4	- 6	1.0	81.4
Centerline Distan	ce to Noise C	ontour (i	n feet)							
				7	dBA I	65 dl		60 dBA		55 dBA

Road Segmen	e: Eucalyptus x: East of Pe	Avenua						lumbar		e Valley Vv	alltiart	
SITE	SPECIFIC II	SPUTD	ATA		-			VOISE	MODE	LINPUT	5	
Highway Data						Site Cor	ditions	(Hard	≈ 10, S	oft ≈ 15)		
Average Daily	Traffic (Adf):	8,222 \	venicles						Autos	15		
Peak Hour	Percentage.	10%				Nic	dium Yr	ucks ()	Axles).	15		
Peak H	our Volume	822 1	vehicles.			He	ally Tru	cks (34	Axles):	15		
Ve.	nicle Speed:	40 r	mphi		-	Vehicle	ARIA					
Near/Far La.	ne Distance.	12 f	eat		- 1		edeTvo	2	Dav	Eveninal	Night	Dally
Site Data								Autos:	77.59	12.8%		87.42%
Par	rier Height:	0.0	feet			0.6	edium 1	rucks:	64.93	4.9%	10.3%	1.64%
Benier Type (0-W		0.0	,			,	teasy I	rucks.	88.59	2.7%	10.8%	0.74%
Centerline Die		100.0	feet									
Centerline Dist.	to Observer:	100.0			-	Noise S			005 (007 1.000	een		
Barrier Distance	to Observer:	0.0	feet			A decesion	Auto m Truck		2.000			
Observer Heighl (	Above Pady	5.0	feat				m i ruce er Truck		2.297 3.006	Grade Ad	Systemant	0.0
Pé	id Elevation:	0.0	feet								i di di mana	. 0.5
Ros	ed Elevation:	0.0	feet		L	Lane Eq	uivalen			feet)		
1	Road Grade:	0.09	%				Auto		9.945			
	Left View:	-90.0	degrees				m Truci		9.856			
	Right View:	90.0	degrees			Hear	ry Truci	is: 9	9 886			
FHWA Noise World	of Catculation	I rottic	a	·	ance	1 - 2 - 3	Road		sne/	Barrier Att		477
VehicleType Autos	RENNEL 86.51		-2.29	LAS	-4 R		-1.20	rre.	-4.77		en L Bei 106	m Atten 0.000
Medium Trucks	77.72		19.53		-4.5 -4.8	-	-1.20		-4.77 -4.58		100	0.000
Heavy Trucks	62.99		-23.48		-4.6		-1.20		-9.00 -5.16		IOD	0.000
Unmitigated Noise							-1.20		-0.70	0.0		0.000
Vehicle Type			eg Day	-		vening	Leg	Night		Lán	T C	NEL
Autos:	58	3.4	56	5		54.7		48	7	57 :	3	57 9
Medium Trucks:	52	2.4	50	.9		44.5		43	1.0	51.4	1	51.7
Heavy Trucks	53	3.7	52	.3		43.2		44	.5	52.8	3	53.0
Vehicle Noise	RI	1.4	58	7		55.4		50	1.9	59.4	1	59.8

Friday, November 88, 2913

Scenario: Year 201	8 Withou	r Project			Project Na	me: Me	rene Valle	y YValma	rt	
Road Name: Cottonivo					Job Nun			y 1 - amilia		
Road Segment: West of S										
SITE SPECIFIC	INDUIT I	. a 7 a	*********	*******	62.55	AC 140	DEL INP	1176	****	*****
Highway Data	113713 ( )	204 ) 24		Site Con	ditions (H					
Average Oally Traffic (Adl):	n eric	vehicles				Aut		·		
Peak Hour Percentage.	189			854	dium Truck					
Peak Hour Volume:		vehicles			anv Trucks					
Vehicle Speed:		mgh				; J . AAA	- IV			
Near/Far Lane Dislance.		feat	L	Vehicle i						
	27	1566		Veh	ioleType	Da				Dally
Site Data					Aut		5% 12:			87.429
Barrier Height:		feet			edium Truc				3%	1.64%
Barrier Type (0-Wall, 1-Berm):	0.0	1		P	teavy Iruc	88. 88.	5% 2.	7% 10.	8%	0.749
Centerline Dist. to Barrier		l feat	ŀ	Noise Sc	urce Elev	ations (i	n feeti			
Centerline Dist. to Observer.		l feet	F		Autos	0.000				
Barrier Distance to Observer:		l feet		Mediu	m Trucks	2 297				
Observer Heighl (Above Pad):		I feet		Heav	v Trucks	8,006	Grade	Adjustrr	ent.	0.0
Pad Elevation:		l feet	-							
Road Elevation		l feet	-	Lane Eq.	uivalent D					
Road Grade	0.0				Autos:	89.403				
Left View:	00.0	l degrees			m Trucks	99.314				
Right View:	90.0	l degrees		Heav	y Trucks:	98 323				
FHWA Noise Model Catculatio	ins									
VehicleType REMEL	Traffic	Flow D	siance	Firite	Road	Fresnel	Barrier	Atten	8em	Atten
Autos 69.4	8	-2.80	-4.5	8	-1.20	-4	77	0.000		0.00
Medium Trucks: 79.4	5	-19 84	-4.5	7	-1.20	-4.	58	0.000		0.00
Heavy Trucks: 64.3	:5	-23.80	-4.5	7	-1.20	-5.	16	0.000		0.00
Unmitigated Noise Levels (wi	thout To	po and bam	ier etter	uationi						
VehicleType Leg Peak H		.eq Day		venina	Leg Nic	tht T	Lan		CN	51
	50.1	58.2	·	56.4		50.4		59 ()		59
Medium Trucks:	9.88	52.3		46.0		44.4		62.9		63.
Heavy Trucks.	54.7	59.3		44.2		45.5		53.8		54.
Vehicle Noise.	81.9	80.2		57.0		52.3		60.9		61.
Centerline Distance to Noise	Cantaur	Ger feed)								
			70	19A	65 dE	4	60 dBA		55 c	54
		Ldn:	2	5	53		115		24	7

Road Nan	e: Cattanwaa					Project I Job Nu			n Valley M	falmart	
************************	nt: VVest of Inc	***************************************									***************************************
Highway Data	SPECIFIC IN	APUT DATA			Site Con	ditions (			L IMPUT	8	
Average Daily	Traffic (Art):	10 678 vehicle	· · · · · · · · · · · · · · · · · · ·					Autos	15		
	Percentage:	10%			Ma	dium Trui	305 (2)	Anlesi:	16		
	laur Valume:	1 DBS vehicle				aw Truci			15		
	hicle Speed	45 mph	-	-				niio sy			
	ne Distance:	24 feet		- 1	Vohicle i					41.46	15. 1
Site Data					ven	ideType		Day 77.5%	Evening	Hight	Daily
							itos:			9 6%	
	rrier Keight:	0.0 feet				edium Tra		84.6%		10.3%	1.84%
Barrier Typie (0-VI		0.0			,	евчу Тп	KOND.	80.039	2.170	10.376	0.74%
Centerline Di		100.0 feet		- 1	Noise Se	urce Ele	vation	s (in fe	ect)		
Centerline Dist.		100.0 feet				Autos.	- 0	000			
Barrier Distance		0.0 feet			Mediu	n Trucks.	- 2	297			
Observer Height (		5.0 heet			Heav	v Truces.	8	008	Grade Ad	justment	0.0
	ad Elevation:	0.0 feet		-							
	ad Elevation:	0.0 feet		- 1	Lane Eg	uivaient.			690)		
	Road Grade:	0.0%				Autos.		403			
	Left View:	-90.0 degree				т Тицекв.		314			
	Right View:	90.0 degree	es.		Heat	y Trucks.	99	.323			
PHWA Noise Mod											
VehicleType	REMEL	Traffic Frow	Dist	ance		Road	Fresi		Barrier Att		m Atten
Autos:	68.46	-1.59		-4.5	-	-1.20		-4.77		300	0.00
Medium Trucks	79.45			-4.5		-1.20		-4.89		390	0.00
Heavy Trucks	84.25	-22 78		-4.5	7	-1.20		-5.16	0.0	100	0.00
Unmitigated Nois											
Vehicle Type				Leg E	vening	Leg N			Ldn		VEIL
Autos	61		59.2		57.4		51.		60.1		60.
Medium Trucks	54	140	53 3		47.0		45		53.5		54.
Heavy Trucks:	55		54.3		45.2		46.		54.1		55.1
Vehicle Noise:	82	.9	81.2		59.0		63.	4	61.	3	62.4
Centeriine Distan	ce to Naise C	ontour (in feet								,	
			L		18A	85 d		6	10 dBA		dBA
			Lan:	- 2	8	62			134	2	88

Train No. 1141 - 02 200

			****	*******			*****		*****		*********			
				******							****			
	io: Year 2018		t						o Valley M	/almart				
	e: Cattanwa a					Job N	umber:	8870			- 1			
Road Segme	nt: East of Per	ris Beulavard												
	SPECIFIC IN	PUT DATA							L INPUT	ş				
Highway Data				8	ite Cor	ditions	(Hard	= 10, S	oft = 15)					
Average Daily	Traffic (Adl):	9,332 vehocte	S					Autos:	15		1			
Peak Hour	Percentage:	10%			Me	edium Ta	ucks (2	Arries):	15		- 1			
Peak h	lour Volume:	933 vehicle	S		He	avy Truc	:ks (3+	Axles):	15		1			
	hicle Speed	40 mph		V	ohicte	Mix								
Near/Far La	ne Distance:	12 feet			Ver	icleType		Osv	Evening	filight	Daily			
Site Data							lutos:	77.5%	12.8%	9 636	87 42%			
Pa.	rrier Kelaht:	0.0 feet			M	edium 7	oucles.	84.6%	4.8%	10.3%	1.84%			
Barrier Type (0-VI		0.0 1000			- 1	Heavy 7	ucks:	86.6%	2.7%	10.8%	0.74%			
Centerline Di		100.0 feet												
Centerline Dust		100.0 feet		N	oise S	ource E			eet)					
Barrier Distance		0.0 feet		i		Auto		.000			1			
	bserver Height (Above Pad). 5.0 feet					m Truck		.297						
	Pad Elevation: 0.0 feet				Hear	y Trucki	s. S	006	Grade Ad	justmeni	0.0			
	Pad Elevation: 0.0 feet Road Elevation: 0.0 feet				ane Eg	ulvaleni	Distar	ice (in	feet)					
	Foad Grade	0.0%		-		Auto	s: 98	.945						
	Left View:	-90.0 deare	20	- 1	Medium Trucis: 99.856									
	Right View:	90.0 degre				n Truck		.865						
	ragin tron.	30.0 40916	0.0			,								
FHWA Noise Mod		\$												
VehicleType	REMEL	Traffic Frow	Ω	stance	Finite	Road	Fred		Barrier Alt		nn Atten			
Autos	86.51	-1.74		-4.82		-1.20		-4.77	0.0	300	0.000			
Medium Trucks:	77.72	-18.98		-4 61		-1.2B		-4.85	8.8	300	0.000			
Heavy Trucks	82.98	-22.83		-4.81		-1.2D		-5.16	9 :	300	0.000			
Unmitigated Nois	e Levels (with	out Topo and	barr	ier attenu	ation)									
VehicleType	Leg Peak Hou	r Leg Day	7	Leg Eve	ening	Leg	Nighi		Ldn	C	NEL.			
Autos	59	.0	57.1		55.3		48	2	57.	8	58.5			
Medium Trucks	52	.9	51.4		45 1		43	6	62.	0	52.2			
Heavy Trucks:	Heavy Trucks: 54.3 52.8				43.0 45.0 63.4				53.5					
Vehicle Noise:	81	.0	59.2		56.0		51	.4	59.	9	86.4			
Centeriine Distan	ce to Naise Co	ntour (in feet	)											
				70 di	BA .		dBA		99 dBA		dBA			
			Lan:	21	21 46 98 214					14				

Friday, November 08, 2013

Friday, Nevernber 08, 201:

Spenario	: Year 2018 VVi	thout Project			Project Na	ime: More	no Vallev V	Vaimart	**********
	: Alessandro Bo				Job Nurr	ber: 8870			
Road Segment	: West of Heac	ock Street							
	PECIFIC INP	JT DATA					EL INPUT	rs	nnnnnnnn
Highway Data				Site Con	ditions (H	eret = 10. 3	oft = 15)		
Average Daily T	raffic (Adt). 31,	940 vehicles				Autos	: 15		
Peak Hour F		10%			alum Truch				
		194 vehicles		He	avy Trucks	(3+ Axies)	15		
Vet	icie Speed.	55 mph	- }	Vehicle I	Miv				
Near/Fer Lan	e Distance:	S8 feet	1		ideType	Day	Evening	Night	Daity
Site Date					Aut	as: 77.5°	6 12.9%	9.6%	97.42%
Barr	ier Heiaht:	0.0 feet		SA	dum Truc	ks: 94.85	% 4.9%	19.3%	1 94%
Barrier Type (0-Wa		0.0		· · · · · · · · · · · · · · · · · · ·	leavy Truc	ks: 86.59	K 2.7%	10.6%	6 0.74%
Centerline Dist		CO.O feet			unce Elev		*		
Centerline Dist. (c	Observer. 1	GO.C feat	- 1	maise Sc		0.000	reny		
Barrier Distance to	Observer:	0.0 feet			Autos. n Trucks:	2.287			
Observer Height (A	bove Padi:	5.0 feet					Grade A		6.00
Pau	d Elevation	O.C feet		Heav	y Trucks:	8.008	STAUE AL	ajustrien	4. 0.0
Ross	d Elevation:	0.0 feet	1	Lane Eq	uivalent D	stance (in	feet)		
R	bad Grade:	0.0%			Autos:	87.316			
	Left View	90.0 degrees		Mediu	n Trucks:	87 214			
	Right View:	90.0 degrees		Heav	y Trucks.	87.224			
FHWA Naise Model	Calculations		i						
Vehicle Type	REWEL Y	raffic Flow   Dis	dance	Finite	Road	Fresnel	Berner At	ten Be	m Alten
Autos:	71.78	2.22	-3.7	4	-1.20	-4.77	C	.000	9.930
Medium Trucks:	82.40	-15.02	-3.7	3	-1.20	-4 88	0	.000	0.000
Невгу Тrueнв.	86.40	-16.97	-3 7	3	-1.20	-5.16	G	600	0.000
Unmitigated Noise	Levels (withou	t Topo and barrie	er atte	nuation)					
VehicleType 1	eq Peak Hour	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	C	ONEZ.
Autos:	891	67.2		65.4		59.3	68	0	69.0
Medium Trucks.	62.5	61.0		54.6		53.0	61	.5	61.3
Heavy Trucks:	62.5	61.1		52.0		53.3	81	.6	81.
Vehicle Noise:	70.6	8.89		65.8		81.1	69	6	70.
Centerline Distance	to Noise Cont	our (in feet)							
				dBA	65 dB.	۵	60 dBA		5 dBA
		I do		14	203		427		942
		CNEL:		91	218		470		.013

Scenario	: Year 2018	Without Proj	ēct			Project I	Vame: 1	doren	o Valley W	simsrr	
Road Name	: Alessandr	o Boutevard				Job Nu	imber: 8	1870			
Fload Segment	: East of ins	ian Street									
	PECIFIC I	NPUT BATA	,						LINPUT	8	
Highway Data				S	ite Cor	iditions (	Hard =	10, Sc	ift = 15)		
Average Daily T	roffic (Adt).	26,362 vehic	les				/	luios:	15		
Peak Hour P	ercentage:	10%			Me	oburn Tru	chs (2 A	x100):	16		
Peak Ho	ur Volume:	2,638 vehic	ies	- 1	Re	avy Truck	ks (3+ A	xies):	15		
Veh	icle Speed.	65 mph		-	etric le	aniv					
Near/Far Lan	e Distance:	S8 feet				ildeTvae	-	Dav	Evenina	Night	Dairy
Site Data					V (22)			77 5%		8.6%	97.42%
					0.0	edium Tri		94.8%		10.3%	1 84%
	ier Height:	0.0 fee:				Heavy Th		86 5%		10 8%	0.74%
Barrier Type (0-Wa Centerline Stell										10.070	0.1111
Centerline Dist. to		100.0 feet		10	aise S	ource Ele	vations	(in te	et)		
Barrier Distance to		0.0 feet				Autos	C.C	60			
Observer Height (A		5.0 feet				m Trucks		97			
	d Elevation	0.0 feet			Heat	уу Тгиска	8.0	63	Grade Adj	usiment:	0.0
	d Elevation	0.0 feet		17	ene Fo	uivalent	Distanc	e (in	Seet)		
	had Grade	0.0%		F	m-77- 74-69	Autos					
	Left View	-90.0 ded	-000		Mediu	m Trucks					
	Fratt View:	90.0 deg				n/ Trucks					
	rugia vicu.	00.0 dog	1000		11001	,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
HWA Notse Mode											
Vehicle Type	REWEL	Traffic Flor		fstance	Finite	Pload	Fresh		Barrier Att		n Allen
Aulos	71.78		-	-3.74		-1.20		4.77	0.0		0.080
Medium Trucks:	82.40		-	-3.73		-1 20		4 88	0.0		9.800
Heavy Trucks.	96.40	-19.1	BE	-3 73		-1.20		5.16	6.0	69	9 9 9 0
Inmitigated Noise	Leveis (with	hout Topo as	d ban	rier attenu	ation)						
VehicleType 1	eq Peak Ho	kw Leg f.	ay.	Leg Ev	ening	Legh	light		Ldn	C	wEZ.
Autos:	8	9.2	68.3		64.6		58.5		67.1	*	67.7
Medium Trucks.	6	1.6	60.1		69.6		62.2		60.7		60.8
Heavy Trucks:	6	1.7	60.2	!	51.2		52.5		80.8		60.9
Vehicle Noise:	6	9.8	68.1		65.1		60.2		3.88		89.3
Centerline Distance	to Noise C	contour (in fe	eß								
				,						v	
				70 di	3.4	65.0	8.4	- 6	10 dB.4	55	dB.4

Scenario: Year 20 Road Name: Alessan					Project i			c Valley Vv	almart	
Road Segment: East of I					200110		0210			
SITE SPECIFIC	INPUT	DATA	***************************************		Ni-	DISE	HODE	LINPUT	<del></del>	**********
Highway Data				Site Con	ditions (	Hard a	10, 5	oft = 15)		
Average Daily Traffic (Adl)	29,918	venicles					Autos:	15		
Peak Hour Percentage	. 10	%		Me	dium Tru	aks (2 i	txies).	15		
Peak Hour Volume	2,992	vehicles		He	ary Truci	ks (3+ )	Axles):	15		
Vehicle Speed	55	mph		Vehicle	Mir					
Near/Far Lane Distance	. 98	feat			oleType		Dav	Eveninal	Niglá	Daily
Site Data					Α.	utos:	77.5%	12.8%	9.8%	87,429
Barrier Heigh	. 01	) feet		1.09	edium Tra	icks:	64.9%	4.9%	10.3%	1.643
Barrier Type (0-Wall, 1-Berm				,	teavy In	ACNS.	88.5%	2.7%	10.8%	0.749
Centerline Dist. to Barrier		) feat								
Centerline Dist. to Observe		) feet		Noise S			<b>ຣ (ພາກ</b> 000	een		
Barrier Distance to Observe	. 0:	1 feat		A decesion	Autos m Trucks		000 297			
Observer Heighl (Above Pad)	5.0	1 fest			m i rucks v Trucks		287 006	Grade Ad	ivetennet	0.0
Pad Elevation	c 0.3	] feet		Hear	y iruchs	8.	000	Orace Au	asanen	. 0.0
Road Elevation	C B1	] feet		Lane Eq	uivalent	Distan	ce (In	feet)		
Road Grade	r 83	1%			Autos	87.	316			
Left View	-90.0	degree:	s	Mediu.	m Trucks	87.	214			
Right View	90 (	) degrees	5	Heav	y Truchs	67	224			
FHWA Noise Model Calculate										
VehicleTyne REMEL		c Flow	Distance		Road	Fresi		Barrier Att		
Aufos 71.		1.94	-3		-1.20		-4.77	0.0		0.00
Medium Trucke: 82.		- 15 30		.73	-1.20		-4.58	0.0		0.00
Heavy Trucks: 68.		-19.26		.73	-1.20		-5.16	0.0	100	0.00
Unmitigated Noise Levels (w VehicleType   Lea Peak I		po and b Leg Day		enuation) Evening	Lea N	United	,	Lán		NEL
	68.8		E S	65 1	ved t	59	L	Ean 87		nest 88
Medium Trucks	62.2		D.7	54.3		52.8		81.3		81
Heavy Trucks	62.2		0.8	51.8		53.0	1	61.4		61.

| Centerline Distance to Noise Contour (in feet | 70 d9A | 65 d9A | 55 d9A | 55 d9A | 64 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A | 65 d9A

Friday, November 88, 2013

Road Name	: Year 2018 W : Alessandro B	oulevard			Project i Job Nu			e Valley VV	almart	
Road Segment	: VVast of Perri	s Eloule vard								
SITE S	PECIFIC INP	UT DATA			řě:	SISE N	LODE	LINPUT	9	
Highway Data				Site Con	ditions (	hard ≃	10, Sc	dt = 15)		
Average Oally I	raffic (Adl): 25	596 vehicles				,	lutos:	15		
Peak Hour F	Percentage.	10%		Me.	žum Tru:	жs (2 A	ixles).	15		
Peak Ho	ur Volume: 2	560 vehicles		He	any Truck	s (J+ A	zies):	15		
Ven	icle Speed:	55 mghi	-	éhicle (	e					
Near/Far Lan	e Distance.	98 feat	F.		aleTvpe	_	Dav	Eveninal	Night	Dally
Site Data				ven			77.5%			87.42W
				0.64	ni dium Tri		64.9%		1D.3%	1.64%
	ier Height:	0.0 feet			leavy In		88 5%		1D 8%	0.74%
Barrier Type (0-Vis		0.0							10.070	u
Centerline Dist Centerline Dist to		100.0 feat 100.0 feat	- 7	Voise Sc	urce Ele	vation:	s (in h	et)		
Barrier Distance to		C O feet	Г		Autos:		100			
Observer Height (A		5.0 fest		Mediur	n Trucks:	2.2	197			
	d Elevation	0.0 feet		Heav	y Trucks	8.6	901	Grade Adj	ustment.	0.0
	d Elevation	0.0 feet		one Ex	iivalent i	Metan	a fin	(oar)		
	had Grade	0.0%	H-		Autos					
**		-90.0 degrees		Marin	n Trucke					
	Right View:	90.0 degrees			v Trucks:					
	igni vien.	on a degrees			, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
FHWA Noise Wode	Catculations									
VehicleType			si ance	Finite		Fresn		Barrier All		ro Atten
Autos	71.78	1.26	-3.74		-1.20		-4.77		100	0.000
Medium Trucks	82.40	- 15 98	-3.73		-1.20		-4.58	0.0		0.003
Heavy Trucks:	86.40	-19.93	-3.73	3	-1.20		-5.16	0.0	IOD	0.000
Unmitigated Noise	Levels (withou	t Tope and barri	er etten	uation)						
VehicleType 1	eq Peak Hour	Leg Day	Leg E	rening	Leg A	ight	Ι	Lán	Cf	VEL
Autos	68.1	86.2		84.4		58.4	L	87 (	1	87 -
Medium Trucks:	61.5	60.0		53.6		52.1		80.6	5	60.8
Heavy Trucks	61.5	60.1		51.1		52.3		60.7		60.8
Vehicle Noise.	89.7	67.9		65.0		60.1		68.8	3	69.
Centerline Distance	e to Noise Con	tour (in feet)								
			70 c	£9.4	65 d	5.4		0 dEA	.55	dE:A
		£dn:	8	1	17	,		377	8	12

Me He Vahiale i	ditions (Han dium Trucks ( avy Trucks (S	d = 10, Se Autos (2 Axles):	15 16 15	3						
Me He Vahiale i	ditions (Han dium Trucks) avy Trucks (S Mix	d = 10, Sc Autos (2 Axles): 3+ Axles):	15 15 15 15	3						
Me He Vahiale i	olum Trucks (S avy Trucks (S Mix	Autos (2 Axles): 3+ Axles):	15 16 15							
He Vohicte i	avy Trucks (S Wix	(2 Axles): 3+ Axles):	15 15							
He Vohicte i	avy Trucks (S Wix	R+ Axles):	15							
Vehicle i	Nix									
		I Clear		N/- E2-1- NW						
Veh	icleType	1 Clear	Vehicle Mix							
+										
	Autos	77.5%	12.9%	9 6%	97.42%					
A4	edium Trucks	84.6%	4.9%	10.3%	1.84%					
1	leavy Trucks	96.6%	2.7%	10.8%	0.74%					
Noise Sc			ret)							
					0.0					
Heav	y truces.	8 0 0 0	Grade Adj	usanera.	0.0					
Lane Eq.	ulvaient Dist	ance (in	feet)							
	Autos:	87.318								
Mediur	n Trucks:	87.214								
Heav	y Trucks:	87.224								
					m Atten					
					0.000					
3 73			0.0	90	0.000					
3.73	-1.20	-5.16	0.0	00	0.00					
ttenuation)										
					67.					
20.0			40.0		61.					
					61.					
	Moise Sc Medium Heav Lane Eq. Medium Heav E. Finite 3,74 3,73	Heory Trucks Mote Source Eleven Autos Autos Medium Trucks Heary Trucks Heary Trucks Heary Trucks Heary Trucks 14400  ### 150 #### 150 ####################################		Hereey Trucks	Hereny Trucks: 86.5% 2.7% 10.8%					

Friday, November 08, 201

Centerline Distan	ce to Naise C	ontour (in fe	ez)								
Vehicle Noise:	8	3.3	88.5		83.6		58.7		67.3		67
Heavy Trucks:		0.1	58.7		49.7		50.9		69.0		69
Medium Trucks		1.1	58.6		52.2		50.7		68.3		58
Autos		3.7	54.8	seq is	63.1	Lay 16	57.0	·	65 E		ven. 68
	Lea Peak Ho				venino	Lea N	ahi		I dn		WF7
Inmitigated Nois	- / / - 0 - / 4		322								
Heavy Trucks	86.40			-4.5		-1.2D		5.16	9.0		0.01
Medium Trucks:	82.40		-	4.5	_	-1.2D		4.85	9.0		0.0
Autox	71.79			-4 5		-1.70		4 77	ar ranno		0.0
VehicleType	REME	Traffic From	l ni	dance	Finite	Road I	French	er l	Barrier Alt	on! Aer	m Atte
HWA Noise Mod	at Calculation	•									
	Rigiti View:	90.0 degi	ees	- 1	Heat	y Trucks:	96.4	113			
	Left View:	-80.0 degr				m Trucks:	98.4				
	Froad Grade:	0.0%				Autos:	98.4				
	ad Elevation:	0.0 feet		-	Lane Eg	uivaient E			eet)		
	ad Elevation:	0.0 feet		-		,					
Observer Height (		5.0 heet				v Trucks.	9.0		Grade Ad,	iustment:	0.0
Barrier Distance		0.0 feet			Media	m Trucks	2.2				
Centerline Dist.		100.0 feet		F		Autos:	0.0				
Centerline Di		100.0 feet		1.	Noise Se	ource Ele	rations	On fe	et)		
Barrier Type (0-W		0.0		1	,	leavy Tru	2R51	96.6%	2.7%	10.9%	0.74
Sa.	rrier Height:	0.0 feet		- 1		edium Tru	1.00	84.6%	4.8%	10.3%	1.84
Site Data								77.5%	12.8%	9 6%	87.43
	THE WILLSTREE.	20 1001			Ven	icleType		Day	Evening	Night	Davly
	ne Distance:	36 feet			Vohicte i						
	hicle Speed	2,228 verso: 55 mmh	10.5	L			2 (0 x 74	uco sy.			
	Percentage: lour Volume:	10% 2.229 vehic		1		dium Truc avv Truck			15		
Average Daily			bes					lutae:	15 15		
<del>*</del> <i>*</i>					Size Con	amons ()					
SITE fiatiway Data	SPECIFIC II	APUT DATA	·	-	A	ME ditions (f			LINPUT	s	
************	************	***************************************	00000000	-			0000000		***************************************		*****
	ne: Alessanon ne: East of Pe					3007407	noer. i	9610			
0	nor mean zume ne: Alessando	Without Proje	ect			Job Nui			vsiley W	almart	
Scenar											

Friday, November 69, 2013 Friday, November 69, 2013

Friday, N

Road Nan	tio: Year 2018 VV ne: Cactus Avenu nf: West of I-215	18				eme: More nber: 8870	no Valley V&	aimarr	
************	SPECIFIC INP	************				ICE MOD	EL INPUTS		
Hishway Data	Securic inc	UIDAIA	-	Site Con		ard = 10. 5		,	
Average Daily	Traffic (Adt). 27	804 vehicles				Autos	: 15		
	Percentage:	10%		Me	alum Truci	is (2 Axies)	15		
		780 vehicles		He	avy Trucks	(3+ Axies)	15		
Ve	ducie Speed.	55 mph	- 1						
Near/Fer La	ne Distance:	36 feet	-	Vehicle I		Day	Evening	Article T	Park.
Site Data				VEIL	ideType Au			Night	Daily 97.4.2%
				6.0	Auro Errar edium Errar			10.0%	1.94%
	rrier Height:	0.0 feet			leavy Truc			10.8%	0.74%
Barrier Type (0-V Centerline Di		0.0						107070	0.1410
		100.0 feet	- [	Noise Sc	unce Elev	ations (in	fort)		
Centerline Dist.  Barrier Distance		IGO.C feat	ſ		Autos.	0.000			
		0.0 feet		Medius	n Trucks	2.287			
Observer Height		5.0 feet		Heav	y Yrucks:	8.008	Grade Adji	ustment:	0.0
	ad Elevation. ad Elevation:	0.0 feet		/ P	James and D	istance (in	F0		
		0.0 feet	ŀ	Cave Ed	Autos:	98 494	7661)		
	Road Grade:	0.0%			n Trucks:	98.494			
		-90.0 degrees				98.413			
	Right View:	90.0 degrees		Heav	y Trucks.	86.413			
FHWA Naise Mad	ei Calculations								
Vehicle Type		raffic Flow   D	stance		Road	Fresnel	Barrier Afte		n Alten
Aulos	71.78	1.62	-4.5	2	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	82.40	-15.82	-4.5	1	-1.20	-4 88	0.0	00	0.000
Невку Тrucкв.	96.40	-19.6B	-4 5	1	-1.20	-5.16	0.0	60	0.000
Unmitigated Nois	e Levels (withou	t Topo and barr	ier atter	wation)					
Vehicle Type	Leg Peak Hour	Leg Day	Leg E	Vening	Leg Nij	oht	Ldn	CA	ĕΕL.
Aukos:	87.7	65.8		64.0		59.0	66.8		67.3
Medium Trucks.	81.1	59.6		53.2		51.7	60.1		60.3
Heavy Trucks:	61.1	59.7		50.6		51.9	60.3		60.4
Vehicle Noise:	69.3	67.5		64.5		58.7	68.2		69.7
Centerline Distan	ce to Noise Con	tour (in feet)							
			70	dB.A	65 dB	,A	80 dBA	55 :	dB.A
		Lon.	7	6	164		353	76	31
		CM 577 .		161	1.70		002.0		1.0

Finday, November 69, 2013

Scenario: Year 201	8 Withou	t Project				Project I	lame:	Moren	o Valley Vi	simart	
Road Name: Cactus A	wenue					Job Nu	mber:	0870			
Fload Segment: West of	Elsworth '	Street									
SITE SPECIFIC	INPUT	BATA	*****	******		N	DISE	MODE	LINPUT	S	~~~~
lighway Data				S	ite Con	ditions (	Hard >	10, S	ořt = 15)		
Average Delly Traffic (Adt).	57,312	vehicles						Autos:	15		
Peak Hour Percentage	185	46			Me	oburn Trui	chs (2)	4 <i>xi</i> es):	16		
Peak Hour Volume	5,731	vehicles			Ke	avy Truct	is (3+ .	4 <i>xies</i> ):	15		
Vehicle Speed	. 65	roph		12	ehicle l	Miv					
Near/Far Lane Distance	36	feet		- 1		ide/vae	-	Dav	Evening	Night	Dairy
ite Data					***************************************		ufae:	77.5%		9.6%	97.42%
Barrier Height	0.0	feet			M	dium Tri		84.8%		10.3%	1.84%
Barrier Tvoe (0-Wall, 1-Berm)						leavy Tr.		86.5%		10.6%	0.74%
Centediae Sist to Berrier		faet									
Centerline Dist. to Observer		feet		10	aise Sc	urce Ele			B9 <b>()</b>		
Barrier Distance to Observer		feet				Autos.	_	000			
Observer Height (Above Pad)		feet				n Trucks		287	The state of a		
Ped Elevation		feet			Heav	y Trucks:	8	689	Grade Aq	usunen.	0.0
Road Elevation	0.0	feet		L	ane Eq	ilvalent i	Distan	ce (in	feet)		
Road Grade	0.0	96				Autos	98	494			
Left View	-90.0	degree:	2		Mediur	n Trucks:	98	404			
Right View	99.0	degree:	5		Heav	y Trucks.	98	413			
HWA Noise Model Calculati											
VehicleType REMEL		Flow	Dist	9000	Finite	Pload	Fres		Barrier Att		m Allen
Aulos: 71.	-	4.76		-4.52		-1.20		-4.77		360	0.08
Medium Trucks: 82		-12.4B		-4.51		-1.20		-4 88		900	0.00
Heavy Trucks. 96 /	49	-16.43		-4 51		-1.20		-5.16	G.I	000	9.90
nmitigated Noise Leveis (w.	thout To	ps and b	amie	r atterna	ation)						
VehicleType Leq Peak F		.eq Day		Leg Eve	ening	Leg A		T	Ldn		WEL.
- 11117-01	70.8		9.9		67.2		61.		69.		70.3
	84.2		2.7		68.8		64.		63.		63.
***********	64.2		2.8		53.8		66.		63.		63.
Viehirše Minise:	72.4		n R		67.7		82	-	71 -	:	711

Scenario: Yi	ear 20 16 V	Vithaut Project			Project i	vame:	Moren	c Valley W	almart	
Road Name: C					Job Nu	mbar.	8970			
Road Segment: i-:	215 SB Ra	imps to i-215 N	IB Ramps							
SITE SPE	CIFIC IN	PUT DATA		***************************************	N	OISE	MODE	LINPUT	5	
Highway Data				Site Con-	ditions (	riard a	10, 50	aft ≈ 15)		
Average Daily Traffi	c (Adf): 4	2,804 vehicles					Autos:	15		
Peak Hour Pero	entaga.	10%		Mc.	ium Tru	cks (2 i	Axies).	15		
Peak Hour V	/olume:	4,260 vehicles		Hee	ny Truc	ks (J+ .	4x(es):	15		
Venicle	Speed:	55 mph		Vehicle #	Air					
Near/Far Lane Di	stance.	36 feat	-		deType		Dav	Eveninal	NiolX	Dally
Site Data					/ /	utos:	77.5%		9.6%	
Barrier	Haishr	0.0 feet		Me	dam Tr	ueks:	64.8%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1		0.0		H	leavy In	ACAS.	88.5%	2.7%	10.8%	0.74%
Centerline Dist. to		100.0 feat		Noise Sa						
Centerline Dist. to Ot	bserver:	100.0 feet		NOISE SO	Autos		0.00 0.00	161)		
Barrier Distance to Ot	server:	D.O. feet		A American	ников п Тпискв		297			
Observer Height (Abov	re Pady	5.0 feat			r Trucks			Grade Ad	indmant	0.0
Pad Ek	evetion:	0.0 feet								
Road Ell		0.0 feet		Lane Equ				feet)		
Road	Grade:	0.0%			Autos		494			
Le	fl View:	-90.0 degree:	s		n Trucks		404			
Rigi	ht View:	90 0 degree	S	Heavy	/ Trucks	: 59	413			
FHWA Noise Wodel Ca	tculations									
VehicleType Ri	EMEL.	Traffic Flow	Distance	Finite	Road	Fresi	ne/	Barrier Att	en Ber	m Atten
Autos	71.78	3.47	-4.5	2	-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	-13.77	-4.5	51	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-17.72	-4.6	31	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Lev	els (with	ut Topo and b	arrier atte	nuationi						
VehicleType Leg	Peak Hou	Leg Day	Leq 8	vening	Legi	light	Τ	Lán	Ci	NEL
Autos	68.	5 8	7.6	65 9		591	3	88 4	i	89.0
Medium Trucks:	62.	8 6	1.4	55.1		53.	5	92.4	)	62.2
Heavy Trucks	63.	6 6	1.5	52.5		53.	3	62.1		62.2
Vehicle Noise	71	1 0	9.4	864		61		70.3		70.8

Friday, November 88, 2013

Scenario: Year	20 18 V	Vithout Project				Project is	ame:	Moren	e Valiev W	almart	
Road Name: Cact						Job Nu					
Road Segment: East	of Elsay	orth Streat									
SITE SPECI	IC IN	UT DATA	*****	*****	*******	ri C	HSE	MODE	LINPUT	-	********
Highway Data					Site Con	ditions (i	iard :	10, Se	dt = 15)		
Average Cally Traffic (	A:30: 5:	3 212 vehicles						Autos:	15		
Peak Hour Percent		10%			Me	dium Truc	ks /2	Axles).	15		
Peak Hour Voll	me:	5,321 vehicles			He	ally Truck	s(J+	Axles):	15		
Venicle So	G80	55 mph		-	Vehicle :						
Near/Far Lane Dista	nce.	98 feat		Ľ		ioleType	_	Day	Evenina	Night	Dally
Site Data					ven		ios:	77.5%		9.8%	
					0.6	мь edium Tru		64.9%		10.3%	1.64%
Barrier He		0.0 feet				eaam na Heavy Iru		88 5%		10.8%	
Barrier Type (0-Wall, 1-Ba		0.0				icasy ma	uno.	66.076	2.170	10.076	6.747
Centerline Oist. to Be		100.0 feat		7	Noise S	aurce Ele	vation	s (in f	est)		
Centerline Dist. to Obse		100.0 feet		-		Autos:	0	000			
Barrier Distance to Obse		0.0 feet			Mediu.	m Trucks:	2	297			
Observer Height (Above F		5.0 feet			Heav	y Trucks	8	900	Grade Ad	ustment	0.0
Pad Eleve		0.0 feet				uivalent l			fA		
Road Eleve		0.0 feat		- 1	Lane Eq	Autos:		316	inet)		
Road Gr		0.0%				110.100					
Left V		-90.0 dagrea				m Trucks		.214			
Right l	iew:	90 0 degree	ē		mean	ly Trucks:	67	224			
FHWA Noise Wodel Calcu	istions										
VehicleType REM	EL.	Traffic Flow	Dis	iance	Finite	Road	Fres.	ne/	Barrier All		ro Alten
Autos	71.78	4.44		-3.74	4	-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40	-12.80		-3.73	3	-1.20		-4.59	0.0	100	0.00
Heavy Trucks:	88.40	-18.76		-3.73	3	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Levels	fwitha	ut Topo and i	anie	er etten	uationi						
VehicleType Leg Pe	ak Hour	Leg Day		Leg E	vening	Leg N	ight	Т	Edin	C	NEL
Autos:	71.3	3	84		87.6		81	6	70 ;		70
Medium Trucks:	64.3	γ ε	8.2		58.8		65.	9	63.7	,	64.6
Heavy Trucks	64.	7 6	9.8		54.3		55.	5	63.9	)	64.
Vehicle Noise.	72.5	3 7	1.1		68.1		63.	3	71.5	3	72
Centerline Distance to No	ise Co	ntour (în feet)									
				70 c	迫在	65 di	3.4	T :	0 dEA	.55	dE:A
		4	dn:	13	32	285	-		814	1	323

Road Nan	io: Year 2018 W se: Cactus Aven st: East of I-215	ue			Project Nar Job Numb		no Vailey M	/almart	
************************	SPECIFIC INF				NOIS	SE MODE	EL INPUT	S	***********
Highway Data				Site Cor	ditions (Ha				
Average Daily	Traffic (Adl): 50	1,212 vehicles				Autos	15		
Peak Hour	Percentage:	10%		Mc	elium Trucks	(2 Axles)	15		
Peak h	laur Valume: - f	,021 vehicles		He	avy Trucks (	3+ Axles)	15		
Ve	hicle Speed	55 mph		Vahiate	200				
Near/Far La	ne Distance:	36 feet			icleType	1 Day	Evening	Night	Daily
Site Data				* 51	Auto			9 636	
	rrier Keight:	0.0 feet		L.	edium Touck			10.3%	1 84%
Barner Type (0-V)		0.0 reet			Heavy Truck			10.8%	0.74%
Centerline Di		100.0 feet							
Centerine Eucl		100.0 feet		Noise 5	ource Eleva		(set)		
Barrier Distance		1 0 feet			Autos:	0.000			
Observer Herahl I		5.0 test			m Trucks:	2.297			
	ad Flevation	0.0 feet		Hear	у Тгискв.	8 006	Grade Ad	justment	0.0
Ro	ad Elevation:	0.0 feet		Lane Eg	ulvaient Dis	tance (in	feet)		
	Fload Grade:	0.0%			Autos:	98.494			
	Left View:	-90.0 dearces		Mediu	m Trucks:	98.404			
	Right View:	90.0 degrees		Hear	ry Trucks:	98,413			
FHWA Noise Mod									
VehicleType			listance			vesner	Barrier Att		m Atten
Autos:	71.76	4.19	-4.		-1.20	-4.77		300	0.00
Medium Trucks:	92.40	-13.05	.4		-1.20	-4.89		300	0.00
Heavy Trucks	86.40	-17.01	-4.		-1.20	-5.18	91	300	0.00
Unmitigated Nois									
	Leq Peak Hour			Evening	Leq Nigi		Ldn		VEI.
Autos	70.2			8.88		60.5	69.		69.1
Medium Trucks	63.6			55 8		54.2	62.		62.5
Heavy Trucks: Vehicle Noise:	63.7 71.6			53.2 87.1		54.5 62.2	62. 70		62.I
Centerline Distan				01.1		V4.4			
Centerime Distan	ce to noise Col	tour (in feet)	70	dBA	85 dBA		60 dBA	55	dBA
				14.0	0.40		104	1 4	1120

Friday, Nevernber 08, 2013

PRIV					87335			
Scenario: Year 2018 V	Vishous Project			Project No	eme: Morer	io Valley W	almart	
Road Name: Cactus Aven	ue			Job Nun	ber: 8870			
Road Segment: West of Fred	lenck Street							
SITE SPECIFIC INF	UT DATA	***********			SE MODE		S	***********
Highway Data			Site Car	ditions (H	ard = 10, S	oft = 15)		
Average Daily Traffic (Adl): 54	1,812 vehocles				Autos	15		
Peak Hour Percentage:	10%		Me	olum Truci	s (2 Axles).	15		
Peak Hour Volume: 5	5,481 vehicles		He	avy Trucks	(3+ Axles).	15		
Vehicle Speed:	55 mph		Vehicle	592				
Near/Far Lane Distance:	98 feet			ideType	Osv	Evening	Shati	Daily
Site Data			* 01	dut			9 634	87.42%
				лис edium Tax			10.3%	1.84%
Barrier Keight:	0.0 feet			Heavy Truc			10.3%	0.74%
Barner Type (0-Wall, 1-Berm):	0.0			actory rice	no. 00.07	E.170	10.076	0.1470
Centerline Dist to Barrier.	100.0 feet		Noise 5	ource Elev	ations (in f	eet)		
Centerline Dist. to Observer:	100.0 feet			Autos:	0.000			
Barrier Distance to Observer:	0.0 feet 5.0 keet		Mediu	m Trucks:	2.297			
Observer Height (Above Pad).			Hear	y Trucks.	8 006	Grade Ad	justment:	0.0
Pad Elevation: Road Elevation:	0.0 feet 0.0 feet		I and Fo	ustraniana Pi	stance (in	te art		
Froad Erevation: Froad Grade:	0.0 reet 0.0%		Lane En	Autos:	87.318	1009		
Hoad Grade: Left View:	-90.0 degrees		8.4	т Тпіскв:	87.214			
Lett view: Plait View:				nr Trucks:	87.224			
rogiz view:	90.0 degrees	3	near	gr Fracisco	07.224			
FHWA Noise Model Calculations								
	Traffic From	Distance			Fresher	Barrier Alt		m Atten
Autos: 71.78	4.57	-3.		-1.20	-4.77		300	0.000
Medium Trucks: 82.48	-12.67	-	73	-1.2D	-4.85		300	0.000
Heavy Trucks: 86.40	-16 63	-3.	73	-1.2D	-5.16	9.0	100	0.000
Unmitigated Noise Levels (witho		arrier atte	nuation)					
VehicleType Leg Peak Hour			Evening	Leg Ni		Ldn		NEIL
Autos: 71.4		9.5	67.7		61.7	70.		70.9
Medium Trucks 64.8		3 3	56.8		55.4	63.9		64.1
Heavy Trucks: 64.6	) 83	3.4	54.4		55.6	64.1	)	64.1
Vehicle Noise: 73.6	7	1.2	88.3		63.4	72.1	3	72.4
		1.2	88.3		63.4	72.1		72.4
Vefiicie Noise: 73.6			88.3 0 d8A	85 dB		72.1 60 dBA	55	dBA
Vefiicie Noise: 73.6	tour (in feet)			65 dB 291			55	

Friday, November 98, 2013

Friday, Nevernber 08, 201

	: Year 2018 VVit						no Valley V	simarr	
	: Cactus Avenus				Job Num	ber: 8870			
Road Segment	f: East of Freder	ick Street			***************************************				
	PECIFIC INPL	T DATA					EL INPUT	S	
Highway Data				Site Con	ditions (Ha				
	raffic (Adt). 55,8					Auto			
Peak Hour R		10%			alum Truch				
		562 vehicles		Re	avy Trucks	(3+ Axies	): 15		
	icie Spead.	65 mph	- 1	Vehicle I	My				
Near/Fer Lan	e Distance:	SB feet			ide?ype	Day	Evening	Night	Daity
Site Date					Auto	us: 77.5	% 12.9%	9.6%	97.42%
Ban	ier Heiaht:	0.0 feet		5A	edium Truci	s: 94.8	% 4.9%	10.3%	1 84%
Barrier Type (0-Wa	ili, 1-Bermi.	0.0		+	leavy Truct	e: 86.5	% 2.7%	10.6%	0.74%
Centerline Dist	L to Barrier: 1	DD.G feet	-	Mains C	ource Eleva	ware fire	de and		
Centerline Dist. to	Observer. 11	GO.C feet	- 1	noise se	Autos	0.000	76119		
Barrier Distance to	o Observer	0.0 feet		A diameter	m Trucks:	2.287			
Observer Height (A	lbove Pad):	5.6 feet	- 1		v Trucks:	6.008	Grade Ad	indmant	0.0
Per	d Elevation.	0.0 feet						prouvino: n.	0.0
Roar	d Elevation:	0.0 feet	f	Lane Eq	uivalent Di	stance (ii	feet)		
R	load Grade:	0.0%			Autos:	87.316			
	Left View	90.0 degrees		Mediu	m Trucks:	87 214			
	Right View:	90.0 degrees		Heat	y Trucks.	87.224			
FHWA Naise Made	i Calculations		<u>-</u>						
Vehicle Type	REMEL Tr	affic Flow   Dis	tance	Finite	Road I	resne!	Berner Aft	en Ber	m Alten
Aulos:	71.70	4.63	-3.7		-1.20	-4.7	C.0	000	0.000
Medium Trucks:	82.40	-12.81	-3.7		-1.20	-4 88	0.0	000	0.000
Heavy Trucks.	96.40	-16.56	-3 7	3	-1.20	-5.16	0.0	000	0.000
Unmitigated Noise	Levels (without	Topo and barri	er atter	wation)					
VehicleType 2	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig		Ldn		WEZ.
Autos:	71.5	69.6		67.8		61.8	70.4		71.0
Medium Trucks.	84.9	63.4		57.0		55.5	63.5		64.1
Heavy Trucks:	64.8	63.5		54.4		55.7	84.		84.2
Vehicle Noise:	73.1	71.3		68.3		63.5	72.6	)	72.5
Centerline Distance	e to Noise Cont	our (in feet)							
		L		3BA	65 dB/	1	60 dBA		dBA
		Loh).		36	294		633		363
		CMEL:	1/	17	216		661	1.	466

Finday, November 69, 2013

Scenario: Year 20			Ţ						o Valley Va	simarr	
Road Name: Cactus						Job Mui	nber:	8876			
Fload Segment: West o	Heac	ock Street									
SITE SPECIFIC	INPL	IT DATA				NC	ISE	MODE	L INPUT	S	
Highway Data					Site Cor	iditions (f	dard:	= 10. Sc	ořt = 15)		
Average Daily Traffic (Ad	38,	371 vehicle	s					Autos:	15		
Peak Hour Percenteg	D.	10%			Me	olurn Truc	48 12	Axies):	16		
Peak Hour Volum	e: 3,0	337 vehicle	S		He	avy Truck	s (3+	Axies):	15		
Vehicle Spee	x.	65 mph		-	Vehicle	aniv					
Near/Far Lane Distanc	9:	S8 feet		-		ildeTvae	-	Dav	Evenina	Night	Daire
ite Data							fas:	77.5%		9.6%	97.42%
Barrier Heigt		0.0 feet			54	edium Tru		84 89		10.2%	1.94%
Barrier Type (0-Wall, 1-Bern		0.0 rees				Heavy Tru		86.5%	2.7%	10.6%	0.74%
Genterline Dist. to Barrio		DD D feet									
Centerline Dist. to Observe		00.0 feet			Noise S	ource Ele			B <i>9</i> ()		
Barrier Distance to Observe		0.0 feet				Autos.	-	.000			
Observer Height (Above Pag		5.0 feet				m Trucks		.287			
Pad Elevatio		0.0 feet			Hea	ny Trucks:	8	.008	Grade Ad	jusiment.	0.0
Sned Flevatio		0.0 feet			Lane Ed	uivalent L	Distar	ice (in	feet)		
Road Grad		0.0%				Autos:	87	316	/		
Left Vie	v	90.0 deare	2.9		Mediu	m Trucks:	87	214			
Flight Vie		90.0 degre			Heat	w Trucks.	97	.224			
-											
HWA Noise Model Calcula											
VehicleType REMEL		affic Flow	D:	stance		Pload	Fres		Barrier Att		m Allen
	.78	3.02		-3.7		-1.20		-4.77		000	0.000
	40	-14.22		-3.3		-1 20		-4 88		100	0.000
Heavy Trucks. St	.40	-16.1B		-3 7	3	-1.20		-5.16	6.0	000	9.990
Inmitigated Noise Levels (v	rithou	Topo and	bami	er atte	nuation)						
VehicleType Leg Peak		Leg Day		Leg E	vening	Leq N			Ldn		NEZ.
Autos:	89.9		68.0		68.2		60		66.1		69.4
Medium Trucks.	69.9		61.7		65.4		63		62.3		62.6
Heavy Trucks:	63.3		61.8		52.8		54		82.4		82.5
Vehicle Noise:	71.4		68.7		66.7		61	.9	70.4	7	70.9
Centerline Distance to Hois	Cont	our (in feet	9								
			T	70	dBA	65 dl	3.4	1 (	60 dB.A	55	dB.4
											00.4
			Lon. NEL:		98 14	228			484 531		064 145

Scenario: \ Road Name: C Road Segment: \		e			Project h Job Nu			: Valley VV	almart	
************	CIFIC INPL	***************************************	***************************************			NCE M	000	LINPUT		*********
Highway Data	uttie mrt	J C DR JR		Site Con	ditions (i				,	
Average Daily Trat	(ic-(Ad0): 53	718 vehicles				Α	utos:	15		
Peak Hour Per		10%		Mc.	dium Tru:	ks (2 A	des).	15		
Peak Hour		372 vehicles		He	aw Truck	s (3+ A	des):	15		
Venicle	Speed:	55 mgh		Vehicle I	10/-					
Near/Far Lane D	listance.	98 feat			eleType		)ay	Evening	Nigix	Dolly
Site Data							7.5%			87.42%
	Height:	0.0 feet		86	edum Tru		4.9%		10.3%	1.64%
Banjer Type (0-yes)		0.0 1980		· ·	teavy Inu	cns. 6	6.5%	2.7%	10.8%	0.74%
Centerine Dist. In		OC O feet								
Centerline Dist. to C		DD D feet		Noise Sc	urce Ele			101)		
Barrier Distance to C	bserver:	0.0 feet			Autos: m Trunks:	0.0				
Observer Height (Abo	ve Pad):	5.0 feat			m i rucks: v:Trucks:	8.0		Grade Ad	deno.nt	0.0
Pad E	levetion:	0.0 feet			-				uouriem.	0.0
Road E	levation:	0.0 feet		Lane Eq.	uivalent i	Distanc	e (kn i	(set)		
Roa	d Grade:	0.0%			Autos:		18			
£	eft View: -	90.0 degrees			m Trucks		14			
Rig	ht View:	90 0 degrees		Heav	y Trucks:	67.2	24			
FHWA Noise Model C										
			Asiance -3		Road	Fresno	477	Barrier Att		m Atten 0.000
Autos Medium Trucks	71.78	4.48 -12.78	-3. -3.		-1.20 -1.20			0.0		0.000
Heavy Trucks	82,40 88,40	-12.78 -18.72	-8. -8		-1.20		4.58 5.16	0.0		0.008
*					-1.20		0.70	0.0		0.000
Unmitigated Noise Le Vehicle Type   Leo	Peak Hour I	t ropo and par Lea Day		nuation) vening	Lea N	ioht 1		I do		NE)
Autos	71.3	68 4		87.7		816		70.2		70 8
Medium Trucks:	64.7	63.3	2	56.8		55.3		93.8		54.1
Heavy Trucks	64.6	63.3	3	54.3		55.5		63.9	1	64.0
Vehicle Noise.	72.9	71.1	1	68.2		63.3		71.8		72.3
Centerline Distance to	Noise Cont	our (in feet)								
				494	65.8			O REA		de A

Friday, November 88, 2913

Scenario	: Year 2018	Without	Project				Project is	iame: N	cren	o Valley VV	almart	
Road Name	: Cactus Ave	enue					Job Nu	mber. 8	970			
Road Segment	: East of Hea	acock S	treet									
SITE S	PECIFIC IN	PUTE	ATA		*******		NC	HISE M	ODE	LINPUT	9	******
Highway Data						Site Con	ditions (i	iaroi ≃ :	10, Sc	rit ≈ 15)		
Average Oally I	raffic (Adl):	28,927	vehicles					/	lutos:	15		
Peak Hour P	Percentage.	109	6			Me	dum Yruc	ks (2 A	xles).	15		
Peak Ho	ur Volume	2,803	vehicles			He	any Truck	s (J+ A	zies):	15		
Ven	icle Speed:	55	mph		-	Vehicle i	dia.					
Near/Far Lan	e Distance.	36	feat		H		aleType		Dav	Eveninal	Night	Dally
Site Data									77.5%		9.6%	
	ier Height:	0.0	feet			0.60	dium Tru		34.9%		10.3%	1.643
		0.0					leavy Iru		36.5%		10.8%	0.745
Barrier Type (0-Wa Centerline Dist		100.0			L.							
Centerline Dist. to		100.0			L	Noise Sc	urce Ele	vations	(in fe	et)		
Barrier Distance to			feer				Autos:	0.0	00			
Observer Height (A			feet				n Trucks:					
	d Elevation		feet			Heav	y Trucks	8.0	DB.	Grade Adj	ustment	0.0
	d Elevation		feer		- 1	Lane Eq.	iivalent f	Distanc	e fin i	eat)		
	nad Grade:	0.0			F		Autos:					
	Left View		dearees			Mediu	n Trucks	98.4	104			
	Right View:		degree			Heav	v Trucks:	88 4	13			
FHWA Noise Wode												
VehicleType	REMEL	Traffic	Flow	Dis	siance	Firite		Fresn		Barrier All		m Alten
Autos	71.78		1.85		-4.5		-1.20		4.77	0.0		0.00
Medium Trucks	82.40		-15 59		-4.5		-1.20		4.58	0.0		0.00
Heavy Trucks:	66.40		-19.54		-4.5	1	-1.20		5.16	0.0	IOD	0.00
Unmitigated Noise	Levels (with	out To	oo and b	ani	er etter	uationi						
VehicleType 1	Jeg Peak Hou	# E	eq Day	-	Leg E	vening	Leg N	ight		Lan	Ci	VEL
Autos	6.7	.7	8	5 8		84.0		58.0		86 (		87
Medium Trucks:	61	.1	- 6	9.6		53.2		51.7		80.3	2	60.
Heavy Trucks	61	.1	5	9.7		50.7		51.9		60.3	)	60
Vehicle Noise.	69	.3	6	7.5		84.8		53.7		68.3	3	68
Centerline Distance	e to Noise Co	antaur	in feeti									
					70 (	19A	65 d8	5.4		0 dEA	.55	dE.A
			2.	dn:	7	7	165			355	7	95
			CN		9	a	173			382		23

Road Nam	io: Year 2018 i se: Cactus Ave st: East of Gra	nue				Project N Job Nu			o Valley W	almart	
SITE	SPECIFIC IN	PUT DATA		-	***********	N (	HSE N	ODE	LINPUT	S	************
Highway Data				2	Site Con	ditions (	dand in	10, S	oft = 15)		
Average Daily	Traffic (Adt): 4	12,418 vehicles					1	lufas:	15		
Peak Hour	Percentage:	10%			Me	clium Truc	4s (2 A	orles):	15		
Peak H	laur Valume:	4,242 vehicles			He	avy Truck	s (3+ A	xles):	15		
Ve	hicle Speed:	55 mph			Vahiate i	250					
Near/Far La	ne Distance:	98 feet		Η.		icleType		Oev	Evening	Strate	Darly
Site Data								77.5%		9 636	97.42%
	rrier Keight:	0.0 feet			An	edium To.	clos	84 8 96		181 3%	1 8499
Barrier Type (0-W		0.0 reet				teavy Tru	cks:	96.6%	2.7%	10.9%	0.74%
Centerline Dir		100.0 feet									
Centertine Fuel		100.0 feet		1	Voise Se	ource Ele			ret)		
Barrier Distance		II G feet				Autos:					
Observer Herafit (	Atlane Pach	5.0 beet				m Trucks:					
	ad Fleuatina	0.0 feet			Heav	y Truces.	80	108	Grade Ad,	ustment	0.0
Ros	ad Elevation:	0.0 feet		1	ane Eg	uivaient i	histone	e (in	feet)		
,	Road Grade:	0.0%		-		Autos:	87.3	318			
	Left View:	-80.0 dearee	S		Mediu	m Trucks:	87.3	214			
	Right View:	90.0 degree	s		Heat	y Trucks:	87.3	224			
FHWA Noise Mode	et Calculation:	s									
VehicleType	REMEL	Traffic Flow	Oist a			Road	Fresh		Barrier 4tt		m Atten
Autos:	71.76	3.45		-3.74		-1.20		4.77		100	0.00
Medium Trucks:	82.40	-13.79		-3.73	-	-1.20		4.89	0.0		0.00
Heavy Trucks	86.40	-17.74		-3.73	3	-1.20		-5.18	9.0	100	0.00
Unmitigated Noise											
	Leg Peak Hou			Leg E		Leq N			Ldn		VEI.
Autos	70		38.4		66.8		60.8		69.3		69.1
Medium Trucks	63		32 2		55 S		54.3		62.7		63.1
Heavy Trucks: Vehicle Noise:	63 71		32.3 70.1		53.3 87.2		54.5 62.3		62.9 70.0		63.I
		-			57.2		62.3		79.1	!	/13
Centerline Distant	e to Naise Co	ntour (in feet)		70.0	40 A	85 d.	5.4		00 d9A	- E.S.	d9A
				100	1071		200		IV INCIPI	1 50	LACAP1

Friday, November 08, 2013

********************************	*****		*****	*******				*******	
Scenario: Year 2018							n Valley W	falmart	
Road Name: Cactus Av				Job Ni	imber: 8	870			- 1
Road Segment: YVest of In	dian Street								
SITE SPECIFIC I	NPUT DATA						LIMPUT	s	
Highway Data			Site Car	ditions (	Hard = 1	0, Sc	ft = 15)		
Average Daily Traffic (Adl):	25,148 vehicles				A	utae:	15		- 1
Peak Hour Percentage:	10%		Me	edium Tru	cks (2 A)	des):	15		- 1
Peak Hour Volume:	2,515 vehicles		He	avy Truc	ks (3+ A)	des):	15		
Vehicle Speed	55 mph		Vohicte	387					
Near/Far Lane Distance:	36 feet			ideTvoe	1.7	150	Eveningi	Shati	Dally
Site Data			× CV			7.5%	12.8%	9 696	87.42%
				edium To		7.1250 14.1396		10.3%	1.84%
Barrier Keight:	0.0 feet			eolum in Heavy Tr	A C. 1 (C. )	4.079 8.6%	2.7%	10.3%	0.74%
Barner Type (0-Walt, 1-Bern):	0.0			neavy 11	uuno. o	rG.G 96	2.170	10.076	0.7438
Centerline Dist to Barrier.	100.0 feet		Noise 5	ource Ele	vations	On fe	et)		
Centerline Dist. to Observer:	100.0 feet			Autos	0.0	30			
Barrier Distance to Observer.	0.0 feet		Mediu	m Trucks	2.2	97			- 1
Observer Height (Above Pad).	5 8 Neet		Hear	a Trucks	. 80	36	Grade Ad,	justment:	0.0
Pad Elevation:	0.0 feet								
Road Elevation:	0.0 feet		Lane Eg	ulvalent			6eg		
Road Grade:	0.0%			Autos					- 1
Left View:	-90.0 degrees			m Trucks					
Piglž View:	90.0 dagreas		Hear	ry Trucks	98.4	13			
PHWA Noise Model Calculation	75								
VehicleType REMEL	Traffic From	Distance	Finite	Road	Freshe	ſ	Barrier Alt	en Ber	m Atten
Autos: 71.76	1.18	-4.	52	-1.20		4.77	0.0	300	0.000
Medium Trucks: 82.46	-18.09	.4	51	-1.2B		4.85	8.0	300	0.000
Heavy Trucks 86.40	-20 01	-4.	51	-1.2D	+6	5. 16	9.0	100	0.000
Unmitigated Noise Levels (witi	hout Topo and ba	rrier atte	nuation)						
VehicleType Leg Peak Ho	ur Leg Day	Legi	Evening	Leq I	lighi		Ldn	Ci	WEIL
Autos: 6	7.2 95	.3	63.8		57.5		68.1	1	68.8
Medium Trucks: 6	0.6 59	1	52 8		512		58.7	)	68.8
Heavy Trucks: 6	0.7 59	.2	50.2		51.5		59.0	3	59.9
Vehicle Noise: 8	8.8 67	.1	84.1		59.2		67.8	3	69.3
Centerline Distance to Noise C	ontour (in feet)								
		1.40	d8A	85.0		ť	9 dBA		dBA
	Eck	n:	71	15	3		330	7	12

Friday, November 08, 2013

Friday, November 08, 2013

	rio: Year 2018 W ne: Cactus Aven					ime: Morei ther: 8878	to Valley V	simart	
	nf: East of India				102.3417	DUI: 00.0			
SITE	SPECIFIC INP	UT DATA		***********	NO	SE MODE	L INPUT	3	
Highway Data				Site Cor	ditions (H	erct = 10. S	ořt = 15)		
Average Daily	Traffic (Adt). 22	.999 vehicles				Autos	15		
Peak Hour	: Percentage:	10%		Ms	alum Truch	s (2 Axies)	15		
Peak F	Hour Volume: 2	,360 vehicles		He	avy Trucks	(3+ Axies)	15		
Ve	etricle Speed.	55 mph	1	Vehicle	860v				
Near/Fer La	ine Distance:	36 feet	1		ideType	Day	Evening	Night	Daity
Site Date					Aut			9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		5/5	edium Truc	As: 94.89	6 4.9%	19.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet		Maine C	ource Elev	ations (in			
Centerline Dist.	to Observer.	160.0 feat	- 1	morse 3	Autos	0.000	end		
Barrier Distance	to Observer	0.0 feet		A shorting	m Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet			n Trucks:	6.008	Grade Adj	usiment	0.0
	ad Elevation.	0.0 feet	į						
	ed Elevation:	0.0 feet	į	Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	98.494			
		-90.0 degrees			m Trucks:	98 404			
	Right View:	90.0 degrees		Heat	ry Trucks.	98.413			
FHWA Naise Mad	lei Calculations								
Verticae Type		Traffic Flow   Di	stance	Finite	Road	Fresnel	Berner Att	en Ben	n Alten
Aulos	71.70	0.79	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-16,44	-4.5	51	-1.20	-4 88	0.0	00	0.000
Неаку Ілиска.	86.40	-20.40	-4 5	51	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois			er atte	nuation)					
Versicle Type	Leg Peak Hour		Leq E	vening	Leg Nig		Ldn		WEZ.
Aidas	86.9			63.2		57.1	65.8		66.4
Medium Trucks.	50.2			52.4		50.6	59.3		59.5
Heavy Trucks:	60.3			48.8		51.1	58.4		59.6
Vehicle Noise:	68.4	68.7		63.7		58.0	67.4		67.9
Centerline Distan	ce to Noise Con	itour (in feet)							
				σΒ.A	65 dB.	Δ.	60 dBA		dBA
		Ldn.		37	144		11E		71
				79	166				

	: Year 2018		Project							o Valley W	simart	
	e: Cactus Av						Job Nu	mber: 81	370			
Fload Segmen	f: East of Ki	tching Str	reet									
	PECIFIC I	NPUT	ATA							LINPUT	8	
Highway Data					Si	te Con	ditions (f	iard = 1	0. Sc	ift = 15)		
Average Daily 1	roffic (Adt).	15,228	vehicles					A.	utos:	15		
Peak Hour I	Percentage:	10%				Mex	alum Truc	48 (2 A)	ies):	16		
Peak Ho	our Volume:	1,523	vehicles			Hee	avy Truck	s (3+ A)	(es):	15		
Vel	nole Speed.	65	roph		1/4	thic is 8	Aiv					
Near/Far Lar	e Distance:	36 1	feet		-		deTvae	1.7	lav	Eivening	Night	Dairy
ite Data						* 0.11			7 5%		9.6%	97.42%
	der Heiaht:	0.0	feet			544	dium Tru		4.8%		10.3%	1 94%
Barrier Type (0-W		0.0	reot				leavy Tru		6.5%		10.6%	0.74%
Centedine Dis		100.0	fnot									
Centerline Dist. I		100.0			No	sise Sa	urce Ele			98 <b>3</b>		
Barrier Distance f			feet				Autos.	0.00				
Observer Height ()			feet				n Trucks	2.29		_		
	d Elevation		feet			Heav	y Trucks:	8.00	36	Grade Adj	usiment:	0.0
	d Elevation		feet		La	ne Eas	ilvalent L	distance	(in	feet)		
F	load Grade:	0.0					Autos:	98.4	94			
	Left View.	-90.0	degrees			Mediur	n Trucks:	98 48	34			
	Right View:		degrees			Heav	y Trucks.	98.4	13			
HWA Noise Mode	i Calculatio	ris			i							
Vehicle Type	REWEL	Traffic	Flow	Distant	26	Finite	Pload	Fresne	<i>i</i>	Barrier Att	en Ben	n Alten
Autos	71.7	3	-1.00	-	4.52		-1.20	-	4.77	C.C	60	0.00
Medium Trucks:	82.4	]	18.23	-	4.51		-1 20		188	0.0	100	0.000
Heavy Trucks.	36.49	3	-22.19		4.61		-1.20	~	5.16	0.0	60	9 90
Inmitigated Noise	Leveis (wit	hout Top	s and b	arrier a	ttenu	ation)						
VehicleType	Leg Peak Ho	ar L	eq Day	Le	q Eve	ming	Leq N	ig/nf		Ldn	C	άΞΙ.
Autos:	8	51	6.	3.2		61.4		55.3		64.0	i	64.3
Medium Trucks.	5	8.6	- 64	3.9		60.6		49.0		67.6		67.
Heavy Trucks:	5	8.5	5	7.1		48.C		48.3		57.6		57.1
Vehicle Noise:	6	8.8	6-	1.8		61.8		57.1		85.6		86.
centerline Distanc	e to Noise (	contour (	in rees)									
Centerline Distanc	e to Noise C	Contour (	in rees)		70 dB	A	65 dl	3.4	6	10 dB.4	55	d8.4

Scenario: ` Road Name: ( Road Segment: \		e				Project i Job Nu			c Valley VV	almart	
	ECIFIC INP	JT DATA							LINPUT	5	********
Highway Data					Site Con	oxions (					
Average Daily Traf						r 20		Autos:	15 15		
Peak Hour Pen Peak Hour		10%				šium Tru: silv Truci					
		852 vehicles			He	ally truck	S (J+ )	4xies):	15		
Vetuck Near/Fat Lane F	Speed:	55 mph 36 feet		1	Vehicle I	dix					
iveanr ar Lane L	Jistance.	36 TEBE			Veh	deType	$\neg$	Day	Evening	Niglá	Daily
Site Data						A	itos:	77.5%		9.8%	87.42%
Barrier	Height:	0.0 feet			N/Sc	dum Tre	cks:	64.8%	4.9%	10.3%	1.64%
Barrier Type (0-Wall,	1-Bermi:	0.0			P	leavy In	CNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to	Barrier 1	00.0 feat		- 1	Noise Sc	urea Fla	vation	s (in f	efi		
Centerline Dist. to C	bserver: 1	00.0 feet		F		Autos		000			
Barrier Distance to C	Observer:	0.0 feet			2.dozdina	п Тамоня		297			
Observer Height (Abc	ve Pady	5.0 feat				v Trucks			Grade Adi	iustment	0.0
	Revetion:	0.0 feet									
	devation:	0 0 feet		1.5	Lans Eq.				feet)		
	d Grade:	0.0%				Autos:		494			
		90.0 degrees				n Trucks		404			
Rig	ght View:	90 0 degrees			Heav	y Trucks:	58	413			
FHWA Noise Model C		rothic Flow		ance	1 2 2	Road	Fresi		Barrier Att		467
Autos	71.78	0.30	U 81	-4.5		-1.20	PTESI	477	0.0		0.000
Medium Trucks	82.40	-16.94		-4.5		-1.20		-4.77	0.0		0.000
Heavy Trucks	88.40	-20.89		-4.5		-1.20		-5.16	0.0		0.000
Unmitigated Noise Le						-1.20		-0.70	0.0		0.000
	Peak Hour	Leg Day			vening	Leg N	ight	T	Lán	Ci	VEL.
Autos	66.4	84	5		62.7		56	1	85.3	3	85 9
Medium Trucks:	58.8	58	2		51.9		50.3	3	58.8	3	59.0
Heavy Trucks	59.8	58	4		49.3		50.	3	58.9	3	59.1
Vehicle Noise.	67.9	66	2		63.2		50.	3	66.8	)	67.4
Centerline Distance t	o Noise Cont	our (în feet)									
				70 -		65.6		1 6	SO HEA	55	de A

Friday, November 88, 2013

Scenar	nio: Year 2018	Withou	r Preject				Project i	vame:	Veren	o Valley VV	almart	
	ne: John F. Ka							mber				
Road Segme	nt: West of He	acock	Streat									
SITE	SPECIFIC II	SPUTI	ATA		******	*******	řě:	DISE I	ODE	LINPUT		*******
Highway Data						Site Cor	iditions (	hard ≃	10, Sc	rit ≈ 15)		
Average Cally	Leaffic (Adl):	9.414	vehicles						lutos:	15		
Peak Hour	Percentage.	105	Κ.			Me	dium Tru	oks (2 A	ixles).	15		
Peak F	lour Volume	941	vehicles			14e	ally Truci	ks (0+ A	kxles):	15		
Ve	pricle Speed:	55	mph		-	lahiala						
Near/Far La	ne Distance.	36	feat		H.		ioleType	_	Dav	Eveninal	Night	Dally
Site Data						ver.			77.5%		F 8%	
						0.0	n edium Yri		64.9%	181 4770	10.3%	1.643
	rrier Height:		feet				deavy In		88 5%		10.8%	0.749
Barrier Type (0-V		0.0					icasy m	vurio.	66.076	2.170	10.076	6.747
Centerline Di			l feat		7	Voise S	aurce Ele	vation	s (in h	6t)		
Centerline Dist.			l feet		-		Autos	0.0	100			
Barrier Distance			l feet			Mediu	m Trucks	2:	197			
Observer Height			l fest			Heat	ry Trucks	8.8	JDB	Grade Adj	ustment.	0.0
	ad Elevation:		l feet		-		uivalent	n/		fA		
	ed Elevation: Road Grade:		l feet		- 1	cane aq	Autos			500		
		0.0				Administra	нисья т Тписка					
	Left View: Right View:		l degrees				ni i ruchs ni Truchs					
	right view:	90.0	l degrees			PROSE	ly 110048	. 98	413			
FHWA Noise Woo	lel Cateulation	\$										
VehicleType	REMEL.	Traffic	Flow	Ds	ance	Finite	Road	Fresn	e/	Barrier All	en Ber	m Allen
Autos	71.78		-3.08		-4.5		-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40		-20.32		-4.5	1	-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	86.40		-24.28		-4.5	1	-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	a Levels (with	out To	po and b	nnie	retten	uationi						
Vehicle Type	Leq Peak Ho	W I	eq Day	Т	Leg E	rening	Legi	light	l	Lan	Ci	VEL
Autos	63	3.C	81	Ħ		58.3		53.3		81.6	9	82
Medium Trucks:		.4		.9		48.5		47.0		55.4		66.
Heavy Trucks	51	.4	58	0.6		45.9		47.2		55.5	5	55.
Vehicle Noise.	84	.6	63	8.5		59.8		55.0		63.5	5	64
Centerline Distan	ce to Noise C	antaur	(in feet)									
				T	70 c		65 a	EA		0 dEA	.55	dE:A
				tri:	3		80			172		70
			CW		4		66			185		98

	io: Year 2018 V				Project Na			Valley W	almart	
	te: Cactus Aven				Job Num	ber: 88	70			
Road Segme	nt: East of Pemi	s Beulevard								
SITE Highway Data	SPECIFIC INF	UT DATA		C14 . C	NOI ditions (Ha			INPUT:	S	
<del>-</del>				Size Cor	diaons (Ha		·	<i>-</i>		
	Traffic (Adt): 18						fos:	15		
	Percentage:	10%			eium Trucki			15		
		,970 vehicles		File	avy Trucks	(3+ AXI	E S);	15		
	hide Speed	55 mph		Vehicle	Mix					
Near/Far La	ne Distance:	38 feet		Vet-	icleType	Do	1/	Evening	1 bight	Daily
Site Data					Auto	is: 77	.5%	12.9%	9 636	97.42%
Ba .	rrier Keight:	0.0 feet		A4	edium Truci	cs. 84	.8%	4.9%	10.3%	1.84%
Barner Type (0-VI	Nell, 1-Sentre:	0.0			Heavy Truck	s: 96	.6%	2.7%	10.8%	0.74%
Centerline Di	at to Barrier.	100.0 feet		Nata C	ource Eleva					
Centerline Dist.	to Observer:	100.0 feet		7910756 31	Autos	0.00		eu		
Barrier Distance	to Observer:	0.0 feet		full of a	m Trucks	2.29				
Observer Height	Above Pad).	5.0 heet			n Trucks.	8 0 0		Grade Ad.	iretmani	0.0
p.	ad Elevation:	0.0 feet							o surroun.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	ulvaient Di	tance	(in t	680)		
	Road Grade:	0.0%			Autos:	98.49	4			
	Left View:	-90.0 degrees			т Тписка:	98.40	4			
	Right View:	90.0 degrees		Hear	ry Trucks:	98.41	3			
FHWA Noise Mod										
VehicleType		Traffic Flow	Distance			resner		Barrier Att		m Atten
Autos:	71.76	0.12	-4		-1.20	-4		0.0		0.00
Medium Trucks:	82.40	-17.12		51	-1.20	-4.		0.0		0.000
Heavy Trucks	86.40	-21 07	-4.	51	-1.20	-6.	16	0.0	100	0.000
Unmitigated Nois	e Levels (witho	ut Topo and be	rrier atte	nuation)						
	Leg Peak Hour			Evening	Leq Nig			Ldn		VEIL
Autos	68.3			62.5		58.5		65.1		65.
Medium Trucks	59.6			51 7		592		58.F		58.5
Heavy Trucks:	59.6			49.2		50.4		58.0		58.1
Vehicle Noise:	87.6		.0	83.0		59.2		66.7		67.2
Centeriine Distan	ce to Noise Cor	tour (in feet)								
			76	d8A	85 dB/	١	6	0 dBA	55	dBA
					400					

Friday, November 68, 2013

Scenar	io: Year 2016	Without Project				Project f	Vame:	Morer	io Valley W	almart	
	ae: John F. K					Job Nu	mber:	8870			
Road Segme	nt: East of H	eaceck Street									
SITE	SPECIFIC I	NPUT DATA		-	enconon.				L INPUT	5	***********
Highway Data				Sit	te Can	ditions (	Hard ≃	10, S	oft = 15)		
Average Daily	Traffic (Adl):	11,089 vehicle:						Autos	15		
Peak Hour	Percentage:	10%			Me	olum Tru	cks (2)	Axies).	15		
Peak h	laur Valume:	1,109 vehicle:			He	avy Truct	15 (3+ )	Axles).	15		
Ve	hicle Speed:	55 mph		Vo	hicto	387~					
Near/Far La	ne Distance:	36 feet		-		ideType		Dev	Evening	Shari	Daily
Site Data							itos:	77.59		9.6%	
	rrier Keight:	0.0 feet			h	edium Ta		84.69		10.3%	
Barrier Type (0-VI		0.0 1000				Heavy Tru	42A5:	86.69	5 2.7%	10.8%	0.74%
Centerline Di		100.0 feet									
Centerline Dist.	to Observer:	100.0 feet		No	156 50	ource Ele			9 <i>0t)</i>		
Barrier Distance	to Observer.	0.0 feet		١.		Autos. m Trucks		000 297			
Observer Height (	Above Pad).	5.0 teet		- 1 '		т і піска. м Тrucка.		006	Grade Ad,	icatanani	
P	ad Elevation:	0.0 feet			Heav	y trucks.	3	000	Grade Au,	G SKITTEN II	. 0.6
Ro	ad Elevation:	0.0 feet		La	ne Eg	ulvalent .	Diston	ce (în	feet)		
	Froad Grade:	0.0%				Autos:	98.	494			
	Left View:	-90.0 degree	S	1 /	Mediu	т Тпискв.	98.	404			
	Right View:	90.0 degree	S		Heat	ry Trucks.	98.	413			
FHWA Noise Mod	el Calculatio	ns									
VehicleType	REMEL	Traffic Frow	Dista	oce	Finite	Road	Frest	101	Barrier Att	en Be	rm Atten
Autos:	71.7			-4.52		-1.20		-4.77	9.0		0.000
Medium Trucks:	82.4			4 51		-1.2D		-4.85	0.0		0.000
Heavy Trucks	86.4	D -23 67		-4.51		-1.2B		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo and	barrier	attonua	tion)						
VehicleType	Leg Peak Ho	our Leg Day	1.	eq Ever	ning	Leg N	lighi	T	Ldn	C	NEL.
Autos	6	3.7	31.8		60.0		54.0	)	62.6	3	63.2
Medium Trucks	- 6	7.1	55 8		49 2		47	?	56.1		68.4
Heavy Trucks:	5	7.1	55.7		46.7		47.5	9	56.0	1	56.4
Vehicle Noise:	8	5.3	33.5		80.5		55.	7	64.2		64.7
Centerline Distant	ce to Naise (	ontour (in feet									
				70 d8	A I	85 d	BA	7	69 dBA	55	dBA

Friday, November 69, 2013 Friday, November 69, 2013

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Road Nam	io: Year 2018 VV ne: John F. Kenn	edy Drive					ime: Morei ber: 8870	io Valley V	aimart	
Fload Segme	nf: West of India	n Street								
	SPECIFIC INP	UT DATA						L INPUT	S	
Highway Data				S	ite Conc	litions (H	erd = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 10	830 vehicles					Autos			
Peak Hour	Percentage:	10%					s (2 Axies)			
Peak F	lour Volume: 1,	083 vehicles			Hea	vy Trucks	(3+ Axies)	15		
Ve	rbicie Spead.	55 mph		-	ebicle N	Nv				
Near/Fer La	ne Distance:	36 feet		F*		reType	Day	Evening	Night	Daity
Site Date						Aut			9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet			Me	dum Truc	ks: 84.89	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0			H	eavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline Di		100.0 feet								
Centerline Dist.		100.0 feat		70	orse Sor		ations (in i	entj		
Barrier Distance		0.0 feet				Autos.	0.000			
Observer Height	(Ahove Padi:	5.0 feet			Nediun		2.287			0.0
	ad Elevation	D.B. feet			Heavy	Trucks:	8.008	Grade Adj	usimeni	0.0
Ro	ad Elevation	0.0 feet		1	ane Equ	ivalent D	stance (in	feet)		
	Road Grade:	0.0%				Autos:	98.494			
	Left View.	-90.0 decree	S		Medium	Trucks:	98 404			
	Right View:	80.0 degree	s		Heavy	Trucks.	98.413			
FHWA Naise Mad	ei Calculations			i						
Verlide Type		raffic Flow	Dis	tance	Finite F		Fresnel	Berner Afti		m Alten
Aulos	71.70	-2.40		-4.52		-1.20	-4.77	0.0		0.00
Medium Trucks:	82 40	-19.71		-4.51		-1.20	-4 88	0.0	100	0.00
Heavy Trucks.	96.40	-23.67		-4 61		-1.20	-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (withou	t Topo and I	amie	r atten	ration)					
Vehicle Type	Leg Peak Hour	Leg Day	T	Leg Ev	ening	Leg Nig		Ldn		WEZ.
Autos:	83.6		11.7		59.8		53.9	62.5		63.
Medium Trucks.	57.0		5.5		49.1		47.6	56.0		56.3
Heavy Trucks:	57.0		9.2		48.E		47.8	56.2	:	56.:
Vehicle Noise:	65.2	(	3.4		60.4		55.6	84.1		84.
Cantarlina Dietan	ce to Noise Con	tour (in feet)								
CONCINITIO DISCON										
			<u></u>	70 d		65 dB.	٥	90 dBA 186		dBA BB

Finday, November 69, 2013

Scenar	b: Year 2018	Without Projec	T.			Project N	ame: M	oreno	Valley Wa	imart	
Road Nan	e: John F. Kei	nnedy Orive				Job Nur	nber: 81	370			
Road Segme	nt: East of Par	ris Boulevard									
SITE	SPECIFIC IN	PUT DATA	******	*********	***********	N C	ISE M	ODEL	INPUTS	******	********
lighway Data					Site Cor.	iditions (f	iard = 1	0, Sai	t = 15)		
Average Daily	Troffic (Adt).	12,098 vehicls	:s				A	utos:	15		
Peak Hour	Percentage:	10%			Me	alum Truc	48 (2 A)	ies):	16		
Peak h	our Volume:	1,210 vehicle	es.		Re	avy Truck	s (3+ A)	ies):	15		
Ve	hicle Speed.	65 mph		1	Vehicle.						
Near/Far La	ne Distance:	36 feet		į		ideTvae	1.7	lav	Eivenina	Night	Dairy
ite Data								7 5%	12.9%	8.6%	97.42%
		0.0 feet			0.0	edium Tria		4.8%	4.9%	10.3%	1 94%
Barrier Type (0-V)	nier Height:	0.0				Heavy Tru		6.5%	2.7%	10 8%	0.74%
Genterline Di		100 B feet									
Centerline Dist.		100.0 feet		į	Noise S	ounce Ele			et)		
Barrier Distance		0.0 feet				Autos.	0.00				
Observer Height I		5.0 feet				m Trucks:	2.29				
	ad Elevation	0.0 feet			Heat	ry Trucks:	8.60	38	Grade Adju	istment:	0.0
	ed Elevation	0.0 feet			Lane Eq	uivalent E	listance	(in fe	eti		
	Road Grade:	0.0%				Autos	98.4		···×		
	Left View	-90.0 degre	ec.		Mediu	m Trucks:	98.4	34			
	Fratt View:	90.0 degre			Heat	rv Trucks.	98.4	18			
HWA Noise Mod											
Vehicle Type Aldina	REMEL 71.78	Traffic Flow -2 file		stance -4 f		-1.20	Fresne	4 77	larner Afte B.B.		n Allen n nga
Medium Trucks	82.40	-2.0L		-4.5		-1.20		9.77 4.88	0.00		0.000
Heavy Trucks	82.40 96.40	-98.2a		-4.5		-1 20		7 00 5 16	0.00		0.000
						-1.20		2.76	0.01	20	0 000
Inmitigeted Nois											
VehicleType Autos	Leg Peak Hou			1.00 E	Vening 60.4	Leq Ni	9/H 1 54.3		Ldn 63.0	C31	62. 63.6
Medium Trucks	57 57		62.2 65.6		49.6		48.0		68.6		56.3
	57		58.1		47.0		48.3		56.6		56.6
Heavy Trucks: Vehicle Major	9.5		63 S		47.0 60.8		58.1		56.5 84.8		85.1
Centerline Distan											
	e to noise Co	orieaur (in tee	9			65 d8			oi8.4		d8.4
Jenamere Distan											
Serialinine Distant			Lob.		dBA	84	146		203		37

Scenan	o: Year 2018 1	Without Project			Project N	ame:	Moren	c Valley VV	almart	
Road Nam	e: John F. Kar	nnedy Drive			Job Nus	nbar:	8970			
Road Segmen	x: East of Indi	an Street								
	SPECIFIC IN	PUT DATA						LINPUT	9	
Highway Data				Site Con-	ditions (i					
		11,036 vehicles					Autos:	15		
Peak Hour	Percentaga.	10%		Mc.	žium Truc	ks (2 /	lxies).	15		
Peak H	our Volume	1,104 vehicles		Hee	вну Тгиск	s (3+ A	lules):	15		
	nicle Speed:	55 mph		Vehicle #	die					
NeanFar Le	ne Distance.	36 feat		Vehi	deType	$\neg$	Day	Evening	Night	Daily
Site Data					Au	tos:	77.5%	12.9%	9.8%	97.42%
Rai	rier Height:	0.0 feet		Me	dam Tru	eks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-W		0.0		H	leavy Iru	DNS.	88.5%	2.7%	10.8%	0.74%
Centerline Dis		100.0 feat		Noise Sa			. 6- 8			
Centerline Dist.	to Observer:	100.0 feet		NOISE SC	Autos:		5 (100 A) 100	161)		
Barrier Distance	to Observer:	D.O. feet		A.A. aliin	n Trucks		297			
Observer Height (	Above Pad):	5.0 feat			n i rucks: v Trucks:			Grade Ad	ivationant	0.0
Pé	id Elevation:	0.0 feet		neav	y Truchs	0.1	100	Clear As	our icin.	0.5
Ros	ed Elevation:	0.0 feet		Lane Equ	rivalent f	listan	ce (in i	feet)		
	Road Grade:	0.0%			Autos:	88.	494			
	Left View:	-90.0 degrees		Mediun	n Trucks	98.	404			
	Right View:	90 0 degrees	;	Heavy	y Trucks:	99	413			
FHWA Noise Work	d Catculation	s								
VehicleTyne	REMEL	Traffic Flow	Distance	Finite	Road	Fresn	e/	Barrier Att	en Ber	m Atten
Autos	71.78	-2.39	-4.		-1.20		-4.77	0.0	000	0.000
Medium Trucke	82.40	- 19 63	-4.		-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-23.59	-4.	51	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise	Levels (with	out Topo and b	arrier otte	nuationi						
Vehicle Type	Leg Peak Hou	r Leg Day	Legi	Evening	Leg M	ght	Ι	Edn		VEL
Autos:	63	.7 6	1.8	60.0		53 8	1	82 9	3	83.2
Medium Trucks:	57		5.5	49.2		47.8		56.1		56.3
Heavy Trucks.	57	.1 55	5.7	46.6		47.8	1	56.3	2	56.4

Friday, November 06, 2013

Centerline Distance to Noise Contour (in feet)

	b: Year 2018 W e: John F. Kenn					me: More	ne Valley VV	almart	
	v: West of Kitch				JUD 14G11	wer. Gord			
SITE	SPECIFIC INP	UT DATA	**********	*********	NO:	SE MOD	EL INPUT	}	********
Highway Data			8	ite Conc	litions (H	ard ≃ 10, S	Soft = 15)		
Average Cally	Traffic (Adl): 11	996 vehicles				Autos	: 15		
Peak Hour	Percentage.	10%		Med	lum Truck	s (2 Axles	). 15		
Peak H	our Volume: 1	,110 vehicles		Hea	ny Trucks	(3+ Axles	): 15		
Ve	nicle Speed:	55 mph	-	ehicle N					
Near/Far La	ne Distance.	36 feat			seType	Dav	Evenina	Night	Dally
Site Data				VEHA	Aut				87.42%
					лин Билт Тпис			10.3%	1.64%
	rier Height:	0.0 feet			sam me savv Inuc			10.8%	
Barrier Type (0-W		0.0		751	zavy mac	na. 60.u	70 2.176	10.0%	G.749
Centerline Dia		100.0 feat	ñ	ioise Sa	urce Elev	ations (in	feet)		
Centerline Dist.		100.0 feet	-		Autos:	0.000			
Barrier Distance		0 0 feet		Medium	Trucks:	2 297			
Observer Height (		5.0 feat		Heavy	Trucks	8.006	Grade Adj	ustment.	0.0
	d Elevation:	0.0 feet							
	id Elevation:	0.0 feat		ane tiqu		istance (li	reet)		
,	Road Grade:	0.0%			Autos:	88.484			
		-90.0 degrees			Trucks	98,404			
	Right View:	90 0 degrees		Heavy	Trucks:	99 413			
FHWA Noise Work									
VehicleType			dance	Finite F		Fresnel	Barrier Atta		rn Allen
Autos	71.78	-2.37	-4.52		-1.20	-4.77	0.0	00	0.000
Medium Trucks	82.40	-19 61	-4.51		-1.20	-4. EX	3 0.0	00	0.003
Heavy Trucks:	86.40	-23.57	-4.51		-1.20	-5.16	0.0	90	0.009
Unmitigated Noise			er etten	uation)					
VehicleType	Leq Peak Hour		Leg Ev		Leg Nig		Lan		NEL
Autos:	63.7	81.8		80.0		54 ()	82 6		83.
Medium Trucks:	67.1	55.6		48.2		47.7	56.1		56.4
Heavy Trucks.	67.1	55.7		46.7		47.9	56.3		56.4
Vehicle Noise.	85.3	63.5		60.6		55.7	64.3		64.
Centerline Distanc	e to Noise Can	tour (in feet)							
			70 a		65 dE	4	60 dBA		d5A
		Ldn:	41		69		191		113
		CNH.	44		98		208		144

Road Nan	no: Year 2018 v ne: John F. Ker nd: West of Per	nedy Drive	t			Project N Job Nu			n Valley W	almart	
SITE	SPECIFIC IN	PUT DATA	*********		***********	N E	HSE M	ODE	LINPUT	5	************
Highway Data					Site Con	ditions (f	dard in	10, Sc	ft = 15)		
Average Daily	Traffic (Adt): 1	1,481 vehicle	5				- 4	utos:	15		
Peak Hour	Percentage:	10%		- 1	Me	olium Truc	iks (2 A	rles):	15		
Peak H	laur Valume:	1,148 vehicle	s		He	avy Truck	s (3+ A	xles):	15		
Vs	hicle Speed	55 mph		Η.	Vahiate	200					
Neer/Far La	ne Distance:	36 feet		- +		icleType	- 1	Jay	Evening	Night	Daily
Site Data								77.5%		9 636	97.42%
	rrier Keight:	0.0 feet			5.5	edium Tou		14 15 96		10.3%	1 84%
Barner Type (0-V		0.0 reec			,	leavy Tru	eks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet				,					
Centerine Del		100.0 feet		12	Noise Se	ource Ele			et)		
Barrier Distance		0.0 feet				Autos:	0.0				
Observer Herafit i		5.0 teet		- 1		m Trucks:					
	ad Fleustina	0.0 feet		- 1	Heav	у Тгиска.	8.0	06	Grade Ad,	ustment	0.0
	ad Elevation	0.0 feet		- 5	ane Eq	uivaient L	listano	e (in :	(net)		
	Road Grade:	0.01661		F		Autos					
	Left View	-90.0 deare	0.0		Mediu	m Trucks:	98.4	D4			
	Right View:	90.0 degree				y Trucks:		13			
FHWA Noise Mod	el Calculations	5									
VehicleType	REMEL	Traffic From	Ois	tance	Finite	Road	Fresh	e/	Barrier 4tt	en Ber	m Atten
Autos:	71.76	-2.22		-4.5	2	-1.20		4.77	0.0	00	0.000
Medium Trucks:	82.40	-19.46		-4.5	1	-1.20		4.89	0.0	100	0.000
Heavy Trucks	86.40	-23 42		-4.5	1	-1.2D		5.18	0.0	190	0.000
Unmitigated Nois				r atten	uation)						
Vehicle Type	Leg Peak Hou	r Leg Day		Leg E	vening	Leq N	ight		Ldn		WEIL
Autos	63.	.8	61.8		60.2		54.1		62.3		63.3
Medium Trucks	57.		55 7		49 4		478		56.3		56.5
Heavy Trucks:	57.	.3	55.8		46.8		48.1		56.4	1	56.
Vehicle Noise:	85.	.4	63.7		80.7		55.0		64.4		64.5
Centeriine Distan	ce to Naise Co	ntour (in feet	)								
			-1-	70.4	484	85 d)	2.4	ř	O dBA	55	dBA

Friday, November 08, 2013

Scena	no: Year 2018	Without Project	t			Project N	lame: More	no Valley W	almart	
Road Ner	ne: John F. Ke	nnedy Drive				Job Nu	mber: 8870			
Road Segme	wit: East of Kito	thing Streat								
SITE	SPECIFIC IS	PUT DATA	*******	******	**********	N.	ISE MOD	EL INPUTS	•	***************************************
Highway Data					Site Car	nditions (	dard = 10, S	oft = 15)		
Average Daily	Traffic (Act)	8.210 vehicle	s				Autos	15		
	r Percentaae:	10%			Me	edium True	iks (2 Antes)	: 15		
Peak i	Hour Volume:	821 vehicle	s		He	avv Truck	s (3+ Axles)	15		
V	shicle Speed:	55 mph		-	Vohicte	A92				
Near/Far Li	ane Distance:	36 feet		- 1		nicleType	Day	Evening	Night	Daily
Site Data					V CV		tos: 77.5		9 5%	
					1.0	edium Ta.			10.3%	1.84%
	rrier Keight:	0.0 feet				Heavy Tru			10.9%	
Barrier Type (0-1	vail, 1-Bertry. list to Barrier.	0.0 100.0 feet		L		,			10.010	0.1170
Centerline Dist		100.0 feet			Noise 5		vations (in	feet)		
Barrier Distance		0.0 feet				Autos:	0.000			
Observer Herafit		5.0 test				m Trucks:				
	ad Elevatina	0.0 feet		- 1	Hear	vy Trucks.	8 006	Grade Adj	ustmeni	0.0
	ad Elevation	0.0 feet		- 1	Lane Eq	ulvalent i	Nistance (ir	feet		
	Foad Grade:	0.0%		ŀ		Autos	38.494			
	Left View	-90.0 deare	9.9		Mediu	m Trucks:	96.404			
	Right View:	90.0 degre			Hear	w Trucks:	98,413			
FHWA Noise Mod										
VehicleType	REMEL	Traffic From	Dis	dance		Road	Fresher	Barrier Alti		m Atten
Autos		-3.68		-4.5		-1.20	-4.77			0.000
Medium Trucks		-20.92		-4.5		-1.20	-4.85			0.000
Heavy Trucks	86.40	-24 87		-4.5	7	-1.2D	-5. 76	9.0	89	0.000
Unmitigated Nois			barri	er atter	uation)					
VehicleType	Leg Peak Hou			Leg E	vening	Leg N		Ldn		WEIL
Autos			60.5		58.7		52.7	61.3		61.6
Medium Trucks			543		47.8		464	54.8		65.1
Heavy Trucks			54.4		45.4		46.6	65.0		65.1
Vehicle Noise.	84	.0	82.2		59.2		54.4	62.9		63.4
Centerline Distor	ce to Noise Co	ontour (in feet	)							
			T	70	d8A	85 d	BA I	60 dBA	55	dBA
			I rin		a	79		157		37

Etiday, November 38, 2013

Friday

	sio: Year 2018 Y		Project				ime: Moren	o Valley V	simarr	
Road Nan	ne: Gentian Av	enua				Job Nurr	ber: 8870			
Road Segme	inf: West of Ind	ian Stra	et							
	SPECIFIC IN	PUTD	ATA				SE MODE		S	
Highway Data					Site Co.	nditions (H	ard $= 10.3$	oft = 15)		
Average Daily	Traffic (Adt).	1,870	vehicles				Autos:	15		
Peak Hour	Percentage:	189			5/5	ealurn Truck	s (2 Axies):	15		
Peak F	lour Volume:	187	vehicles		H	eavy Trucks	(3+ Axies):	15		
Ve	shole Speed.	45	mph	- 1	Vehicle	660v				
Near/Fer La	ina Distance:	36 1	feet	-		hideTvae	Day	Evenina	Night	Daily
Site Date						Auf		12.9%	9.6%	97.4.2%
Ra	rrier Height:	0.0	feet		fu fu	ledium Truc	ks: \$4.89	4.9%	19.3%	1.84%
Barrier Type (0-V		0.0				Heavy Truc	ks: 86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0	feet	-		ource Elev		·		
Centerline Dist.	to Observer.	100.0	feat	- }	marse 2	Autos	0.000	ess		
Barrier Distance	to Observer	0.0	feet		46-00	m Trucks	2.287			
Observer Height	(Above Pad):	5.0	feet			vm i rucks: vv Trucks:	6.008	Grade Ad	i refmant	0.0
2	ad Elevation.	0.0	feet						pourrio:n.	0.0
Ro	ed Elevation:	0.0	feet		Lane Ed	guivalent Di		feet)		
	Road Grade:	0.0	36			Autos:	98.494			
	Left View.	-90.0	degrees			ım Trucks:	98 404			
	Right View:	80.0	degrees		Hea	vy Trucks.	98.413			
FHWA Naise Mad	lei Calculation	 5								
Verlide Type	REWEL	Traffic		stance			Fresnel	Berner Att		m Alten
Aulos	68.46		-8.23	-4.5		-1.20	-4.77	0.0	000	0.000
Medium Trucks:	79 45		-26.47	-4.6	11	-1.20	-4 88	0.0	000	0.000
Неаку Ілиска.	84.25		-30.43	-4 6	:1	-1.20	-5.16	0.0	300	0.000
Unmitigated Nois	e Levels (with	out Top	s and barri	er atte	nuation)					
VehicleType	Leg Peak Hou	7 L	eq Day	Leg E	vening	Leg Nig	ht	Ldn	Ci	WEZ.
Aikas:	53		51.6		49.6		43.8	52.4		53.0
Medium Trucks.	47		45.6		39.4		37.9	46.3		46.5
Heavy Trucks:	48		48.7		37.1		38.9	47.3	3	47.4
Vehicle Noise:	55	3	53.6		50.5	;	45.8	54.3	)	54.8
Centerline Distan	ce to Noise Co	ntour (	în feet)							
					dBA	65 dB.	Δ, ,	SO dBA		dB.A
			Lahr.		9	19		42		30
			CMF7 :		l fi	21		45		37

Finday, November 69, 2013

Scenar	io: Year 2011	3 Viith out	Project				Project I	lame:	Moren	o Valley Vi	/simsrt	
Road Nan	e: Iris Avenu	e					Job Nu	mber:	8876			
Road Segme	nf: West of it	idian Str	set									
SITE	SPECIFIC I	NPUT	SATA	*********	_	******	H	DISE	MODE	LINPUT	S	**********
Highway Data					Si	te Con	ditions (	Hard?	10. S	ařt = 15)		
Average Daily	Traffic (Adt).	10,997	vehicles						Autos	15		
Peak Hour	Percentage:	189	6			Me	olurn Tru	3h8 f2	Axies):	16		
Peak h	lour Volume:	1,160	vehicles			Re	avy Truci	s (3+	Axies):	15		
Ve	hicle Speed.	49	roph		1/4	hic is i	100					
Near/Far La	ne Distance:	12	feet		7.0		iore/vae	-	Dav	Eivening	Night	Daire
ite Data					+	*****		stas:	77.59		9.6%	97.42%
	rrier Heiaht:	0.0	feet		-	5.0	edium Tri		84.89		10.3%	1 94%
Barrier Type (0-Vi		0.0					leavy Th		86.5%		10.6%	0.74%
Centedine St		100.0										
Centerline Dist		100.0			No	ise So	ounce Ele			680)		
Barrier Distance			feet				Autos	_	.000			
Observer Height (			feet				m Trucks	-	.287	The standard of	No otrono e e	0.0
	ed Elevation	0.0	feet			Heal	y Trucks	6	890.	Grade Ad	јизитет.	0.0
Ro	ad Elevation:	0.0	feet		La	ne Eq	uivalent	Distar	ce (in	feet)		
	Road Grade:	0.0	96				Autos	99	.945			
	Left View.	-90.0	degrees		1.	Mediu	m Trucks	89	856			
	Right View:	90.0	degrees			Heav	y Trucks	89	.886			
HWA Noise Mad	el Calculatio	ris			i							
Vehicle Type	REWEL	Traffic	Flow	Distanc	Ye-	Finite	Ploated	Fres	nei	Barrier Att	en Ber	m Allen
Autos	68.5	1	-1.03	-	4.62		-1.20		-4.77	C.I	000	0.00
Medium Trucks:	77.7	2	-18.27		4.61		-1 20		-4 88	0.0	100	0.000
Heavy Trucks.	82.9	9	-22.22		4.61		-1.20		-5.16	G.I	369	0.000
Inmitigated Nois	s Leveis (wit	hout To	os and b	amier at	tenus	tion)						
VehicleType	Leg Peak Hi	W I	eq Day	Lei	, Eve.	ning	Legh	lig/hf	T	Ldn	C	WEZ.
Autos:	5	97	5	7.6		58.0		50.	r)	56.3	3	59.
Medium Trucks.		9.8	61	2.1		45.6		44.	2	52.	7	52.5
Heavy Trucks:	5	5.0	50	3.5		44.5		45.	8	54.	1	54.:
Vehicle Noise:	(	1.7	59	3.8		56.7		52.	1	60.	7	81.
Centerline Distan	ce to Noise (	Contour	(in feet)									
					70 aB	A	65.0	8.4	7	90 dB.4	5.5	dB.4

Road Name: Gantian A					Project is Job Nu:			: Valley VV	almart	
Road Segment: East of Pe					***************************************				***************************************	
SITE SPECIFIC II Highway Data	NPUT DATA			Site Con-				LINPUT: dr≈15)	,	
Average Daily Traffic (Adl):	2.675 venicles						lutos:	15		
Peak Hour Percentage.	16%			Mc:	Sum Truc			15		
Peak Hour Volume	268 vehicles			Hee	aw Truck	s (3+ A	xles):	15		
Venicle Speed:	46 mph		-	Vehicle #						
Near/Fat Lane Distance.	12 feat		-		aleType		Day	Evening	Nigix	Daily
Site Data				4.611			77.5%			87.42%
Barrier Height:	0.0 feet			Me	dum Tru	cks: I	34.9%	4.9%	10.3%	1.64%
Bander Type (0-Wall 1-Berm):	0.0			H	leavy Tru	cns. I	38.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barner	100.0 feat									
Centerline Dist. to Observer:	100.0 feet		-	Noise Sa		vations 0.0		on		
Barrier Distance to Observer:	0.0 fear			Admin Section	Autos: n Trucks:					
Observer Heighl (Above Pad):	5.0 feat				n i rucks: v Trucks:	8.0		Grade Ad	cofmant	0.0
Pad Elevation:	0.0 feet								autricin.	. 0.5
Road Elevation:	0.0 feet		L	Lans Equ				(set)		
Road Grade	0.0%				Autos:					
Left View:	-90.0 degree	s			n Trucks					
Right View:	90 0 degree	Ş		Heavy	y Trucks:	59 8	65			
FHWA Noise Model Calculation	1 rothic Flow									
VehicleTyne REMEL Autos 66.51		US	fance -4.6	Finite	-1.20	Fresn	4 77	Barrier Att. 0.0		m Atten 0.000
Medium Trucks: 77.73			-4.5 -4.8		-1.20		4.77	0.0		0.000
Heavy Trucks: 62.95			-4.6		-1.20		5 16	0.0		0.000
Unmitigated Noise Levels (with					-1.20		0.70			0.000
Vehicle Type Lea Peak Ho				vening	Lea N	ioht		I do	C	NE)
		16		48.9		43.8		52 4	L	53.0
Medium Trucks: 4	7.5 4	0.3		39.6		38.1		46.5		46.8
Heavy Trucks. 4	8.8 4	7.4		38.4		39.6		48.0		48.1
Vehicle Noise 5	5.5 5	3 A		50.5		46.0		54.5		55.0

Friday, November 86, 2013

	io: Year 2018		Project							e Valley W	/almart	
	ne: Iris Avenue						Job i	Vumbei	: 8970			
Road Segme	nt: East of Indi	an Stree	t									
SITE	SPECIFIC IN	PUTD	ATA	******				NOISE	MODE	LINPUT	S	******
Highway Data					8	ite Ce	ndition	(Hard	≃ 10, Se	oft ≈ 15)		
Average Oally	Traffic (Adl):	13,988 \	retricles						Autos:	15		
Peak Hour	Percentage.	10%					ledium Y	rucks ()	2 Axles).	15		
Peak F	lour Volume	1,399 \	ehicles			1	leavy Tr.	icks (3)	Axles):	15		
Ve	viide Speed:	55 (	ngh			/a hick						
Near/Far La	ne Distance.	36 f	eat				ehioleTvo	. 1	Day	Eveninal	Night	Dally
Site Data								Autos:	77.5%		9.8%	87.429
							Medium '		64.9%		10.3%	1.649
	rrier Height:		faet				Heavy .		88.5%		10.8%	0.749
Barrier Type (0-VI		0.0					measy.	reces.	60.070	2.176	10.098	G.747
Centerline Di		100.0			ñ	ioise	Saurce E	le vatio	ns (in h	est)		
Centerline Dist.		100.0			-		Auto	331	0.000			
Barrier Distance			feet			Med	ium Truc	ks:	2 297			
Observer Height (			feet			He	avy True	les:	9.006	Grade Ad	justment.	0.0
	ad Elevation:		feet		-:		quivaler					
	ad Elevation:		feet		- 4	.ane t				reeti		
	Road Grade	0.09					Auti		8.484			
	Left View:		degrees				ium Truc.		8.404			
	Right View:	90.0	degrees			He	avy Truc	ha: 9	8 413			
FHWA Noise Wod	ol Catculation	ş										
VehicleType	REMEL	Traffic	Flow	Del	ance	Fire	te Road	Fre	snel	Barrier All	en Ber	ro Alten
Autos.	71.78		-1.36		-4.52	2	-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40		18 60		-4.51		-1.20		-4.58	0.0	300	0.00
Heavy Trucks:	65.40		22.56		-4.51		-1.20		-5.16	0.0	300	0.00
Unmitigated Nois	e Levels (with	out Top	o and b	mie	retten	uation	ij					
Vehicle Type	Leg Peak Hou	ar Li	eq Day	T	Leg Ev	ening	Lec	Night	T	Lain	Ci	VEL
Autos:	64	.7	62	8		61	0	56	5.0	83	3	84
Medium Trucks:	68	:1	56	.6		50	.2	46	3.7	57.	1	57.
Heavy Trucks	50	.1	56	.7		47	.7	41	3.9	57.	3	57.
Vehicle Noise.	86	.3	64	.5		81	.6	50	3.7	65.	2	65.
Centerline Distan	ce to Noise Co	antour (	in feet)									
				7	70 a	64	65	dEA	7 (	0 dEA	.55	dE:A
			4.0	h:	48	3		104		223	- 4	91
			CNE	9.	52			112		240	,	18

	io: Year 2018 v						reno Valley M	almart)	
	ne: Santiago Dr				Job Num	ber: 887	8		
Road Segme	nt: East of Perr	is Boulevard							
SITE Highway Data	SPECIFIC IN	ATAG TU		C14 . C	NOI ditions (Ha		DEL INPUT	s	
<del>-</del>				SHE COL	nuncins (m				
Average Daily		3,140 vehicles				Aufi			
	Percentage:	10%			eium Trucki				
	laur Valume:	314 vehicles		File	avy Trucks	(3+ Axie	s): 15		
	hide Speed	40 mph		Vohicle	Mix				
Neer/Far La	ne Distance:	12 feet		Vet	icleType	D95	/ Evening	Night	Daily
Site Data					Auto	s: 77.	5% 12.9%	9 6%	97 4 2%
Ba	rrier Keight:	0.0 feet		M	edium Truci			10.3%	1.84%
Barner Type (0-VI	Aut 1-Sermi:	0.0			Heavy Truck	is: 86.	6% 2.7%	10.9%	0.74%
Centerline Di	at to Barrier.	100.0 feet		Nata C	ource Eleva				
Centerline Dist.	to Observer:	100.0 feet		7910756 31	Autos	0.000	111000		
Barrier Distance	to Cibserver:	0.0 feet		full of a	m Trucks:	2.297			
Observer Height	Above Pad).	5.9 teet			n Trucks.	8 0 0 6	Grade Ad	inetmant	0.0
p.	ad Elevation:	0.0 feet						por succession.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	ulvaient Di	tance (	in feet)		
	Road Grade:	0.9%			Autos:	98.945			
	Left View:	-90.0 degrees			т Тписка:	99,856			
	Right View:	90.0 degrees		Hear	ry Trucks:	99.865			
FHWA Noise Mod									
VehicleType			Distance			resner	Barrier Att		m Atten
Autos:	86.51	-6.47	-4		-1.20	-4.		300	0.00
Medium Trucks:	77.72	-23.71		61	-1.20	-4.0		390	0.000
Heavy Trucks	82.98	-27 68	-4.	81	-1.20	-5.	16 0:	100	0.000
Unmitigated Nois	e Levels (with	ut Topo and ba	rrier atte	nuation)					
	Leg Peak How			Evening	Leq Nig		Ldn		VEIL
Autos	54.			50.8		44.5	53.		53.
Medium Trucks	48:			40.3		388	47.		47.
Heavy Trucks:	49:			39.1		40.3	48.		48.
Vehicle Noise:	56.		.5	51.2		46.7	65.	4	56.7
Centeriine Distan	ce to Naise Co	ntour (in feet)							
			70	18A	85 dB/	١	60 dBA		dBA

Friday, November 08, 261

		Without Project				ame: Morer	o Valley M	falmart	
	ne: Iris Avenu				Job Nur	nber: 8870			
Road Segme	viti: VVest of P	erris Boulevard							
	SPECIFIC I	NPUT DATA				ISE MODE		s	
Highway Data				Site Car	nditions (F	lard = 10, S	oft = 15)		
Average Daily	Traffic (Act)	14,392 vehicles				Autos	15		
Peak Hou	Percentage:	10%		Me	edium Truc	ks (2 Arles).	15		
Peak I	Jour Volume:	1,439 vehicles		He	avy Truck	s (3+ Axles).	15		
	shicle Speed	65 mph		Vohicte	387				
Near/Far La	ane Distance:	36 feet			iicleType	Day	Evening	stight	Daw
Site Data					Au			9 6%	97 42%
	rrier Keight:	0.0 feet		A.	edium Truc			10.3%	1.84%
Barrier Type (0-)		0.0 resc			Heavy Trus			10.9%	0.74%
	ist to Barrier.	100.0 feet				etions (in f			
Centerline Dist.	to Observer:	100.0 feet		PHO156 5			900)		
Barrier Distance	to Observer.	0.0 feet			Autos:	0.000			
Observer Height	(Above Pad)	5 0 teet			vn Trucks:	2.297	0		0.0
	ad Elevation	0.0 feet		Hear	vy Trucks.	8 006	Grade Ad	jusemene.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eg	ulvaient E	istance (în	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-90.0 degrees		Mediu	m Trucks:	98,404			
	Right View:	90.0 degrees		Hear	vy Trucks:	98,413			
FHWA Noise Mod									
VehicleType	REMEL	Traffic From	Distance		Road	Fresher	Barrier Alt		m Atten
Autos:	71.78			52	-1.20	-4.77		300	0.000
Medium Trucks				51	-1.2B	-4.85		300	0.000
Heavy Trucks	86.40	-22 44	-43	51	-1.2D	-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	hout Topo and ba	rrier att	nuation)					
VehicleType	Leg Peak Ho	ur Leg Day	Leg	Evening	Leg Ni	ghi	Ldn	Ci	VEIL
Autos:	6	4.8 52	.8	61.2		55.1	63.	?	64.3
Medium Trucks	5	9.2 56	7	50.3		488	67.3	3	67.5
Heavy Trucks:	5	9.2 56	.8	47.9		49.0	67.4	4	67.5
Vehicle Noise:	8	8.4 84	.6	81.7		56.8	85.	4	65.8
Centerline Distan	ce to Naise C	ontour (in feet)							
			70	d8A	85 dE	34	50 dBA	55	dBA
		4.4		40	400	_	200		12.4

Friday, November 08, 2013

Friday, Nevernber 08, 20

Spenan	o: Year 2018 Vv	lithout Project			Project N	lame: More	no Valley VV	aimart	
Road Narr	e: Iris Avenue				Job Nur	riber: 8870	,		
Road Segme	nt: East of Perris	Boulevard							
SITE	SPECIFIC INP	UT DATA		***********			EL INPUT	8	**********
Highway Data				Site Con	ditions (F	tard $= 10.3$	iořt = 15)		
Average Daily	Traffic (Adt). 17	,469 vehicles				Autos	: 15		
Peak Hour	Percentage:	19%		Me	dium Truc	hs (2 Axies,	15		
Peak H	our Volume: 1	,748 vehicles	i	He	avy Truck	s (3+ Axies,	): 15		
	hicle Speed.	55 mph	į.	Vehicle !	90iv				
Near/Fer La	ne Distance:	36 feet	- 1		ideType	Day	Evening	Night	Daily
Site Date						fas: 77.5		9.6%	97.42%
Po-	nier Heiaht:	0.0 feet		5/8	edium Trui	cks: 94.8°	% 4.9%	10.3%	1 94%
Barrier Tyge (0-W		0.0 1661		+	Heavy Tru	cks: 86.5	% 2.7%	10.6%	0.74%
Centerline Di		100.0 feet							
Centerline Dist		IGO G feet	1	Maise Se		vations (in	feetj		
Barrier Distance	to Observer	0.0 feet			Autos.	0.000			
Observer Height (	Above Padi:	5.6 feet			m Trucks	2.287	Grade Ad		
29	ed Elevation	0.0 feet		Hear	ry Trucks:	6.008	State Aug	udinien.	0.0
Ros	ad Elevation:	0.0 feet		Lane Eq	uivalent E	Distance (ir	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	80.0 degrees		Heav	ry Trucks.	98.413			
FHWA Naise Mad	si Calculations								
Verlicie Type	REMEL	Traffic Flow   L	Xistance	Finite	Road	Fresnel	Berner Afti	en Ber	m Alten
Autos	71.78	-0.40	-4.5	2	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	82.40	-17,84	-4.5	11	-1.20	-4 88	0.0	-00	0.000
Heavy Trucks.	96.40	-21.60	-4 5	:1	-1.20	-5.16	0.0	.00	0.000
Unmitigated Noise	Levels (withou	ut Topo and bas	rier atte	nuation)					
Vehicle Type	Leg Peak Hour	Leg Day	Legi	vening	Leg Ni	ght	Ldn	C	WEZ.
Autos:	85.7	63.1	6	62.0		55.8	64.6	i	65.3
Medium Trucks.	59.0	57.5	5	51.2		49.6	56.1		58.3
Heavy Trucks:	59.1	57.	7	48.6		48.8	58.2		58.4
Vehicle Noise:	67.2	65.	5	62.5		57.6	. 98		86.7
Centerline Distan	e to Noise Con	itour (in feet)							
			1 700	dBA	65 dE	2.4	60 dBA	56	d6A
		Lak		i6	120		259		56

Scenario	: Year 2018	Without Proje	TT.						o Valley W	simsrt	
Road Name	: Iris Avenu	e				Job Mu	imber:	0870			
Fload Segment	f: West of La	asselia Streat									
	PECIFIC I	NPUT BATA							LINPUT	8	
Highway Data				S	ite Cor	ditions (	Hard =	10. Sc	ift = 15)		
Average Delly T	roffic (Adt).	19,988 vehicle	es.					Autos:	15		
Peak Hour P	Percentage:	18%			Me	oburn Tru	Oh8 (2 )	lates):	16		
Peak Ho	ur Volume:	1,999 vehicis	es.		Re	avy Truc	4s (3+ A	ixies):	15		
Veh	icle Speed.	65 mph		-	etric le	aniv					
Near/Far Lan	e Distance:	S8 feet				iideTvae		Dav	Evenina	Night	Dairy
Site Data					V (22)		utos:	77.5%		8.6%	97.42%
						n Leakurn Tri		84.8%		10.3%	1 94%
	der Height:	0.0 feet				Heavy Th		86.5%		10 8%	0.74%
Barrier Type (0-Wa		0.0				10 try 7 11	AL NO	00.070	2.170	10.070	0.1430
Centerline Dist		100.0 feet		N	aise S	ource Ek	vation	s (in fe	et)		
	Centerline Dist. to Observer. 188.8 feet Parrier Distance to Observer. 18.6 feet					Autos	. C.	360			
	Barrier Disfance to Observer 0.0 feet Observer Height (Above Pad): 5.0 feet				Mediu	m Trucks	2.	287			
		5.0 feet			Heat	vy Trucks	: 6.	383	Grade Adj	usiment:	0.0
	d Elevation.	0.0 feet			F-	uivalent	D/	/			
	d Elevation:	0.0 feet		1	ave Ed	Autos		316	reesy		
R	had Grade: Left View	0.0%				AUIOS m Trucks					
		-90.0 degre									
	Right View:	90.0 degra	es		Heal	vy Trucks	. 87.	224			
HWA Noise Mide	i Calculation	ns									
Vehicle Type	REWEL	Traffic Flow	D	fstance	Finite	Road	Frest	ei	Barrier Att	en Ben	n Allen
Autos:	71.78	C.19		-3.74		-1.20		-4.77	0.0	60	0.000
Medium Trucks:	82.40	-17.05		-3.73		-1 20		-4 88	0.0	100	9.800
Heavy Trucks.	96.40	-21.01		-3 73		-1.20		-5.16	6.0	69	9 9 9 0
Inmitigated Noise	Leveis (witi	hout Tops and	ban	ier attenu	ation)						
VehicleType 2	Leg Peak Ho	ur Leg Da	Y	Leg Ev	ening	Leq?	lig/tf	T	Ldn	C	wEZ.
Autos:	8	70	65.1	·	63.4		57.5		65.8	·	66.5
Medium Trucks.	8	0.4	69.9		62.6		61.0		69.6	;	59.7
Heavy Trucks:	6	0.5	59.0		50.0		51.3	:	58.8	i	58.7
Vehicle Noise:	6	8.6	68.8		63.9		58.0	1	87.5		88.6
Centerline Distance	e to Noise C	ontour (in fee	e)								
			·	70 d		,		·		·	
				100	5.4	65 c	18.4	1 0	10 dB.4	55	dB.4

Scenario: Yea		Vithout Project				hiame: lumbar:		ic Valley Vv	almart	
Road Name: Iris Road Segment: We		hing Street			JODIN	umbar	8510			
SITE SPECI		***************************************	***************************************			10100		LINPUT		
Highway Data	(10 115	POTUATA		Site Con					a	
Average Daily Traffic	(Adf): 2	0.987 vehicles					Autos	15		
Peak Hour Percer		18%		Mc	dium Tr	uaks (2	Axles)	15		
Peak Hour Vo		2.097 vehicles		He	aw Tru	cks (3+	Axies):	15		
Venicle Si	2000	55 mon		Vehicle						
Near/Far Lane Dist	влсе.	36 feat			eleTvor	, ,	Dav	Eveninal	Niotx	Daily
Site Data				461	/ /	Autos:	77.59			97.42%
Barrier He		0.0 feet		0.5	esteum T		84.93		10.3%	
Barrier Type (0-Wall, 1-B		0.0 feet 0.0			teavy I			6 2.7%		
Centerline Dist. to Bi		100.0 feat								
Centerline Dist. to Ohs		100.0 feet		Noise S				eos)		
Rarrier Distance to Obs		B.O. feet			Auto		.000			
Observer Height (Above		5 ft feet			m Truck		297			0.0
Pad Flev		D.O. feet		Heat	y Truch	s. 8	900.	Grade Ad	ustment	0.0
Road Elev	ation:	0.0 feet		Lane Eq	uivalen	t Distar	ce (In	feet)		
Road G	rade	0.0%			Auto	s: 9E	.494			
Left	View:	-90.0 degree	s	Mediu.	m Truck	s 98	.404			
Right	View:	90 0 degree		Heat	у Тгисн	s: 99	413			
FHWA Naise World Cate	ulatinas									
VehicleType   REI		Traffic Flow	Distance	Finite	Road	Fres	nel i	Barrier Att	en Ber	m Atten
Autos	71.78	0.39	-4.:	52	-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	- 16 95	-4.	51	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-20.80	-4.	51	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Level	s (with	ut Topo and I	oarrier ette	nuation)						
VehicleType Leg Po	ak How	Leg Day	Legi	vening	Leg	Night	Т	Lán	C	NEL
Autos	66:	5 8	34.6	62.8		56	7	85 4	1	86 (
Medium Trucks:	593	В 6	8.8	52.0		50	4	58.8	3	59.1
Heavy Trucks.	59.	9 5	68.5	49.4		50	7	59.0	3	59.2
Vehicle Noise	66		36 A	63.3		58		67 (		67.5

Friday, November 08, 2013

Scenario: Year 20	118 Withou	t Project			Project N	ame: Mi	erene	Valley VV	almart	
Road Name: Iris Ava		i i rojena			Job Nur			11007 11	annon c	
Road Segment: East of	Lasselle S	treet								
SITE SPECIFIC	THOME	378	***************************************	******	NO.	19E 550	MEI	INPUT	1	*******
Highway Data	o mrto ( i	204 ) 24		Site Cor	reu naitions (h				•	
Average Oally Traffic (Ad	m- 12 200	ventricless					tos:	15		
Peak Hour Percentag				Mo	dium Truc			15		
Peak Hour Volum		vehicles			anv Truck			15		
Venicle Sore		mati								
Near/Far Lane Distanc		feat	L	Vehicle						
	c. 00	1566		Vet	noleType			Evening	Nigix	Daily
Site Data					Αu		7.5%	12.9%		87.429
Barrier Heigi	ne: 0.0	feet			ledium Truc		19%	4.9%	10.3%	1.649
Barrier Type (0-Wall, 1-Berr	rg: 0.0	1			Heavy Inx	ws. 8	3.5%	2.7%	10.8%	0.749
Centerline Oist, to Berni	er: 100.0	I feat	-	Noise S	aurce Elev	ations i	in fee	ndi		
Centerline Dist. to Observi	sv: 100.0	l feet	H		Autos	0.00		· · · · · · · · · · · · · · · · · · ·		
Barrier Distance to Observi	ev: 0.0	l feet		Martin	m Trucks	2.29	-			
Observer Height (Above Par	o): 5.0	I feet			v Trucks	8.00		Grade Adi	ustment	0.0
Pad Elevatio	vn: 0.0	l feet	-							
Road Elevatio	vic 0.0	l feet	Į.	Lane Eq	uivalent D			et)		
Road Grad	6er - 0.0	1%			Autos:	87.31				
Left Vie		degrees			m Trucks	67.21				
Right Vie	w: 90 0	l degrees		Hea	vy Trucks:	67 22	4			
FHWA Noise Model Calcula	tions		L							
VehicleType REMEU	. Traffic	Flow D	siance	Finite	Road	Fresne)		Barrier Alls	en Ber	ro Alten
Autos 71	.78	0.85	-3.7	4	-1.29	-4	.77	0.0	DC DC	0.00
Medium Trucks: 83	2.40	-16.39	-3.7		-1.20	-4	.68	0.0	00	0.00
Heavy Trucks: 65	1.40	-20.34	-3.7	3	-1.20	-5	16	0.0	00	0.00
Unmitigated Noise Levels (	vithout To	po and ban	ier etter	uation)						
VehicleType Leq Peak		.eq Day	Leg E	vening	Leg Ni			Ldn		VEL
Autos:	67.7	65.8		84 ()		58.0		86.6		87
Medium Trucks:	61.1	59.6		63.2		51.7		60.1		60.
Heavy Trucks	61.1	59.7		50.7		51.9		60.3		60.
Vehicle Noise.	69.3	67.5		64.6		59.7		68.2		68.
Centerline Distance to Nois	e Contour	(in feet)								
			70 (	DEM	65 dE	A	- 50	de A	.55	dE.A
		Ldn: CNEL:	7	#BA 8 2	65 dE	A		954 954		68A 83

Scenar	io: Year 2018	Without	Project				Project N	lame: N	larena	n Valley W	almart	
Road Nan	æ: Iris Avenu	3					Job Nu	nber: 8	870			
Road Segme	nt: East of Kit	ching St	re et									
	SPECIFIC II	TU9P	ATA							LINPUT	;	
Highway Data						size Con	ditions (I					
Average Daily									utos:	15		
	Percentage:	109					dium Truc			15		
	lour Volume:		vehicles			He	avy Truck	8 (3+ A)	vies):	15		
	hicle Speed:		rriph		1	/ohioto i	WX.					
Near/Far La	ne Distance:	98	feet		H	Vetu	cleType	1 6	Jay	Evening	Night	Daily
Site Data					+		A).	tos: T	7.5%	12.9%	9 636	97 429
Ba	rrier Kelaht:	0.0	feet			A46	olium Tru	efes. 8	4.6%	4.9%	10.3%	1.849
Barner Type (0-VI		0.0				- F	leavy Tru	cks: 8	6.6%	2.7%	10.8%	0.749
Centerline Di		100.0	feet		-		urce Ele					
Centertine First	to Observer	100.0			- 1	voise Sc				es)		
Barrier Distance	to Observer.	0.0	feet				Autos:	0.0				
Observer Herahli	Above Padl.	5.0	teet				n Trucks:	2.2		Grade Adi		0.0
P	ad Elevation:	0.0	feet			Heav	y Trucis.	8.0	96	Grace Adj	usanena.	0.0
Ro	ad Elevation:	0.0	feet		Z	ane Equ	rivaient L	Nistanc	e (în i	697)		
	Road Grade:	0.0	96		-  -		Autos:	87.3	18			
	Left View:	-80.0	dearees			Mediur	п Тиценя:	87.2	14			
	Right View:		degrees			Heav	y Trucks:	87.2	24			
FHWA Noise Mod	el Calculation	15										
VehicleType	REMEL	Traffic		Distan		Finite		Freshe		Barrier 4tti		m Atten
Autos:	71.76		0.61		-3.74		-1.20		4.77	0.0	00	0.00
Medium Trucks:	92.40		-18.62		-3.73		-1.20		4.89	0.0		0.00
Heavy Trucks	86.40		-20 68		-3.73	3	-1.20	-	5.18	0.0	00	0.00
Unmitigated Nois	e Levels (witi	out Top	o and b	rrier a	tten	uation)						
	Leg Peak Ho		eq Day		q Ev	ening	Leq N			Ldn	O	WH.
Autox		7.5	65			63.8		57.7		68.4		67
Medium Trucks		3.9	59			53.0		514		59.8		69
Heavy Trucks:		0.9	59			59.4		51.7		0.69		69
Vehicle Noise:	8	9.0	87	.3		84.3		59.4		69.0		66
Centeriine Distan	ce to Naise C	ontour	in feet)									
				- 1	70 c	484	85 ds	9.A .	- 6	0 a8A	55	dBA
			11		74		159		_	342		38

Friday, Nevernber 08, 2013

		Without Projec	t						no Valley M	falmart	
	e: Kramena A					Job Ni	inxoer	8670			
Hoad Segmen	vi: East of Ind	ian Street									
	SPECIFIC IS	IPUT DATA							EL INPUT	s	
Highway Data				8	ite Can	ditions	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Act)	3,498 vehicle	s					Autos	15		
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2	Arries)	: 15		
Peak H	lour Volume:	341 vehicle	S		He	avy Truc	ks (3+	Axles)	: 15		
Ve	hicle Speed:	45 mph		V	oblete	0.81×					
Near/Far La	ne Distance:	24 feet		F.		icleType	- 1	Oav	Evening	Shahi	Daily
Site Data							utos:	77.59		9 63	97.42%
	rrier Keight:	0.0 feet			M	edium Tr	uchs.	84.69		10.39	1.84%
Barner Type (0-W		0.0 1000				Heavy Tr	ucks:	86.69	% 2.7%	10.99	0.74%
Centerline Die		100.0 feet									
Centerline Dust		100.0 feet		A	oise Se	ource El			feet)		
Barrier Distance	to Observer	0.0 feet				Autos		0.000			
Observer Herafit (		5.0 best				m Trucks		2.297	Grade Ad		
	ad Elevation:	0.0 feet			Heav	у Тгиска	: :	3 0 0 6	Grade Ad	,usmer.	r: 0.0
Ros	ad Elevation:	0.0 feet		L	ane Eg	ulvaient	Dista	nce (in	feet)		
,	Froad Grade:	0.0%				Autos	: 9	3.403			
	Left View:	-90.0 degree	es		Mediu	т Тписке	: 9:	9.314			
	Right View:	90.0 degree	ēS		Heat	ry Trucks	99	9.323			
FHWA Noise Mode	el Calculation	\$									
VehicleType	REMEL	Traffic Frow	0	istance	Finite	Road	Fres	3007	Barrier Alt	en Be	rm Atten
Autos	88.46	-6.63		-4.58		-1.20		-4.77	9.	100	0.000
Medium Trucks:	79.45	-23.87		-4 57		-1.2B		-4.85	8.8	000	0.000
Heavy Trucks	84.25	-27.82		-4.57		-1.2D		-5.16	9:	100	0.000
Unmitigated Noise	e Levels (with	out Topo and	ban	ier atteni	iation)						
	Leg Peak Ho			Leg Ev		Leq I			Ldn		INEL.
Autos:	56		54.2		52.4		48		55.		55.6
Medium Trucks	48		48 3		41.9		40		48.		48.1
Heavy Trucks:	50		49.2		40.2		41		49.		49.9
Vehicle Noise:	57	.9	56.1		53.0		49	.3	56.	3	57.3
	o to Maior C	sursur (in foor	•								
Centerline Distant	Se to Nove C	arread fur tone	·	70 d		857	15.4		60 dBA	·	dBA

Friday, November 69, 2013 Friday, November 69, 2013

En

	rio: Year 2018 V					ime: Moren	o Valley V	aimarr	
	ne: Krameria Av				Job Murr	ber: 8870			
Road Segme	inf: West of Pen	is Boulevard							
	SPECIFIC INF	UT BATA				SE MODE		S	
Highway Data				Site Co.	rditions (H	erd = 10. S	oft = 15)		
Average Dally	Traffic (Adt).	1,462 vehicles				Autos:			
Peak Hour	Percentage:	10%		5/8	odium Truch	s (2 Axies):	15		
Peak F	lour Volume:	448 vehicles		H	eavy Trucks	(3+ Axies):	15		
	rhicle Speed.	49 roph	}	Vehicle	80iv				
Near/Fer La	ine Distance:	12 feet	1		ideTvae	Day	Evenina	Night	Daity
Site Date					Auf	as: 77.5%	12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet		Sc.	ledium Truc	As: 94.89	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.5%	2.7%	10.6%	0.74%
Centerline Di		100.0 feet			ounce Elev		·		
Centerline Dist.	to Observer.	100.0 feat	- 1	marse 2	Autos	0.000	ess		
Barrier Distance	fo Observer	0.0 feet		40-00	m Taucks:	2.287			
Observer Height	(Above Pad):	5.6 feet	į		nr Trucks:	6.008	Grade Ad	i referent	0.0
2	ad Elevation	O.C feet	į						
	ed Elevation:	0.0 feet		Lane Ec	uivalent D		fest)		
	Road Grade:	0.0%			Autos:	99.945			
	Left View.	-90.0 degrees			m Trucks:	99 956			
	Right View:	90.0 degrees		Hea	vy Trucks.	99.866			
FHWA Naise Mad	lei Calculations		i						
Verlicie I ype	REMEL	Traffic Flow   Di	stance	Finite	Road	Fresnel	Berner Att	en Ben	m Alten
Aulos	68.51	-4.92	-4.0	52	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	77.72	-22.16	-4.6	31	-1.20	-4 88	0.0	60	0.000
Неаку Тrucка.	82.99	-26.12	-4 F	31	-1.20	-5.16	0.0	60	0.000
Unmitigated Nois	e Leveis (witho	ut Topo and barri	er atte	nuation)					
VehicleType	Leg Peak Hour			Vening	Leg Nig	iht	Ldn	Ci	WEZ.
Aufas:	55 8	53.9		52.1	k	46.1	54.		55.3
Medium Trucks.	49.3			41.5		46.3	46.8		49.0
Heavy Trucks:	51.1			40.6		41.9	50.3		50.3
Vehicle Noise:	57.8	56.0		52.8		48.2	56.8		57.3
Centerline Distan	ce to Noise Cor	ntour (in feet)							
			70	dB.A	65 dB.	4 .	90 dBA	.55	dB.A
		Lahr.		13	28		81		31
		CMF7 :		14	20		85		40

Finday, November 69, 2013

Conneci	: Year 2018	Milebourt Droi		******	********	Occiont A	lama 1		Valley VV		********
	z i rear zu re e: Harley Kno		202			Job Nu			valley va	annari	
Fload Seamen						100:94	racci. s	0:0			
SITES	PECIFIC IN	DUIT DATA		*******	***********	N/	MEE M	onei	INPUT	2	***********
Highway Data				- 1	Site Cor	nditions (1					
Average Daily 1	roffic (Adt)	32,925 vehic	les				A	utos:	15		
Peak Hour I		10%			Me	oburn Truc	48 (2 A)	ues):	16		
Peak Ho	our Volume:	3.293 vehic	ies		He	avv Truck	s (3 + A)	des):	15		
Vel	nole Speed.	45 mph		į				·			
Near/Fer Lar	e Distance:	24 feet		į	Vehicle	ildeTvae		)av	Eivenina	Night	Daire
Site Data					ver			7 5%	12.9%	9.6%	97.42%
						אה Ledium Tru		7 576 14.8%	4.9%	10.3%	1 84%
	der Height:	0.0 feet				ealam tra Heavy Tra		16.5%	2.7%	10 8%	0.74%
Barrier Type (0-W		0.0				10 day 11 d	Lno L	10.076	2.170	10.070	0.1470
Genterline Dis		100.0 feet			Noise S	ource Ele	vations	(in fe	et)		
Centerline Dist. ( Barrier Distance f		100.0 feet 0.0 feet		- 1		Autos.	0.0	00			
- ыатег шsrance т Observer Height (г		5.0 feet			Mediu	m Trucks:	2.2				
	d Elevation	0.0 feet		i	Hea	ny Trucks:	8.6	D6 1	Grade Adj	usiment.	0.0
	d Elevation d Elevation	0.0 feet		1	Lane Fo	uivalent L	Vistanci	i (in f	eeti		
	o Elevanor. Inad Grade:	0.0%		1		Autos:	99.4				
,	Left View	-90.0 deas	-900		Mediu	m Trucks:	89.3				
	Right View:	90.0 deg				v Trucks.	89.3				
	ragia eica.	ento desgr	000			,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
HWA Noise Made											
Vehicle Type	REWEL	Traffic Flow		stance		Pload	Fresne		Jamer Atte		n Alten
Autos	68.46	3.2	-	-4.5		-1.20		4.77	0.0		0.000
Medium Trucks:	79 45	-14.0		-4.6		-1 20		4 88	0.0		0.000
Heavy Trucks.	94.25	-17.9		-4 5		-1.20	**	5.16	0.0	UU	9 9 9 0
Inmitigated Noise						,					
	Leg Peak Hou			Leq E	vening	Leg N			Ldn		wEZ.
Autos	85		64.0		62.2		56.2		64.8		65.4
Medium Trucks.	56 60		59.2 59.1		61.6 50.1		50.2 51.3		56.7 58.7		58.9 58.6
Heavy Trucks: Vehirse Moise:	67		59.I		62.8		58.2		58.7		58.t
					02.0		JO.2				01
	e to Noise Co	ontour (in fe	erj			,					
Jenkernne Ossan.											
Demanate Distant			Loh.		αΒ.Α 10	65 dl			280 280		d8.4 04

		Without Projec	t					e Valley W	almart	
	r: Krameria A				Job N	umber.	8870			
Road Segmen	t: East of Per	ris Boulevard								
SITE S	PECIFIC IN	PUT DATA	**********		į.	OISE	MODE	LINPUT	5	*******
Highway Data				Site Con	ditions	(Hard	≈ 10, Sc	oft ≈ 15)		
Average Daily I	raffic (Adl):	9,042 vehicle	S				Autos:	15		
Peak Hour !	Percentaga.	10%		Ne	dium Tr	uaks (2	Axles).	15		
Peak Ho	sur Volume	984 vehicle	s	He	ary Tru	oks (J+	Axles):	15		
	icle Speed:	55 mph		Vehicle I	Mie					
Near/Far Lan	e Distance.	36 feat			eleTvos		Dav	Evening	Niglá	Dally
Site Data						lutos:	77.5%		9.8%	87.42%
Ran	rier Height:	0.0 feet		N/sc	edium T	rucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Ve		0.0		F	leavy I.	rucks.	86.5%	2.7%	10.8%	0.74%
Centerline Dis		100.0 feat		Noise Sc			6 8			
Centerline Dist. I	Observer:	100.0 feet		NOISE SC	Auto		ns (un n 1.000	e e i j		
Barrier Distance to	o Observer:	0.0 feet		A decident	нию п Тписк		297			
Observer Height (A	bove Pady	5.0 feat			n i ruck v Truck		1.006	Grade Ad	ivotmant	0.0
Pa	d Elevation:	0.0 feet							ju ou nom.	0.5
Roa	d Elevation:	0.0 feet		Lane Eq.	uivalen	Dista	nce (ln :	feet)		
F	load Grade	0.0%			Auto	s: 99	1.494			
	Left View:	-90.0 degree	es		n Truck		3.404			
	Right View:	90 0 degree	es	Heav	у Тгиск	s: 99	413			
FHWA Noise Wode	Catculation	s								
VehicleTyne	REMEL.	Traffic Flow	Distance	Finite	Road	Fres		Barrier Att	en Ber	
Autos	71.78	-3.26	-4.5	52	-1.20		-4.77	0.0	000	0.003
Medium Trucks	82.40	-20.50	-4.5	51	-1.20		-4.58	0.0	100	0.008
Heavy Trucks:	66.40	-24.45	-4.5	51	-1.20		-5.16	0.0	100	0.009
Unmitigated Noise	Levels (with	out Topo and	barrier ette	nuationi						
VehicleType .	Leg Peak Hou	r Leg Day	/ Legé	vening	Leg	Night	Т	Lán	Ci	VEL.
Autos:	6.2	.8	8D 9	58 1		53	1	81	7	82 3
Medium Trucks:	56		54.7	48.3		48	.8	55.3		55.3
Heavy Trucks	56	.2	54.8	45.8		47	.0	55.4	1	55.5
Vehicle Noise	R4	6	62.6	59.7		54	0	63.3		63.5

Friday, November 08, 2013

Scenario: Year 2016	Without I	Project			Project Na	ime: Mo	rene V	falley VV	almart	
Road Name: Harley Kn					Job Nun	iber 88	70			
Road Segment: West of In	dian Strea	18								
SITE SPECIFIC I	NPUT D	ATA	******		NO	SE MO	DEL	MPUT		******
Highway Data				Site Cone	iitions (h	ard ≃ 10	, Soft	≈ <b>1</b> 5)		
Average Oally Traffic (Adl):	31,100 v	eticles				Au	06:	15		
Peak Hour Percentage.	10%			Med	lium Truck	is (2 Axk	98).	15		
Peak Hour Volume	3,110 v	ehicles		Hea	ny Trucks	(J+ Axk	98):	15		
Venicle Speed:	55 n	ngh	-	Vahicle &						
Near/Far Lane Distance.	36 fe	eat	H		nx sleTvpe	De	. 1.c	venina	Night	Dally
Site Data				******	Aut		5%	12 934	5 8%	
				0.60	dium Truc		8%	4.9%	10.3%	1.643
Barrier Height:	0.0	fact			eavy Iruc		556	2.7%	1D 8%	0.749
Barrier Type (0-Wall, 1-Berm): Centertine Dist. to Barrier	0.0						.0 70	2	10.070	0
Centerline Dist. to Observer.	100.0		[	Noise Sa	urce Elev	ations (	in feet	9		
Barrier Distance to Observer	0.0				Autos:	0.000	)			
Observer Height (Above Pad):	5.0			Mediun	Trucks:	2 297				
Pad Elevation	0.0			Heav,	Trucks	8.006	G	rade Adji	ustment	0.0
Road Elevation	0.0		ŀ	Lane Equ	ivalent O	Ístama	An for	or)		
Road Grade	0.09		ŀ	20110 1141	Autos	88.49		Y		
t off View		dearees		Mediun	: Trucks:	98.404	i			
Right View:		degrees			Trucks:	68 411				
	000	or grows		,						
FHWA Noise Model Catculation	0.5									
VehicleType REMEL	Traffic I		stance	Finite I		Fresnel		urier Alle		m Alten
Aufos 71.78		2.11	-4.5		-1.29	-4		0.0		0.00
Medium Trucks: 82.46		15 13	-4.5		-1.20		58	0.0		0.00
Heavy Trucks: 88.40		19.09	-4.5	1	-1.20	-5.	16	0.0	90	0.00
Unmitigated Noise Levels (with	hout Top	o and bami	er etter	nuationi						
VehicleType Leg Peak Ho	w Le	ng Day	Leg E	vening	Leg Nic	atst	Ł	άn	Ci	VEC
Autos: 6	8.2	86.3		84.5		58.4		87 1		87
Medium Trucks: 6	1.6	60.0		53.7		52.1		60.6		60.
Heavy Trucks. 6	1.6	60.2		51.1		52.4		60.7		60.
Vehicle Noise. 6	9.7	69.0		65.0		60.2		68.7		69.
Centerline Distance to Noise C	antaur (i	n feeti								
			70	dB/A	65 dE	A	50	dE.A	.55	dE.A
		£dn:		12	177		35	31	9	20

Scenar	io: Year 2018 i	Without Project				Project l	Vame:	vla ren	o Valley W	almart	
	e: Harley Kno						mber:				
Road Segme	nt: YVest of VVe	bster Avenue									
	SPECIFIC IN	PUT DATA	********	-	*********				L INPUT	S	***************************************
Highway Data					Site Cor	ditions (	Hard in	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 3	r2,903 vehicles	š				,	Autos:	15		
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2 i	torles):	15		
Peak F	lour Volume:	3,290 vehicles			He	avy Truci	ks (3+ A	ixles):	15		
Ve	hide Speed	45 mph		-	Vahiate	3.97					
Near/Far La	ne Distance:	24 feet		- 1		icleType	-	Dav	Evening	thight.	Daily
Site Data				$^{+}$			utos:	77.5%		9 6%	97.42%
Ea.	rrier Kelaht:	0.0 feet			M	edium Tra	actos.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0				Чевку Тп	Acks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-		ource Ele					
Centerline Dist.	to Observer:	100.0 feet		- 4	Motse 3			100	i ez)		
Barrier Distance	to Observer:	0.0 feet			2.4 m at 1	Autos m Trucks		100			
Observer Height (	Above Pad).	5.0 teet							Grade Ad.	ivetenomi	0.0
Pi	ad Elevation:	0.0 feet			near	у Тгискв	. 31	100	Orace Au,	G SHIPSON.	0.0
Roi	ad Elevation:	0.0 feet			Lane Eq	uivaiant	Distant	e (in	est)		
	Froad Grade:	0.0%		Г		Autos	38.	403			
	Left View:	-80.0 degree	S		Mediu	т Тписка	99.	314			
	Right View:	90.0 degree	S		Hear	ry Trucks	99.	323			
FHWA Noise Mod	el Calculation			i-							
VehicleType	REMEL	Traffic Flow	Dist s	eons.	Finite	Road	Fresh	e/	Barrier 4tt	en Ber	m Atten
Autos:	68.46	3.22		-4.5	0	-1.20		4.77	0.0	100	0.00
Medium Trucks:	79.45	-14.02		-4.5	7	-1.20		4.89	0.0	100	0.000
Heavy Trucks	84.25	-17.97		-4.5	7	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois			barrier	atter	uation)						
Vehicle Type	Leg Peak Hou	r Leg Day	7	leg E	vening	Leg /		I	Ldn		WEIL
Autos	65	9	34.0		62.2		58.2		64.8	3	65.
Medium Trucks	59	.7	58 2		51.9		59.2		58.7		58.8
Heavy Trucks:	60	5 :	59.1		50.0		51.3		59.7	7	59.
Vehicle Noise:	87	.7	36.0		82.0		59.2		66.7	7	67.2
Centeriine Distan	ce to Naise Co	ntour (in feet)									
				70 :		85 a		ť	io aBA		dBA
			/fa:	18	in.	13	n		220	ρ.	133

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								3552			
Scenar	io: Year 20 isl	Without Project		*******	*******	Project I	Vame:	Morer	io Valley \A	almart	
Road Nan	e: Harley Kno	x Soulevard				Job Nu			,		
Road Segme	nt: East of Indi	an Streat									
SITE	SPECIFIC IN	PUT DATA	****		**********	N	OISE	MODE	L INPUT	S	***********
Highway Data				8	ite Can	ditions (	Hard:	= 10, S	oft = 15)		
Average Daily	Traffic (Act)	12,680 vehicle:	3					Autos	15		
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2	Arries).	15		
Peak h	lour Volume:	1,280 vehicle:	5		He	avy Truci	ks (3+	Axles).	15		
Ve	hicle Speed	55 mph		1	atiote :	387~					
Near/Far La	ne Distance:	36 feet		- F		icleType		Osv	Evening	Shahi	Daily
Site Data							utos:	77.59		9 636	
					4.4	edium To		84.69		10.3%	
	rrier Height:	0.0 feet				Heavy Tra		86.69		10.8%	
Barrier Type (0-W Centerline Di		0.0 190.0 feet								10.070	0.1 170
Centerine Di		100.0 feet		N	oise Se	ource Ele	vatio	ns (in i	eet)		
		0.0 feet				Autos		.000			
						m Trucks	2	.297			
	Observer Height (Above Ped). 5-8 feet Pad Elevation: 0-8 feet					y Trucks	. 9	906	Grade Ad	justmeni	0.0
	ad Elevation ad Elevation	0.0 feet		17	ana Ec	ulvalent	Clieta	rea (in	faat		
	au zievanon. Road Grade	0.0 leet		-	unc en	Autos		.494			
	Left View	-90.0 deares			Mode	т Тписка		.404			
	Right View:	90.0 degree				n Trucks		.413			
	rugiz view.	auto degree	:15		17541	gr 17 octo	. 00	1,041,0			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic From	Ω	stance		Road	Fred		Barrier Alt		m Atten
Autos	71.78	-1.82		-4.52		-1.20		-4.77	0.0	100	0.000
Medium Trucks:	82.40	-19.06		-4 51		-1.2B		-4.85	0.0	000	0.000
Heavy Trucks	86.4B	-23 81		-4.51		-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois-	e Levels (with	out Topo and	ban	ier atten	ration)						
VehicleType	Leg Peak Hou	r Leg Day		Leg Ev	ening	Leq l	lighi		Ldn	C	NEL.
Autos:	64		92.3		60.6		54		63.		63.8
Medium Trucks	57	.6	58 1		49.8		48		56.1	7	66.8
Heavy Trucks:	57	.7	56.2		47.2		49	5	56.	3	56.9
Vehicle Noise:	85	.8	84.1		81.1		56	2	€4.	3	65.3
Centeriine Distan	ce ta Naise Co	ntour (in feet									
				70 di		85 a			69 dBA		dBA
			Lan:	46		97		208		448	

Eriday, November 08, 2013

Fload Nat	rio: Year 2018 VV ne: Harley Knox I ent: West of Pem	Boulevard				eme: Morer ber: 8870	to Valley W	aimart	
	SPECIFIC INP	UT DATA	*******	***************************************			L INPUT	8	
Highway Data				Site Cor	rditions (H	ard = 10. S			
	Traffic (Adt). 12					Autos			
	r Percentage:	10%	i		rakurn Truch				
		,260 vehicles		He	eavy Trucks	(3+ Axies)	15		
	shicle Speed.	45 mph	1	Vehicle	Mix				
Near/Fer La	ine Distance:	24 feet			ide?yae	Day	Evening	Night	Daily
Site Date					Auf	as: 77.53	6 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		56	edium Truc	ks: 84.89	6 4.9%	10.3%	1 84%
Barrier Type (0-V	Vall. 1-Berril.	0.0			Heavy Truc	ks: 86.59	€ 2.7%	10.8%	0.74%
		100.0 feet		Maine C	ounce Elev	ations (in			
Centerline Dist.	to Observer.	160.0 feat	- 1	morse 3	Autos	0.000	end		
Barrier Distance	to Observer	0.0 feet		A shorting	m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			nr Trucks:	6.008	Grade Adj	iustment:	0.0
	ed Elevation.	0.0 feet	į						
Ro	ed Elevation:	0.0 feet	į	Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	99.403			
		-90.0 degrees			m Trucks:	99 314			
	Right View:	90.0 degrees		Hea	vy Trucks.	99.323			
FHWA Naise Mag	iei Calculations								
Vehicle Type	REMEL 1	Fraffic Flow   Di	stance	Finite	Road	Fresnel	Berner Afti	en Ben	nı Alten
Aulos:		-C.95	-4.5		-1.20	-4.77	0.0		9.990
Medium Trucks:		-16.18	-4.5		-1.20	-4 88	0.0		0.000
Heavy Trucks.	94.25	-22.14	-4 5	57	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (withou	it Topo and barri	er atte	nuation)					
Vehicle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Autos.		59.8		58.1		52.0	60.6		61.3
Medium Trucks.				47.6		46.1	54.6		54.8
Heavy Trucks	58.3	54.9		45.9		47.1	55.5		55.6
Vehicle Noise:	63.6	61.8		58.7		54.0	62.5	,	63.0
Centerline Distan	ace to Noise Con	tour (in feet)							
			70	dB.A	65 dB.	4	60 dBA	.55	dB.A
		Lahr.		32	89		146		16
		CMS7 ·		3.4	7.4		169	9	41

Finday, November 69, 2013

	ic: Year 2018 V						eno Valley I	⁄//simsrt	
Road Nam	e: Frederick St	reet			Job Mu	mber: 887	0		
Fload Segmen	nt: North of Car	ctus Avanue							
SITE	SPECIFIC IN	ATAG TUS			N	DISE MO	BEL INPU	TS	************
lighway Data				Site Co.	nditions (	Hard = 10.	Saft = 15)		
Average Daily	Traffic (Adt). 1	1,508 vehicles				Auto	is: 15		
Peak Hour	Percentage:	10%		5/5	ealurn Trui	chs (2 Axie	s): 15		
Peak H	lour Volume:	1,151 vehicles	3	B	eavy Truct	is (3+ Axie	s): 15		
Ve	hicle Speed.	65 mph		Vehicie	66iv				
Near/Far La	ne Distance:	36 feet			hideTvae	Day	Evenino	Night	Daire
ite Data						utas: 77			
Res	nier Heiaht:	0.0 feet		A	ledium Tri.	icks: 84.8	3% 4.9%	10.3	% 1 94%
Barrier Type (0-W		0.0 1661			Heavy Tr.	icks: 86.s	5% 2.7%	10.6	% 0.74%
Centerline Da		100 B feet							
Centerline Dist.		100.0 feet		Moise S		vations (ir	r feet)		
Barrier Distance		0.0 feet			Autos.				
Observer Height (		5.0 feet			im Trucks				
	ed Elevation	0.0 feet		Hea	ny Trucks:	8.008	Grade A	ajusurie	nt: U.U
Store	ed Elevation:	0.0 feet		Lane Ed	uivalent i	Distance (	in feet)		
1	Road Grade:	0.0%			Autos	98.494			
	Left View.	-90.0 degree	s	Media	ım Trucks:	98 404			
	Right View:	90.0 degree	s	Hea	vy Trucks.	98.413			
HWA Noise Mod	si Calculations	:							
Vehicle Type	REWEL	Traffic Flow	Distan		- Pload	Fresne!	Barner A		em: Allen
Aulos	71.78	-2.21		-4.52	-1.20	-4.7		.000	0.000
		-19.45		4.51	-1.20	-4.8	-	.000.	0.000
Medium Trucks:	82 40							000	9.900
Medium Trucks: Heavy Trucks.	82.40 96.40	-23.41		-4 51	-1.20	-5.1	e L	1.000	
Heavy Trucks Inmitigated Noise	96.40	-23.41			-1.20	-5.1	e l		
Heavy Trucks. Inmitigated Noise VehicleType	36.40 s Leveis (without Leg Peak Hou	-23.41 out Topo and Leg Day	barrier a	itts nuation) ng Evening	Legn	lig/lif	Ldn	7	CNEL
Heavy Trucks Inmitigeted Noise VehicleType Autos:	96.40 E <b>Leveis (witho</b> Leq Peak Hou 83	-23.41 out Topo and Leg Day	barrier a Le 31.9	ttenuation) og Evening 60 3	Legh	light 54.1	Ldn 60	3	63.4
Heavy Trucks.  Inmitigated Noise  VehicleType  Autos.  Medium Trucks.	96.40 <b>s Levels (witho</b> Leg Peak Hou 83 57.	-23.41 out Topo and . Leq Day	barrier a 1.6 31.9 35.7	ttenuation) og Evening 60 3 48 4	Leq A	54.1 47.8	<i>Ldn</i> 60 56	8	68.4 56.5
Heavy Trucks.  Inmitigated Koise Vehicle Type Aidos: Medium Trucks. Heavy Trucks	96.40 s Levels (without Leg Peak Hout 83 57. 57.	-23,41  out Topo and Leq Day  2	barrier a 1.6 31.9 55.7	tte nuation) iq Evening 80.5 49.4 48.6	Leq N	lig/lf 54.1 47.6 48.1	<i>Ldn</i> 69 56 56	. 8 . 3 . 4	63.4 56.5 56.5
Heavy Trucks.  Inmitigated Kolis  VehicleType  Autos.  Medium Trucks.  Heavy Trucks.  Vehicle Noise.	98.40 s Leveis (without Leg Peak Hou 8.3 57. 57.	-23.41  out Tope and Leg Day  1  2  3	1.6 31.9 35.7 35.8	ttenuation) og Evening 60 3 48 4	Leq N	54.1 47.8	<i>Ldn</i> 60 56	. 8 . 3 . 4	63.4 56.5 56.5
Heavy Inichs. Inmitigated Kolis VehicleType Autos. Medium Inichs. Heavy Trucks. Vehicle Naise.	98.40 s Leveis (without Leg Peak Hou 8.3 57. 57.	-23.41  out Tope and Leg Day  1  2  3	1.6 31.9 35.7 35.8	ette nuation) og Evening 60.5 49.4 48.6 60.5	LeqA	54.1 47.6 48.1 55.8	Ldn 62 56 56	. 3 . 3 . 4	69.4 56.5 56.5
Heavy Trucks.  Inmitigated Heise Vehicle Type Antes: Medium Trucks. Heavy Trucks	98.40 s Leveis (without Leg Peak Hou 8.3 57. 57.	-23.41  Dut Topo and Leg Day  Control  A control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control  Control	1.6 31.9 35.7 35.8	tte nuation) iq Evening 80.5 49.4 48.6	Leq N	54.1 47.6 48.1 55.8	<i>Ldn</i> 69 56 56	. 3 . 3 . 4	CAVET. 63.4 56.5 58.5 64.5 65.08.4

		Vithout Project						ic Valley W	almart	
Road Name:					Job N	umber	8970			
Road Segment: "	West of Flea	rns Boulevard								
	ECIFIC IN	PUT DATA						L INPUT	S	
Highway Data				Site Con	ditions	(Hard	10,5	oft ≈ 15)		
Average Daily Tra	ffic (Adl): 3	37,300 vehicles	;				Autos:	15		
Peak Hour Per	centage.	10%			dium Tri					
Peak Hour	Volume	3,730 vehicles		He	ary Truc	жs (Э+	Axles):	15		
Venicl	e Spead:	55 mph		Vehicle I	Mie					
Near/Fat Lane !	Distance.	9B feat	ŀ	Veh	cleTvpe		Dav	Eveninal	Nigiti	Dally
Site Data					/	lutos:	77.59	12.8%	9.8%	87.42%
Flarria	r Height:	0.0 feet		N/sc	edium Ti	ucks:	64.9%	4.9%	10.3%	1.64%
Benier Type (0-Well,		0.0		F	teavy I	wors.	88.59	6 2.7%	10.8%	0.74%
Centerline Dist. I		100.0 feat		Noise Se						
Centerline Dist. to C	bserver:	100.0 feet		NOISH SC				eon		
Barrier Distance to 0	Observer:	0.0 feet		A decesion	Auto: m Trucki		297			
Cibserver Height (Abo	ove Pad):	5.0 feat			m i rucki v Trucki		.006	Grade Ad	ivetennet	0.0
Pad 6	Nevation:	0.0 feet			*				wanten	0.0
Road E	Revation:	0.0 feet		Lane Eq.	uivalent	Dista	ice (în	feet)		
Ros	d Grade:	0.0%			Auto	5: 87	.316			
٤	eft View:	-90.0 degree	s		т Ттиск		.214			
R	ght View:	90 0 degree	S	Heav	у Тгиск	5: 67	224			
FHWA Noise Model C	alculation	s								
VehicleTyne i	REWEL	Traffic Flow	Distance		Road	Fres		Barrier Att		
Autos	71.78	2.89	-3.7	74	-1.20		-4.77	0.0	000	0.000
Medium Trucke	82,40	-14 34	-3.7	73	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-18.30	-3.1	73	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Le	vels (with	out Topo and I	oarrier atte	nuationi						
VehicleTyps (.e.	g Peak Hou	r Leg Day	Leq 8	vening	Leg	Night	T	Lán	C	NEL
Autos:	6.8	.7 6	37.8	86 1		60	0	88 9	3	89.2
Medium Trucks:	63.	.1 6	31.6	55.3		53	7	62.3	2	92.4
Heavy Trucks	63		31.7	52.7		54	0	62.3		62.4
Vehicle Noise	71		39 B	86.6		61	-	70.3		70.8

Friday, November 88, 2913

Road Nam	o: Year 2018 V e: Hearook St	reet			Project is Job Nur			: Valley VV	almart	
************	***************************************	ssandro Boulevard	**********	*******	***********					********
Highway Data	SPECIFIC IN	PULDAJA		Site Con-	res. ditions (k			L INPUTS	ŧ	
Average Cally	7 65 - 14 - 40 - 3	0.000					utos:	15		
	Percentage.	18%		to discon	Sum Truc			15		
		1.893 vehicles			nv Truck			15		
	nicle Speed:	55 moti	L			2 (2 . W	arc oy.			
Near/Far La		36 feat	Ľ	l'ehicle f						
	os soldinas.	00 1566		Vehi	aleType		Зау	Evening	NigiX	Dally
Site Data							77.5%	181 1770	9.8%	
Đại	nier Height:	0.0 feet			dium Tru		34.9%	4.9%	10.3%	1.64%
Barrier Type (0-W	all, 1-Bermi:	6.0		H	easy Iru	288. 8	86.5%	2.7%	10.8%	0.74%
Centerline Dis	st. to Barner	100.0 feat	- 15	Valse Sa	urce Ele	vations	(in fe	edi		
Centerline Dist.	to Observer:	100.0 feet	F		Autos	0.0		-7		
Barrier Distance	to Observer:	0 0 feet		Martine	n Trucks:	2.2				
Observer Height (		5.0 feet			/ Trucks	8.0		Grade Adi	ustment	0.0
	ad Elevation:	0.0 feet	_							
	id Elevation:	0.0 feet	1.5	.ane Equ	iivalent L			9et)		
1	Road Grade	0.0%			Autos:	98.4				
	Left View:	-90.0 dagrees			n Trucks	98.4				
	Right View:	90 0 degrees		Heavy	/ Trucks:	99 4	13			
FHWA Noise Work	of Catculations									
VehicleType	REMEL.	Traffic Flow   D	siance	Firite	Fload	Fresno	9	Barrier All:	en Bei	rn Allen
Autos	71.78	-0.54	-4.5	2	-1.20	-	4.77	0.0	DC .	0.000
Medium Trucks	82.40	-17.77	-4.5		-1.20		4.58	0.0		0.00
Heavy Trucks:	85.40	-21.73	-4.5	1	-1.20	-	5.16	0.0	90	0.009
Unmitigated Noise	Levels (with	out Topo and barr	er etten	uation)						
	Leq Peak How		Leg E		Leg M			Edin		NEL
Autos:	65.			81.9		55.8		84.4		85 :
Medium Trucks:	5B.			51.0		49.5		58.0		59.3
Heavy Trucks	59.			49.5		49.7		58.1		50.1
Vehicle Noise.	67.	1 65.3		62.4		57.5		66.1		68.5
Centerline Distanc	e to Noise Co	ntour (in feet)							·	
			70 c		65 d£		- 6	0 dEA		dE.A
		Ldn: CNEL:	5 5		118			254		i47 i88

Scenan	io: Year 2018	Without Project				Project I	Vame: More	no Valley W	almart	
Road Nam	e: Ramona Es	pressway				Job Nu	mber: 8870	,		
Road Segmen	of: East of Per	is Soulevard								
	SPECIFIC IN	PUT DATA			*********			EL INPUTS	3	***************************************
Highway Data					Site Cor	ditions (	Hard ≈ 10,	Soft = 15)		
Average Daily		4,500 vehicle:	5				Auto			
Peak Hour	Percentage:	10%					cks (2 Anles			
Peak H	laur Valume:	3,450 vehicle:	5		He	avy Truci	rs (3+ Axles	): 15		
Ve	hicle Speed:	55 mph		-	Vahiate	257×				
Near/Far La	ne Distance:	98 feet		H		icleType	Day	Evening	1bight	Daily
Site Data						A	itos: 77.5	% 12.9%	9 636	97 4 2%
Bai	rrier Keight:	0.0 feet			M	edium Ta	icks. 84.8	% 4.8%	10.3%	1.84%
Barner Type (0-W	lait 1-Bernt	0.0				Чевчу Тп	icks: 86.6	% 2.7%	10.8%	0.74%
Centerline Dis		100.0 feet		-	Naise F	eure o Ele	vations (in	So and		
Centerline Dist.	to Observer:	100.0 feet		H	790286 31	Autos		1000		
Barrier Distance	to Observer.	0.0 feet			2.4	m Trucks.				
Observer Height (	Above Pad).	5.0 teet		- 1		т гиска. м Тгиска.		Grade Adi	uctonoui:	0.0
Pa	ad Elevation:	0.0 feet							o surroun.	0.0
Ros	ad Elevation:	0.0 feet		- [-	Lane Eq	uivaient .	Distance (i	a feet)		
,	Road Grade:	0.0%		Г		Autos.	87.318			
	Left View:	-80.0 degree	es.		Mediu	m Trucks.	87.214			
	Right View:	90.0 degree	es.		Hear	ry Trucks.	87.224			
FHWA Noise Mode	el Calculation	5								
VehicleType	REMEL	Traffic Frow	Dist s			Road	Fresher	Barrier Atte		m Atten
Autos:	71.76	2.58		-3.7	4	-1.20	-4.7	7 0.0	00	0.000
Medium Trucks:	82.40	-14.69		-3.7	3	-1.20	-4.8	3 0.0	90	0.000
Heavy Trucks	86.40	-18 64		-3.7	3	-1.2D	-5.1	3 00	00	0.000
Unmitigated Noise			barrier	atter	uation)					
VehicleType	Leg Peak Hou			Leg E	vening	Leg N		Ldn		VEIL
Autos	69	A	67.5		65.7		59.7	68.3		68.9
Medium Trucks	62	.8	81.3		54.9		53.4	61.8		62.1
Heavy Trucks:	62		81.4		52.4		53.6	62.0		62.1
Vehicle Noise:	71	0	89.2		86.3		61.4	9.9		70.4
Centeriine Distand	e to Noise Co	ntour (in feet	,							
					d8A	85 d		60 dBA		dBA
			( /1a:		0	71		489		41

Friday, November 08, 261

		7270077730773077	2022020000	enero en	**********	***********			
		***************************************			******				******
		Without Project					no Valley M	/almart	
	ne: Heacock 9				Job Nur	mber: 8870			
Road Segme	wit: North of Ca	ictus Avenue							
	SPECIFIC IS	PUT DATA	**********				EL INPUT	S	
Highway Data				Site Car	ditions (f	dard = 10, -	Saft = 15)		
Average Daily	Traffic (Act)	12,561 vehicles		1		Auto	91 15		
Peak Hou	Percentage:	18%		Me	edium Truc	ks (2 Axles	0: 16		
Peak I	laur Valume:	1,256 vehicles		He	avy Truck	s (3+ Axles	): 15		
V	shicle Speed:	55 mph		Vehicle	387				
Near/Far La	ane Distance:	36 feet			ideTvoe	Oav	Evening	strant	Daily
Site Data				***		tos: 77.5		9 694	97 42%
	rrier Kelaht:	0.0 feet		. As	edium Tau			10.3%	1.84%
Barrier Type (0-)		0.0 resk			Heavy Tru			10.9%	0.74%
	int to Barrier	100.0 feet			·				
Centedine Dist	In Chaerver	100.0 feet		Noise S		vations (in	feet)		
Barrier Distance		0.0 feet		1	Autos:	0.000			
Observer Height		5 8 teet			m Trucks:	2.297			
	ad Elevation	0.0 feet		Hear	y Trucks.	8 006	Grade Ad	justment:	0.0
	ad Elevation	0.0 feet		Lane Eg	ulvalent E	Vistance (i	o feet)		
	Finad Grade:	0.0%			Autos:	38.494			
	Left View:	-90.0 degrees		Mediu	т Тлиска:	98,404			
	Right View:	90.0 dagreas		Hear	ly Trucks:	98,413			
FHWA Noise Mod	lei Calculation	3		1					
VehicleType	REMEL	Traffic Frow	Distance	Finite	Road	Fresher	Barrier Alt	en Ben	m Atten
Autos	71.79	-1.93	-4	.52	-1.20	-4.7	7 0.	300	0.000
Medium Trucks:	82.40	-19.07	-4	51	-1.2D	-4.8	9 9.0	300	0.000
Heavy Trucks	86.40	-23 83	-43	.51	-1.2D	-5.7	9 9 9	300	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier att	nuation)					
VehicleType	Leg Peak Hou	ir Leg Day	Leg	Evening	Leg N	ghi	Ldn	Ci	VEIL
Autos	64	.2 92	2.3	60.8		54.5	63.	1	63.7
Medium Trucks	57	.6 56	3 1	49 ?		482	66.	7	68.8
Heavy Trucks:	57	.7 56	3.2	47.2		48.4	56.	6	56.9
Vehicle Noise:	85	.8 84	1.0	81.1		56.2	€4.	3	€5.2
Centerline Distan	ce to Naise Co	ontour (in feat)							
			70	0.48A	85 d£	3.4	69 dBA	55	dBA

Friday, November 08, 2013

Friday, Nevernber 08, 201

	rio: Year 2018 \		Project				ime: Moren	o Valley V	simart				
	ne: Indian Stree		4 8			Job Nutr	ber: 8870						
	nf: North of Co			*********		************	***********						
	SPECIFIC IN	a TUS	ATA		451. 6		SE MODE		S				
Highway Data					Site Coi	nditions (H							
Average Dally		8,651 v			Autos: 15 Medium Trucks (2 Autos): 15								
	Percentage:	10%											
	lour Volume:		ehicles		Re	eavy Trucks	(3+ Axies):	15					
	etricle Speed.	49 r		- 1	Vehicle	Mix							
Near/Far La	ine Distance:	12 f	eet	1	Vel	ideType	Day	Evening	Night	Daity			
Site Date						Auf	as: 77.59	12.9%	9.6%	97.42%			
Ba	rrier Heiaht:	0.0	feet		Set.	ledium Truc	ks: 94.89	4.9%	19.3%	1 84%			
Barrier Type (0-V		0.0				Heavy Truc	ks: 86.5%	2.7%	10.6%	0.74%			
Centerline Di		100.0	feet			ource Elev							
Centerline Dist.	to Observer.	100.0	feat	- }	marse S	Autos	0.000	ess					
Barrier Distance	to Observer	0.0	feet		A decision	m Trucks	2.287						
Observer Height	(Above Pad):	5.6	feet			im Frucks:	6.008	Grade Ad	i valenant	0.0			
	ad Elevation	0.0	feat		Hee	vy rrucks:	6.000	Этайс Ац	pour rem	0.0			
Ro	ed Elevation:	0.0	feet		Lane Ec	juivalent Di	stance (in	fest)					
	Road Grade:	0.09	6			Autos:	99.945						
	Left View.	-90.0	degrees		Media	m Trucks:	99 856						
	Right View:	90.0	degrees		Hea	vy Trucks.	99.865						
FHWA Naise Mad													
Verlicie I ype	REMEL	Traffic		stance			Fresnel	Berner Aft		m Alten			
Aulos	68.51		-2.07	-4.6		-1.20	-4.77		000	0.000			
Medium Trucks:	77 72		19.31	-4.6		-1 20	-4 88		900	0.000			
Невгу Тлискв.	82.99		23.26	-4 F	11	-1.20	-5.16	G.t	300	0.000			
Unmitigated Nois	e Levels (with	out Top	s and barri	er atte	nuation)								
VehicleType	Leg Peak Hou	r L	eq Day	Leg E	vening	Leg Nig	ht	Ldn	C	WEZ.			
Autos:	58		56.7		55.0		48.9	57.5		58.			
Медішт Ілиска.	52.		51.1		44.7		43.2	51.5		51.5			
Heavy Trucks:	53.		52.5		43.5		44.7	53.		53.3			
Vehicle Noise:	60.	6	58.8		56.6		51.1	58.6	3	80.			
Centerline Distan	ce to Noise Co	ntour (	in řeet)										
					dBA	65 dB.	Δ	SO dBA		dB.A			
			Lon.		10	44		94		03			
			CMF7 :		12	47		101		17			

Finday, November 69, 2013

Scenario: Year	2018 VV	ithout Project				Project N	Jame: N	toren	Valley Va	simart	
Road Name: Indian						Job Nu	mber: 8	870			
Fload Segment: South	of John	ı F. Kennady	Driva	1							
SITE SPECIF	IC INP	UT BATA	*****		NAME OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OF THE OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNER, OWNE	NO	NSE M	GBE	LINPUT	S	*********
lighway Data				S.	ite Con	ditions (f	Hard = 1	0, Sc	itt = 15)		
Average Daily Traffic (A	at). 8	166 vehicles	3				A	utos:	15		
Peak Hour Percente	ge:	10%			Mex	durn Truc	4812 A.	ues):	16		
Peak Hour Volu	me:	918 vehicles	s		Hee	avy Truck	s (3+ A.	vies):	15		
Vehicle Spa	ed.	65 mph		12	ehicle S	niv					
Near/Far Lane Distar	ice:	36 feet		-		deTvae	1.7	)av	Eivening	Night	Dain
ite Data					*0.11			7 5%		9.6%	97.429
Barrier Heic	. 64	0.0 feet		$\neg \neg$	M	dium Tru		14.8%		10.3%	1 849
Barrier Tvoe (0-Wall, 1-Ber		0.0 rees				leavy Tru		16.5%		10.6%	0.749
Centediae Set to Sen		100 D feet		ļ							
Centerline Dist. In Obsert		100.0 feet		N	oise Sa	urce Ele			et)		
Barrier Distance to Obser		0.0 feet				Autos.	0.0				
Observer Height (Above P.		5.0 feet				n Trucks	2.2	-			
Pad Fleval		0.0 feet			Heav	y Trucks:	6.6	D8	Grade Ad	usunent.	0.0
Road Elevat	ion:	0.0 feet		L	ane Equ	ilvalent L	Distanc	e (in	lees)		
Road Gra	ide:	0.0%				Autos:	98.4	94			
Left V	EW.	-90.0 degree	25		Mediur	n Trucks:	98.4	04			
Right Vi	ew:	90.0 degree	es.		Heav	/ Trucks.	98.4	13			
HWA Noise Model Calcul	ations			i							
VehicleType RSME	1 1	raffic Flow	Dis	tance	Finite	Pload	Freshe		Bərner Att	en Ber	m Allen
	71.78	-3.21		-4.52		-1.20		4.77		000	0.00
	32 40	-20.44		-4.51		-1.20		4 88		100	0.00
Heavy Trucks. S	36.49	-24.4B		-4.51		-1.20		5.16	0.0	000	9.90
nmitigated Noise Leveis	(withou	it Topo and	barrio	er attenu	ation)						
VehicleType Leg Pea	N HOW	Leg Day	T	Leg Eve	ening	Leq N	ig/if		Ldn	C	WEZ.
Autos:	82.9		61.0		59.2		59.1		61.6	3	62.
Medium Trucks.	58.2		54.7		48.4		46.6		56.3	3	56.
Heavy Trucks:	58.3		54.8		45.8		47.1		55.4		55.
Vjehirše Mnijse:	64.4		52.7		58.7		54.8		83 4	1	833

Scenario: Year 20 Road Name: Indian S Road Segment: North of	treet		/ard		Project i Job Nu			e Valley Vv	almart	
SITE SPECIFIC		***************************************			På e	DISE	MODE	LINPUT	5	*********
Highway Data				Site Cor	iditions (				-	
Average Daily Traffic (Adl.	11.651	venicles					Autos:	15		
Peak Hour Percentage	101	χ,		Nic	dium Tru:	oks (2	Axles).	15		
Peak Hour Volume		vehicles		He	ew Truck	cs (3+	Axles):	15		
Verlide Speed	55	mph		Vehicle	44/-					
Near/Far Lane Distance	. 36	feat	-		wieTvoe	_	Dav	Eveninal	Niolx	Dally
Site Data				461	/ /	itos:	77.5%		9.8%	
Barrier Heigh		feet		0.6	estam Tri		84.9%		10.3%	1.649
Banier Type (0-Wall, 1-Berm					Heavy In		86.5%		10.8%	0.749
Centerine Dist. to Barrie										
Centerline Dist. to Observe				Noise S	ource Ele			001)		
Rarrier Distance to Observe		l feat			Autos:		.000			
Observer Height (Above Pad		l feat			m Trucks:		297			
Pad Elevation		feet		Heat	ly Trucks	. 8	.006	Grade Ad	ustment	0.0
Road Elevation	r B.C	l feet		Lane Eq	uivalent i	Dista	ce (In	feet)		
Road Grade	e 8.0	1%			Autos	86	.494			
Left View	-90.0	dearee:	s	Mediu	m Trucks	98	.404			
Right View		degree		Hear	ry Trucks	99	413			
FHWA Noise World Catculat	ions									
VehicleType REMEL	Traffic	Flow	Distance	Finite	Road	Fres	nel i	Barrier Att	en Ber	m Atten
Autos 71	78	-2.18	-4.5	52	-1.20		-4.77	0.0	100	0.003
Medium Trucks: 82	40	-19.40	-4.5	51	-1.20		-4.58	0.0	100	0.00
Heavy Trucks: 68	40	-23.35	-4.0	51	-1.20		-5.16	0.0	100	0.009
Unmitigated Noise Levels (w	ithout To	po and b	arrier atte	nuationi						
VehicleType Leg Peak	four s	.eq Day	Legi	vening	Leg N	light	T	Lán	Ci	NE(
Autos:	63.8		2.0	6D 2		54		82 i		83 -
Medium Trucks:	57.3		6.8	48.4		47		58.3		56.
Heavy Trucks	57.3		5.9	46.9		48		56.5		56.9
Vehicle Noise	85.5	6	9.7	60.8		55	0	64.4	1	64.5

hiday November 88, 2913

Scenar	nio: Year 2018 V	Vithaut Project			Project iv	ame: N	cren	o Maliey VV	almart	
Road Nan	ne: Indian Stree	t			Job Nur	nber. 8	870			
Road Sagme	int: North of Ge	ntian Avenue								
SITE	SPECIFIC IN	PUT DATA		*********	NO	ISE M	ODE	LINPUT	9	*******
Highway Data				Site Cone	litions (h	iard ≃ :	IO, Sc	rit ≈ 15)		
Average Cally	Leaffic (Adl):	7,176 vehicles				Α	utos:	15		
Peak Hour	Percentage.	10%		Med	lum Yrua	ks (2 A	oles).	15		
Peak F	lour Volume	718 vehicles		Hea	ny Trucke	(J+ A	des):	15		
Ve	enicle Speed:	40 moh	-	lahiala A						
Near/Far La	ne Distance.	12 feat	F.		sleTvpe		Dav	Eveninal	Night	Dally
Site Data				vens			77 5%		9.6%	
				0.60	ли Бит Тпи		17.5% 34.8%	181 4770	10.3%	1.64%
	rrier Height:	0.0 feet			sam ma savv Inx		24 5 70 26 5 %		10.8%	0.74%
Barrier Type (0-V		0.0			zavy ma	.ma. c	30.070	2.176	10.0%	G.749
Centerline D		100.0 feat	17	Voise Sa	urce Elev	rations	(in fe	61)		
Centerline Dist.		100.0 feet	-		Autos:	0.0	00			
Barrier Distance		0 0 feet		Mediun	Trucks:	2.2	97			
Observer Height		5.0 feat		Heav,	Trucks	8.0	90	Grade Adj	ustment.	0.0
	ad Elevation:	0.0 feet			/		- 0	fA		
	ad Elevation:	0.0 feat	1.5	ane Equ				een		
	Road Grade:	0.0%			Autos:	89.9				
	Left View:	-90.0 dagreas			Trucks	99.8				
	Right View:	90 0 degrees		Heavy	Trucks:	99.8	86			
FHWA Noise Woo	lel Calculations									
VehicleType	REMEL.	Traffic Flow Dis	dance	Finite !	1080	Fresno	9 1	Barrier All	en Ber	rn Alten
Autos	86.51	-2.88	-4.6	2	-1.20	-	4.77	0.0	100	0.000
Medium Trucks	77.72	- 20.12	-4.6	1	-1.20		4.58	0.0	100	0.008
Heavy Trucks:	62.99	-24.07	-4.6	1	-1.20	-	5.16	0.0	100	0.009
Unmitigated Nois	a Levels (with	ut Tope and bani	er etten	uationi						
Vehicle Type	Leg Peak How	Leg Day	Leg E	rening	Leg Ni	ght		Lán	Ci	VEL
Autos:	67)	B 55.9		54.2		48.1		56 7		57
Medium Trucks:	61.	B 50.9		43.9		42.4		50.8	3	51.1
Heavy Trucks	69.	1 51.7		42.7		43.9		52.3	3	52.4
Vehicle Noise.	59.	8 59.1		54.8		50.3		58.8	3	59.
Centerline Distan	ce to Noise Co.	ntour (în feet)								
		1	70 c	18A	65 dE	A	- 6	0 dEA	.55	dE.A
		Ldn:	- 1	8	28			83	1	79
		CNEL:	1		41			69		92

Scenar	io: Year 2018 v	Wheat Project			Project N	eme: 6	incend	Valley W	almart	
	æ: Indian Stree				Job Nun			u.n.y		
	nt: North of Car									
SITE	SPECIFIC IN	PUT DATA	**********		NO	ISE M	ODE	LINPUT	S	*********
Highway Data				Site Cor	ditions (h	land in :	10, Sa	ft = 15)		
Average Daily	Traffic (Adt): 1	2,424 vehicles				A	utos:	15		
Peak Hour	Percentage:	10%		Mc	dium Truc	ks (2 A	rles):	15		
Peak F	laur Valume:	1,242 vehicles		He	avy Trucki	(3+ A	xles):	15		
Ve	hide Speed	55 mph		Vahiate	3934					
Neer/Far La	ne Distance:	36 feet			icleType	1 /	Jev	Evenno	Shahi	Darly
Site Data					Aus		77.5%		9 936	97.42%
Ra	rrier Kelaht:	0.0 feet		M	edium Truc	for. 8	34.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0 1000			Heavy Truc	As: 8	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet								
Centerline Dist.	to Observer:	100.0 feet		Noise S	ource Elev			ez)		
Barrier Distance	to Cibserver.	0.0 feet			Autos: m Trucks:	9.0				
Observer Height	Above Pad).	5.9 teet			т і писка: ny Тrucка:	8.0		Grade Ad.	iu atanomi:	0.0
P	ad Elevation:	0.0 feet							G SUTTES AL	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivaient 🛭	istanc	e (în i	6et)		
	Road Grade:	0.0%			Autos:	38.4	94			
	Left View:	-80.0 degrees			т Тписка:	98.4	D4			
	Right View:	90.0 degrees		Hear	ry Trucks:	98.4	13			
PHWA Noise Mod	et Calculations									
VehicleType	REMEL	Traffic Flow	Distance		Road	Fresh		Barrier 4tt	en Ber	m Atten
Autos:	71.76	-1.68	-4.		-1.20		4.77		100	0.000
Medium Trucks:	92.40	-19.12	-4	51	-1.20		4.89		100	0.000
Heavy Trucks	86.40	-23 07	-4.	51	-1.20	-	5.18	0.0	100	0.000
Unmitigated Nois	e Levels (with	ut Topo and ba	rrier atte	nuation)						
VehicleType	Leg Peak How	Leg Day	Legi	Evening	Leg Ni	ghi		Ldn	O/	VEIL
Autox	64.	2 62	.3	60.5		54.5		63.1	Í	63.7
Medium Trucks	57.	6 56	1	49 7		482		56.F	3	56.8
Heavy Trucks:	57.			47.2		48.4		56.0		56.
Vehicle Noise:	85.	9 84	.0	81.0		56.2		64.7	1	66.2
Centerline Distan	ce to Naise Co	ntour (in feet)								
				d8A	85 dE	Α	б	0 dBA		dBA

Friday, November 08, 201

		77.20		875US		7873355			
Shana	nin: Vasr 2019	Without Project	********	*********	Ömleri M	алте: Moren	o Mailey M	almart	*******
	ne: Indian Stre					ober: 8870	o romey cr	CHILI SCHOOL	
Road Segme	vizi: South of in	is Avenue							
	SPECIFIC II	APUT DATA	**********	-		ISE MODE		S	*********
Highway Data				Site Cor	nditions (F	land = 10, Se	oft = 15)		
Average Daily	Traffic (Act)	5,194 vehicles				Autos:	15		
Peak Hou	Percentage:	10%		Me	edium Truc	ks (2 Axles):	16		
Peak I	lour Volume:	519 vehicles		He	eavy Truck	s (3+ Axles):	15		
V	shicle Speed	40 mph		Vehicle	3874				
Near/Far La	ne Distance:	12 feet			ricleType	Day	Evening	Night	Daw
Site Data				+		tos: 77.5%		9 536	87 42%
	rrier Keight:	0.0 feet		. As	tedium Tau			10.3%	1.84%
Barner Type (0-V		0.0 rest			Heavy Trus			10.9%	0.74%
	ist to Barrier	100.0 feet							
Centedine Dist		100.0 feet		Noise 5		rations (in f	eet)		
Barrier Distance		0.0 feet			Autos:	0.000			
Observer Height		5.0 test		1	ım Trucks:	2.297			
	ad Elevation:	0.0 feet		Hea	cy Trucis.	8 006	Grade Ad,	ustment	0.0
	ad Flevation	0.0 feet		Lane Ec	ulvaient D	istance (in	feet)		
	Fload Grade:	0.0%			Autos:	98.945			
	Left View:	-90.0 deanee	s	Mediu	im Trucks:	99,856			
	Right View:	90.0 degree		Hea	vy Trucks:	99.865			
FHWA Noise Mod	lei Calculation	19		J					
VehicleType	REMEL	Traffic Frow	Distance	Finis	Road	Fresher	Barrier Att	eni Ber	m Atten
Autos	86.51	-4.28	-4	.62	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	77.72	-21.52	.4	61	-1.2D	-4.85	9.0	100	0.000
Heavy Trucks	82.98	-25 48	-43	.81	-1.2D	-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and t	arrier att	enuation)					
VehicleType	Leg Peak Ho	ur Leg Day	Leg	Evening	Leg N	ghi	Ldn		VEIL
Autos	51	3.4 5	4.5	52.7		48.7	55.3	3	55.8
Medium Trucks			9.8	42 5		410	48.4		48.7
Heavy Trucks:			0.3	41.2		42.5	50.9		51.0
Vehicle Noise:	5	3.4 5	6.7	53.4		48.9	57.4	-	57.8
Centerline Distan	ce to Naise C	ontour (in feet)							
			7	0 d8A	85 dE	3A (	99 dBA		dBA
			eta:	1.4	21		62	- 1	45

Friday, November 98, 2913

Friday, Nevernber 08, 20

Road Nan	rio: Year 2018 V ne: Indian Stree	t				me: Moren ber: 8870	o Valley V	aimart	
***************************************	nf: North of Kra			***************************************		OF 0100			
Hishway Data	SPECIFIC IN	PUTBATA	-	Site Cor	NOI Iditions (He		L INPUTS	8	
Average Dally	Traffic (Adt)	5.666 vehicles				Autos	15		
	Percentage:	10%		Ms	alum Truck	s (2 Axies):	15		
	lour Volume:	566 vehicles		He	aw Trucks	(3+ Axies):	15		
Ve	ehiole Spead.	40 mph	į						
Near/Fer La	ine Distance:	12 feet		Vehicle	ideTvae	1 2-	l Evenina	Night :	Park
Site Data				VEL	Aufe Aufe	Day 18: 77.59		9 6%	Daily 97.4.2%
				6.6	non edium Truc			10.3%	1 84%
	rner Height:	0.0 feet			Heavy Truci			10.6%	0.74%
Barrier Type (0-V Centerline Di		0.0 100.0 feet							2
Centerline Dist		100.0 feet	į	Noise S	ounce Elevi	ntians (in f	ent)		
Ramer Distance		0.0 feet			Autos.	0.000			
Observer Height		5.0 feet		Mediu	m Trucks	2.287			
	ad Flevation	D.D. feet		Hea	ry Trucks:	6.008	Grade Adj	ustment:	0.0
	ed Elevation	0.0 reet	1	i ano Fr	uivalent Di	etance (in	facti		
	Road Grade:	0.0 1660	1		Autos	99 945			
	Left View	-90.0 degrees		Sanctin	m Trucks:	99 856			
	Right View:	90.0 degrees			ry Trucks.	99.866			
FHWA Naise Mad	lei Calculations		i						
Vehicle Type	REWEL	Traffic Flow   D	fstance	Finite	Road	Fresnel	Berner Afte	en Ben	m Alten
Aulos	68.51	-3.91	-4.0		-1.20	-4.77	0.0	00	9.900
Medium Trucks:	77 72	-21.15	-4.6	31	-1.20	-4 88	0.0	00	0.000
Неаку Тrucкв.	82.99	-26.11	-4 6	31	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (with	ut Topo and ban	rier atte	nuation)					
VersicieType	Leg Peak Hour	Leg Day	Legi	vening	Leg Nig	hf	Ldn	C	wEZ.
Airlas:	56	3 54.9		53.1		47.1	55.7		56.3
Medium Trucks.	50.3			42.9		41.3	49.9		50.0
Heavy Trucks:	52.	1 50.7		41.6		42.9	51.2	:	51.3
Vehicle Noise:	58.	8 57.1		53.8		48.2	57.8		59.3
Centerline Distan	ce to Noise Co.	ntour (in feet)							
				dB.A	65 dB:	0, ,	SO dBA		dB.A
		Lahr.		15	33		71		53
		CMF7 :		16	35		76	1	R a

Finday, November 69, 2013

	: Year 2018		Project				ame: Morei	no Valley W	simart	
Road Name	: Parris Boo	levard				Job Mui	nber: 8876			
Fload Segment	t: North of S	FR-60 VVIS	Ramps							
	PECIFIC I	NPUT D	ATA	********			ISE MODE		8	
lighway Dete					Site Cor.	ditions (f	fard = 10, S	ařt = 15)		
Average Daily T	roffic (Adt).	34,739 (	ehides				Autos	15		
Peak Hour P	Percentage:	18%			Me	alum Truc	hs (2 Axies)	16		
Peak Ho	ur Volume:	3,474 \	ehicles		He	avy Truck	s (3+ Axies)	: 15		
Veh	iole Speed.	65 r	nph		Vehicle	Min				
Near/Far Lan	e Distance:	98 f	eet			ideTvae	Dav	Eivening	Night	Daire
Site Data					V C		fos: 77.53		8.6%	97.42%
					0.0	edium Tru			10.3%	1 94%
	ier Height:	0.0	feet			leavy Tru			10.6%	0.74%
Barrier Type (0-Wa Centerline Dist									10.070	0.1111
Centerline Dist. Ir		100.0			Noise S	ource Ele	rations (in :	est)		
						Autos.	0.000			
Barrier Distance to Observer Height (A		0.0	feet		Mediu	m Trucks:	2.287			
	d Elevation	0.0			Heat	y Trucks:	830.8	Grade Adj	usiment:	0.0
	d Elevation. d Elevation	0.0			Lene Fo	sivelent I	listance (in	feet)		
	had Grade:	0.00				Autos:	87.316			
,	Left View		e degrees		Mediu	m Trucks:	87.214			
	Foatst View:		degrees			v Trucks.	97.224			
		60.00	angi-o-o			,				
HWA Noise Mode.										
Vehicle Type	REWEL	Traffic		Distance		Pload	Fresne!	Barrier Att		n Allen
Aulos	71.7		2.59	-3		-1.20	-4.77			0.000
Medium Trucks:	82.41		14.65	-3		-1 20	-4 88			0.000
Heavy Trucks.	98.4	) -	18.61	-3	73	-1.20	-5.16	0.0	100	9 9 9 0
Inmitigated Noise	Leveis (wit	hout Top	c and ba	mier atte	nuation)					
VehicleType 1	Leg Peak Ho	ew Li	sq Day		Evening	Leq N		Ldn		wEZ.
Autos:	8	94	67		65.6		59.7	68.3		66.9
Medium Trucks.		2.8	61		65.0		63.4	61.9		62.
Heavy Trucks:		2.9	61		52.4		53.7	82.0		62.
Vehicle Noise:	7	1.C	69	1.2	66.3		81.4	70.6		70.
Centerline Distanci	e to Noise (	ontour (	in rees)							
Centerline Distance	e to Noise C	ontour (	in rees)	71	dB.4	65 dl	3.A.	60 dB.A	55	d8.4

d(): 3,3 gs. me 3 ed: ice. //ht m): ior 10 ver. 10	### DATA ###################################			Me He Vehicle I Veh Me	ditions (i dium Truck any Truck Mix kdeType Au edium Tru deavy Tru hurce Ele Autos:	iard ≈ 10, Auto Auto ks (2 Axies s (3+ Axies Day tos: 77.5 oks: 64.8	s: 15 (). 15 (): 15 (Exening) % 12.9% % 4.9% % 2.7%	N/g/x 9.8% 10.3%	Doly 97.42% 1.64% 0.74%
gs. mer 3 sof: ice. spt: mg: ner 10 ver: 10	10% 38 vehicles 40 mph 12 feat <b>0.0 feet</b> 0.0 00.0 feet 00.0 feet			Me He Vehicle I Veh Me F Noise Sc	dium Truck Mix eleType Au edium Tru deavy Ins auroe Ele Autos:	Auto ks (2 Axles s (3+ Axles Day tos: 77.5 pks: 64.9 pvs: 86.5	s: 15 (). 15 (): 15 (Exening) % 12.9% % 4.9% % 2.7%	9.8% 10.3%	97.42% 1.64%
gs. mer 3 sof: ice. spt: mg: ner 10 ver: 10	10% 38 vehicles 40 mph 12 feat <b>0.0 feet</b> 0.0 00.0 feet 00.0 feet			Vehicle I Veh: Meh: Moise Sc	elly Truck Mix cleType Au edium Tru leevy Tru Autos:	ks (2 Axles s (3+ Axles Day tos: 77.5 oks: 64.9 oks: 86.5	D. 15 DE Exening W 12.9% W 4.9% W 2.7%	9.8% 10.3%	97.42% 1.64%
ner 3 sed: ice. init: init: ier 10 ver: 10	336 vehicles 46 mph 12 feet 0.0 feet 0.0 00.0 feet 00.0 feet 0.0 feet			Vehicle I Veh: Meh: Moise Sc	elly Truck Mix cleType Au edium Tru leevy Tru Autos:	Day tos: 77.5 cks: 84.9 cvs: 86.5	Evening   15   Evening   12 8%   4.9%   6   2.7%	9.8% 10.3%	97.42% 1.64%
ed: ice. int: int: ior 10 vor. 10 vor. 10	46 mgh 12 feat 0.0 feet 0.0 00.0 feet 00.0 feet 0.0 feet			Vehicle I Veh: Me Moise Sc	Mix cleType Au cleType Au clean Tru cleavy I nu curce Ele Autos:	Day tos: 77.5 cks: 84.9 cks: 86.5	Evening   % 12.9%   % 4.9%   % 2.7%	9.8% 10.3%	97.42% 1.64%
internation of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	0.0 feet 0.0 feet 0.0 feet 00.0 feet 0.0 feet			Vel: Mic F Noise Sc	Au Au edium Trui leavy Trui nurce Ele Autos:	tos: 77.5 oks: 64.9 oks: 86.5 <b>vations (in</b>	% 12.9% % 4.9% % 2.7%	9.8% 10.3%	97.42% 1.64%
inte inte ion 10 von 10 von	0.0 feet 0.0 00.0 feet 00.0 feet 0.0 feet			Noise Sc	Au edium Tru leavy Iru nurce Ele Autos	tos: 77.5 oks: 64.9 oks: 86.5 <b>vations (in</b>	% 12.9% % 4.9% % 2.7%	9.8% 10.3%	97.42% 1.64%
ins): ier 10 ver: 10 ver:	0.0 00.0 feet 00.0 feet 0.0 feet			Noise Sc	edium Trui leavy Trui nurce Elei Autos:	oks: 64.9 oks: 86.5 <b>rations (in</b>	% 4.9% % 2.7%	10.3%	1.64%
ins): ier 10 ver: 10 ver:	0.0 00.0 feet 00.0 feet 0.0 feet			Noise Sc	leavy Iru iuree Ele Autos:	oks. 86.5 vations (in	% 2.7%		
ins): ier 10 ver: 10 ver:	0.0 00.0 feet 00.0 feet 0.0 feet			Noise Sc	auroe Ele Autos:	rations (in		10.8%	0.74%
ver: 10 ver: 10 vev:	00.0 feet 00.0 feet 0.0 feet		-		Autos:		feetj		
rev:	0.0 feet				Autos:		reary		
				A decesion		0.000			
10)	5.0 feat					2 2 9 7			
					n i rucks: v Trucks:	8.006	Grade Ad	Sudmant	0.0
юл:	0.0 feet							ja ou riorn.	0.5
ion:	0.0 feet		L	Lane Eq.	uivalent L	listance (l	n feat)		
de:	0.0%				Autos:	89.945			
ew: -5	90.0 degrees			Mediu	n Trucks	99.856			
ew: 8	90 O degrees			Heav	y Trucks:	59 865			
		LAS							m Atten 0.000
									0.000
									0.000
					-1.20	-0.71	9 0.	JUG	0.000
					Lea N	isht T	l do	T	(C)
54.5				50.9		44.8	53	5	54 1
48.5	47	0.1		48.7		39.1	47.3	8	47.8
49.8	48	3.4		39.4		40.6	49.	D	49.1
56.6	54	.8		51.5		47.0	55	5	58.0
	######################################			sitions  7. Trath: Flew Distance Trath: 15 15 4 15 4 17 77 2 23 38 4 4 17 77 2 23 38 4 4 19 19 19 19 19 19 19 19 19 19 19 19 19	April	astrons         Lorance         Field Flowed           Z.         Traffic Flow         Distance         Field Flowed           Sel         4.86         4.92         -20           T7.72         -2.38         -4.61         -1.20           Z2.89         -2.734         -4.61         -1.20           Withhout Topo and barrier attenuation?         Leg The Eventra;         Leg the Eventra;           Khour L.         Leg Day         Leg Reventra;         Leg th           4.85         47.0         40.7         44.7           4.85         48.4         39.4         40.7           4.85         48.4         36.4         51.5	Strons   Strong   S	ablons           Z.         Trafte Files         Delarize         Fireto Floset         Frescor         Barrer All           5.6         5.6         4.6         1.20         4.77         0.0           7.7         7.2         23.08         4.81         1.20         4.88         0.0           2.89         2.73         4.81         1.20         -5.76         0.0           Withhout Topo and barrier attenuation;         Lead Eventry;         Leaf North         Lon           64.5         5.9         5.0         8         4.48         5.3           4.85         4.0         4.0         3.0         4.7         4.0           4.85         4.9         4.0         4.0         4.0         4.0         4.0           5.6         5.4         5.6         5.15         4.7         5.6         4.0         5.6         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0         5.0	sibins         Lander Few         Distance         Freshe Road         Preshe         Barrier Allen         Pershe           7. Tarik Few         Distance         Freshe Road         Preshe         Barrier Allen         Pershe           8.3         4.8         4.2         -2.0         4.7         0.000           7. 72         2.3         3.9         -4.6         -1.20         -4.6         0.000           Verificant Feyo and barrier attenuation)         Verificant Feyo and barrier attenuation)         Verificant Feyo         Leng Every         Leng Every         Leng Every         Leng Every         4.0         Leng Every         CF           6.4         5.5         0.0         40.7         39.1         47.8         48.9           4.8         4.8         3.0         4.0         49.0         49.0         49.0           5.6         54.8         51.5         47.0         55.5         55.5

Friday, November 88, 2013

Road Nam	e: Perris Boule				Project ivar Job Numb		ne Valley VVa	ilmart	
************	***********	Framps to Sunny	maad Bou	evard	***********				
SITE: Highway Data	SPECIFIC IN	PUT DATA		Site Con	NG! ditions (Ha		EL INPUTS		
<del></del>	7 40 - 14 -40 - 1	10.000 vestidas		0.100 0001	and and	Autos			
	Percentage.	18,972 vehicles 10%		Mar	ilum Trucks				
		3.897 vehicles			auv Trucks:				
	nicle Speed:	55 moti	L			, J - AARCO,	. 10		
Near/Far La		98 feat		Vehicle f					
	is brokerice.	an ider		Vehi	aleType	Day		Nigix	Daily
Site Data					Auto			9.8%	
Đại	ner Height:	0.0 feet			diam Truck			10.3%	1.64%
Barrier Type (0-W	all, 1-Bermi:	0.0		F-	leavy Iruch	s. 88.5°	6 2.7%	10.8%	0.74%
Centerline Dia	st. to Berner	100.0 feat	+	Naise Sa	urce Eleva	tions (in	facti		
Centerline Dist.	to Observer:	100.0 feet	-		Autos:	0.000			
Barrier Distance	io Observer:	0.0 feet		2. American	n Trucks	2 297			
Observer Height (	Above Pad):	5.0 feet			v Trucks	8.006	Grade Adju	istment	0.0
Pé	ad Elevation:	0.0 feet							. 0.2
Ros	id Elevation:	0.0 feet	L	Lane Eqs	rivalent Dis	stance (îr.	feet)		
1	Road Grade	0.0%			Autos:	87.316			
	Left View:	-90.0 degrees			n Trucks	87.214			
	Right View:	90 0 degrees		Heav	y Trucks:	67 224			
FHWA Noise Work	d Catculation:	s	L						
VehicleType	REMEL.	Traffic Flow	Distance	Finite		resnel	Barrier Alle		rn Allen
Autos	71.78	3.09	-3.7		-1.20	-4.77			0.000
Medium Trucks	82.40	- 14 15	-3.7	-	-1.20	-4.55			0.00
Heavy Trucks:	88.40	-18.11	-3.1	3	-1.20	-5.16	0.01	DD	0.009
Unmitigated Noise									
	Leg Peak Hou			vening	Leq Nigi		Lán	Ci	NEL
Autos:	68			86.3		80.2	88.9		89 4
Medium Trucks:	63.			55.5		53.9	62.4		62.6
Heavy Trucks.	69.			52.9		54.2	62.5 70.5		62.5 70.5
	71.			66.8		61.9	70.5		703
Centerline Distanc	e to Noise Co	ntour (in feet)	70	dB/4	65 d8A		60 dBA T	23	dEA.
		La		38	232	'	499		075
		CNE		16	249		537		157

	no: Year 2018		Project							r Valley W	almart	
	ne: Indian Stre						Job Nur.	iber:	8870			
Road Segme	vit: South of H	arley Kni	ox Boule	vard								
	SPECIFIC II	O TUP	ATA							LINPUT	3	
Highway Data						ite Con	ditions (h	ard n	10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	7,700 s	vehicles						Autos:	15		
Peak Hour	Percentage:	10%	5			Mer	dium Truc	cs (2 /	lorles):	15		
Peak F	laur Valume:	770 v	rehides			He	avy Trucks	(3+ /	Axies):	15		
Ve	thicle Speed	55 :	nibh		-	atticte i	Wiv					
Near/Far La	me Distance:	36 f	eet		H		icleType	-	Day	Evening	16 ghé	Darly
Site Data					-+-		Aus	os:	77.5%	12.8%	9 636	97.42%
0.	rrier Keight:	0.0	feet			Ma	edium Truc	fes.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-V		0.0	reac			H	leavy Truc	ks:	96.6%	2.7%	10.8%	0.74%
Centerline D.		100.0	teet		-							
Centerline Fuel	In Chaerver	100.0			- 1	ioise Sc	ource Elev			ez)		
Barrier Distance	to Observer	0.0	feet				Autos:		300			
Observer Herahl	(Above Pad).	5.9	teet				n Trucks:		297	Grade Ad.		
, p	ad Elevation:	0.0	feet			Heav	y Truces.	8	306	Grade Ad,	usanera.	0.0
Ro	ad Elevation:	0.0	feet		Z	ane Egy	uivaient D	istan	ce (in i	6et)		
	Road Grade:	0.09	16				Autos:	98.	494			
	Left View:	-80.0	degrees			Mediur	т Тицева:	98.	404			
	Right View:	90.0	degrees			Heav	y Trucks:	98.	413			
FHWA Noise Moo	lei Calculation	:5										
VehicleType	REMEL	Traffic	Frow	Distan	ce	Finite	Road	Frest	191	Barrier 4tt	en Ber	m Atten
Autos:	71.76		-3.98		-4.52		-1.20		-4.77	0.0	00	0.000
Medium Trucks:	92.40		-21.20		4 51		-1.20		-4.89	0.0	90	0.000
Heavy Trucks	96.40		-25 15		-4.51		-1.20		-5.16	0.0	00	0.000
Unmitigated Nois			o and b									
	Leg Peak Ho		eg Day		q Ev	ening	Leg Ni			Ldn		VEIL
Autos		2.1		1.2		58.4		52.4		61.0		61.6
Medium Trucks		5.5		. 0		47.5		451		54.5		54.8
Heavy Trucks: Vehicle Noise:		1.5		1.1		45.1 59.0		46.0		54.1 62.6		54.0
venicie ivorse:	83	1.7	8	1.9		59.0		54.1		62.6		63.1
Centeriine Distan	ce to Naise C	ontour (	in feet)						,		,	
Centerline Distan	ce to Naise C	ontour (	in feet)		70 a		85 dE	A	6	0 dBA		dBA

Friday, Nevernber 08, 2013

		7279070737070707	200000	********		-	5575977	272791988			
_	for Year 2018	***********	****	******	*****	******	******	*****	*******		*******
	ior rearzute xe: Pemis Boui		ε				ivame: umber:		o Valley M	raimart	- 1
	e: Irrems about d: South of Si		Low-cone			30D W	onwer.	0070			
		*************	ieva:	u <b>www.pm</b>					~~~~~		************************
	SPECIFIC IN	PUT DATA				N nditions			L INPUT	s	
Highway Data				8	ne Cor	ditions	(Hard				
Average Daily			S					Autos	15		1
	Percentage:	10%				edium Ta					
	laur Valume:	2,830 vehicle	S		He	avy Truc	48 (3+	Axles):	15		- 1
	hicle Speed:	55 mph		ν	ohicto	Mix					
Near/Far La	ne Distance:	38 feet			Ver	iideTvoe	- 1	Oev	Evening	filight	Daw
Site Data							lutos:	77.5%	12.8%	9 536	87.42%
Pa.	rrier Keight:	0.0 feet			M	ledium Tr	ucles.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-VI		0.0 1000				Heavy Tr	Ucks:	86.5%	2.7%	10.9%	0.74%
Centerline Di		100.0 feet									
Centerline Dust		100.0 feet		N	oise S	ource El			9 <b>et</b> )		
						Autos		0.000			1
	er Distance to Observer. 0.0 feet var Ferght (Above Pad). 5.0 heet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0%					ın Trucki		2.297			- 1
	Pad Elevation: 0.0 fee Road Elevation: 0.0 fee Road Grade: 0.0%				Hear	чу Тгискі	s. S	3 0 0 6	Grade Ad	justmeni	0.0
				17	ane Ec	ulvalent	Distar	nce (in	feeti		
				- 1		Autos		494			
	Left View	-90.0 deare	20		Media	т Тписка		404			- 1
	Pialž View:	90.0 degre				w Truck		3.413			
	ragin tion.	30.0 40910	0.0			.,					
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	O	stance	Finite	Road	Fred		Barrier Alt		m Atten
Autos	71.78	1.70		-4.52		-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-15.54		-4 51		-1.20		-4.85	8.8	300	0.000
Heavy Trucks	86.40	-19 50		-4.51		-1.2D		-5.16	9 :	300	0.000
Unmitigated Nois	e Levels (with	out Topo and	barr	ier atten	ation)						
VehicleType	Leg Peak Hou	r Leg Day	7	Leg Ev	ening	Leq.	Vighi	T	Ldn	0.	VEI.
Autos	67	.8	65.8		84.1	,	58	.0	68.	7	67.3
Medium Trucks	61	.1	59 S		53.3		51	7	60.	2	60.4
Heavy Trucks:	61	.2	59.8		50.7		52	.0	69.	3	69.5
Vehicle Noise:	89	.3	87.6		84.6		59	.7	63.	3	8.83
Centerline Distan	e to Naise Co	ntour (in feet	·								
				70 ds		85:			50 dBA		dBA
			Edn:	77		18	36		357	7	70

Friday, Newtonier 08, 2013

Friday, Nevember 08, 2013

	rio: Year 2018 V ne: Perris Boulev					me: Morei	to Valley VV	aimart	
	nt: North of Euc				200 1900	DEV. GOIL			
***************************************	***************************************	******************************		***************************************	***************************************				**********
Hishway Data	SPECIFIC INP	UTBAIA	-	Site Cor.	Hillions (H		L INPUTS	•	
<del></del> <del>.</del>	Traffic (Adt). 24	989 achietae				Autos			
	Percentage:	18%		564	alum Truck				
		.436 vehicles			aw Trucks				
	ehicle Speed.	55 mph	į						
	ine Distance:	36 feet	1	Vehicle.			Let 1	AC 11 T	F2
Site Date				ven	ideType Aut	28: 77.53	Evening 12.9%	Night 8.6%	Daily 97.42%
					Aun Rakum Tran			10.3%	1 84%
	rrier Height:	0.0 feet			raium i ruc Heavy Truc			10.8%	0.74%
Barrier Type (0-V		9.0		,	reavy rouc	no 00.01	5 4.170	10.090	0.7475
Centerline D		100.0 feet		Noise S	ounce Elev	ations (in :	(cot)		
Centerline Dist.		100.0 feat	ì		Autos.	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks	2.287			
Observer Height	(Above Pad): ad Plevation	5.0 feet 0.0 feet		Heat	ry Yrucks:	8.008	Grade Adj	ustment:	0.0
	ad Elevation ad Elevation	0.0 reet 0.0 feet	1	Lavo Fo	uivalent Di	etaras (in	facti		
770	Road Grade:	0.0%		Carro Lu	Autos	98 494	1001)		
	Left View.	-90.0 degrees		6.6n etiu	m Trucks	98 484			
	Right View:	90.0 degrees			n Trucks.	98 413			
		one argress			,				
FHWA Naise Mag									
Vehicle Type			stance			Fresnel	Barrier Afte		m Alten
Autos	71.70	1.04	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82 40	-16.18	-4.5		-1 20	-4 88	0.0		0.000
Heavy Trucks.	96.40	-20.15	-4 5	51	-1.20	-5.16	0.0	00	0.000
Unmitigated Nois			ier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	iht	Ldn	C	νEΣ.
Aufas:	87 1			63.4		57.4	66.0		66.0
Medium Trucks.	50.6			52.6		51.1	59.5		59.8
Heavy Trucks:	60.5			50.1		51.3	58.7		59.8
Vehicle Noise:	68.7	68.9		64.0		58.1	87.6		69.
Centerline Distan	ce to Noise Cor	tour (in feet)							
		i	70	dB.A	65 dB.	٥	60 dB.A	55	dB.A
		Loh).		70	150		323		87
		CMS7 :		75	182		949		60

Scenario: Year 20		Project					eno Valley Vi	/simsrt	
Road Name: Perris B					Job Nur	nber: 0870			
Fload Segment: South of	Cettenyyo	sunsvA bo							
SITE SPECIFIC	INPUT	ATA			NO	ISE MOD	EL INPUT	S	**********
Highway Data				Site Con	ditions (F	ard = 10, ;	Saft = 15)		
Average Delly Traffic (Adt)	24,413	vehicles				Auto	s: 15		
Peak Hour Percentage	109	6		Me	olum Truc	is (2 Axies	J: 15		
Peak Hour Volume	2,441	vehicles		He	eavy Trucki	(3+ Axies	): 15		
Vehicle Speed	. 65	roph	-	Vehicle.	66iv				
Near/Far Lane Distance	36	feet	ŀ		ideTvae	Dav	Eivening	Night	Daire
Site Data					Au			8.6%	
Barrier Helah	. 00	feet		54	edium Tria	%s: 84.8	% 4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm				- 1	Heavy True	ks: 86.5	% 2.7%	10.6%	0.74%
Centerline Dist. to Sarries					·				
Centerline Dist. to Observe			į	Moise S	ource Elev		feetj		
Barrier Distance to Observe		feet			Autos.	0.000			
Observer Height (Above Pad	5.0	feet			m Trucks	2.297 8.008	Grade Ad	Victoria and American	0.0
Pad Elevation	0.0	feet		H601	ny Trucks:	6.000	State Mu	juau nen	. 0.0
Road Elevation	0.0	feet	Ī	Lane Eq	uivalent D	istance (i	n feet)		
Road Grade	0.0	%			Autos:	98.494			
Left View	-90.0	degrees		Mediu	m Trucks:	99 404			
Right View	99.0	degrees		Heat	vy Trucks.	99.413			
HWA Noise Madel Calculat	one		i						
VehicleType REMEL	Traffic	Flow   E	Vistance	Finite	Pload	Fresnei	Barrier Att	en Bei	m Alten
Aulos: 71.	78	1.05	-4.5	2	-1.20	-4.7.	, G.I	000	0.086
Medium Trucks: 82	40	-16.18	-4.5	1	-1.20	-4.8	9 0.0	000	0.000
Heavy Trucks. 96.	49	-26.14	-4.5	1	-1.20	-5.1	8 6.1	000	9 9 9 0
Inmitigated Noise Levels (w	ithout To	oc and ban	rier atter	uation)					
VehicleType Leg Peak i	forw I	eq Day	Legi	vening	Leg Ni	y/nf	Ldn	C	NEL.
Autos:	871	65.2		63.4		57.4	66.	0	66.6
Medium Trucks	60.6	69.0		52.6		61.1	59.		59.8
WEDNAM FRANCIS.	60.5	59.1		50.1		51.3	58.		58.8
Heavy Trucks:							87	7	88 1
	68.7	68.8	3	64.0		59.1	0:.		05.
Heavy Trucks Vehicle Noise:	68.7								
Heavy Trucks:	68.7		70	64.U dBA	65 dE		60 d8.4 324	55	d8.4 19.6

	Year 2018 W								o Valley VV	almart	
Road Name: Road Segment:						Job Nu	mbar.	8870			
SITE SP	ECIFIC INP	UT DATE		************			DISE	MODE	LINPUT		**********
Highway Data					Site Con						
Average Daily Tra	flic (Adl): 23	121 vehicles						Autos:	15		
Peak Hour Pe		10%			Me	dium Tru	oks (2 i	txles).	15		
Peak Hour	Volume: 2	312 vehicles			He	ary Truci	(s (J+ )	Axles):	15		
Venics	le Speed:	55 mph		-	Vehicle I	Mie					
Near/Far Lane :	Distance.	36 feat		-		oleType		Day	Evening	Niglá	Dally
Site Data				+		Α.		77.5%			87.42%
Barrie	r Height:	0.0 feet			Nic	edium Tre	eks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Well		0.0			F	leavy In	ICHS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. I	o Berner	100.0 feat		-	Noise Sc	51		- 6- 6			
Centerline Dist. to 0	Observer:	100.0 feet		-	NOIST SE	Autos		000	101)		
Barrier Distance to 0	Diserver:	D.O. feet			A America	нины п Тписка		297			
Observer Height (Abi	ove Padj:	5.0 feat				v Trucks			Grade Ad	iustment	0.0
	Revetion:	0.0 feet									
	Revation:	0 0 feet		L	Lane Eq				feat)		
	ad Grade:	0.0%				Autos		494			
		-90.0 degrees				n Trucks		404			
Ri	ght View:	90 0 degrees			Heav	y Trucks	59	413			
FHWA Noise Wodel C		rattic Flow	·		1 21 2	Road	Fresi		Barrier Att		467
VehicleTyne	71.78	rattic Flow [ 0.82	LAS	fance -4.5		-1.20		4 77	Barner Att		m Atten 0.000
Medium Trucks:	82.40	-16.42		-4.5 -4.5		-1.20		-4.77 -4.58		inn	0.000
mediam macks Heavy Trucks	62,40 88,40	-20.38		-4.0		-1.20		-5.16		IOD IOD	0.000
Unmitigated Noise L						-1.20		-0.70	0.0		0.000
VehicleType (je			arrice.		vening	Lea N	lioht	T	l do	T - C	VE)
Autos	66.8		0		63.2		57.		85 8	3	86 4
Medium Trucks:	60.3	58	8.8		52.A		50.8	j	59.3	3	59.5
Heavy Trucks	6.03	58	9.9		49.8		51.1	1	59.5	5	59.8
Vehicle Noise.	60.5	66	7.7		63.7		58.9	3	67.4	-	67.8
Centerline Distance i	o Noise Con	tour (în feet)									
				70	49.4	65.5	5.4	7	0.694	- 55	de A

Friday, November 88, 2913

Scenario:	Year 2018	Without	Project				Project	ivame:	Moren	. Valley VV	almart	
Road Name:	Perris Bou	levard					Job No	imber.	8970			
Road Segment:	North of Al	essandr	o Boulev	ard								
SITE SI	ECIFIC II	SPUT D	ATA			**********	H	OISE	MODE	LINPUT		******
Highway Data					S.	ite Conc	litions (	Hard :	= 10, Sc	rit ≈ 15)		
Average Cally Tr	affic (Adl):	22 516	vehicles						Autos:	15		
Peak Hour Pi		10%				Med	lum Yru	oks (2	Axles).	15		
Peak Hou	ır Volume	2,252	vehicles			Hea	ny Truc	ks (J+	Axles):	15		
Veni	de Speed:	55	moti			ehicle M						
Near/Far Lane	Distance.	36	feat		-		neTvpe	_	Dav	Eveninal	Night	Dally
Site Data						VEHA		utos:	77.5%			87.429
					-	0.60	n dium Yr		64.9%	181 4770	10.3%	1.649
	er Height:		feet				easv Ir		88 5%		10.8%	0.749
Barrier Type (0-Vira)		0.0					casy /i	warre.	66.570	2.170	10.076	6.747
Centerline Dist.		100.0			N	oise Sa	urce El	vatio	ns (in fe	6t)		
Centerline Dist. to		100.0			-		Autos	: 0	.000			
Barrier Distance to			feet			Medium	Trucks	: 2	297			
Observer Height (Al			feet			Heavy	Trucks	. 8	.006	Grade Adj	ustment.	0.0
	Elevation:		feet			ene Equ	(restores	Dieto	ena Car	So and		
	erevasion: ad Grade		feet		1	one aqu	Anins		494	500		
mo	red Grade Left View	0.0				Mediun	110100		1.484			
	Len View: Right View:		degrees				: гисна Тгисна		1413			
,	ogni view:	90.0	degrees			meany	1700%	. 98	413			
FHWA Noise World	Catculation	s										
VehicleType	REMEL.	1 raffic	Flow	Dsian	00	Firite F	1080	Fres	nel	Barrier All	en Ber	m Allen
Autos.	71.78		0.70		4.52		-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40		-16 54		4.51		-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	86.40		-20.49		4.51		-1.20		-5.16	0.0	100	0.00
Unmitigated Noise i	evels (with	out Top	oo and b	arrier e	itenu	ationi						
VehicleType L	eq Peak Ho	ur L	eq Day	Le	q Eve	ening	Legi	Vight	T	Lán	Ci	NEL
Autos:	6.6	3.8	8/	9		63 1		57	0	85 7		86
Medium Trucks:	60	0.2	58	3.6		52.3		50	7	59.3	2	59.
Heavy Trucks	91	1.2	50	9.6		49.7		51	.0	59.3	3	59.
Vehicle Noise.	68	3.3	86	3.6		63.6		58	8	67.3	3	67.
Centerline Distance	to Noise C	antaur i	în feeti									
				7	70 d£	3/4	650	EA.	1 6	0 d5A	.55	dE.A
			Le	in:	98		16	2		307		61
			CNE		7.1		17			330		11

Road Nan	io: Year 2018 i ne: Perris Souli né: North of Co	everd				Project N Job Nu			n Valley W	almart	
SITE	SPECIFIC IN	PUT DATA	*******		***********	N E	DISE A	ODE	LINPUT	S	**********
Highway Data				- 1	Site Cor	ditions (	Hard in	10, Sc	oft in 15)		
Average Daily	Traffic (Adt): 2	7,328 vehicle	5				,	Autos:	15		
Peak Hour	Percentage:	10%			Mc	edium True	3cs (2 /	orles):	15		
Peak h	lour Volume:	2,733 vehicle	s		He	avy Truck	8 (3+ 4	ixles):	15		
Ve	hicle Speed:	55 mph		-	Vahiate	NW3 -					
Neav/Far La	ne Distance:	36 feet		- +		nn <b>x</b> ricleType	-	Dav	Evening	Shahi	Darly
Site Data					V 671			77.5%		9.6%	97.42%
						edium To.		84 6%		10.3%	1 84%
	rrier Keight:	0.0 feet				Heavy Tru		96.6%		10.3%	0.74%
Barrier Type (0-VI		0.0				-cery me	GNO.	09.U X	2.170	10.075	0.74%
Centerline Di		100.0 feet			Noise 5	ource Ele	vation	i (in fe	et)		
Centerline Dist.		100.0 feet				Autos:	0.0	100			
Barrier Distance		0.0 feet			Mediu	m Trucks:	2.0	97			
Observer Height (		5.9 heet			Hear	y Truces.	8 (	106	Grade Ad,	iustment	0.0
	ad Elevation: ad Elevation:	0.0 feet		-		uivaient i	W				
	ad Erevation: Road Grade:	0.0 feet		F	Lane Ci;	Autos			689		
	Fruett Urauet Left View	-90.0 deans			Admin .	ников. т Тписка:					
	Platt View:	-80.0 degre 90.0 degre		- 1		n Trucks: w Trucks:					
	rigiz view.	90.0 dagre	es		near	gy szaczna.	10.	+13			
FHWA Noise Mod											
VehicleType	REMEL	Traffic From	O.	stance		Road	Fresh		Barrier 4tt		m Atten
Autos	71.76	1.64		-4.5		-1.20		4.77	0.0		0.000
Medium Trucks	92.40	-15.70		-4.5		-1.20		4.89	0.0		0.000
Heavy Trucks	96.40	-19 65		-4.5		-1.20		-5.16	0.0	100	0.000
Unmitigated Nois											
	Leg Peak Hou			Leg E	vening	Leq N			Ldn		WEIL.
Autos	67	-	65.7		63.9		57.8		68.6		67.1
Medium Trucks	61		59 5		53 1		51.9		1.69		60.3
Heavy Trucks: Vehicle Noise:	61		59.6 87.4		50.6 84.5		51.8 59.6		69.1		69.3 89.8
		-			04.0		59.0		69.		68.6
Centerline Distan	ce to Naise Co	intour (in feet	,	70.	dBA	85 d	0.4		0 d8A	1 55	d9A
				100	1071	0.746			U GENT	1 307	-2-171

Friday, Nevernber 68, 2613

					<b></b>						
Scenario	Year 2018 V	Vithout Project				Project N	lame:	Morer	no Valley W	almart	
Road Name	: Perris Soula	ward				Job Nu	mber:	8870			
Road Segmen	: South of Ale	ssandro Boulev	and								
	PECIFIC IN	PUT DATA	****						L INPUT	S	
Highway Data				Sis	e Can	ditions (:	Hard:	10, S	oft = 15)		
Average Daily T	raffic (Adt): 2	2,744 vehicles						Autoe	15		
Peak Hour F	ercentage:	10%			Mer	dium Truc	:ks (2	Axles).	15		
Peak Ho	ur Volume:	2,274 vehicles			He	avy Truck	8 (3+	Axles).	15		
Veh	iale Speed:	55 mph		1/0	hicte i	1874					
Near/Far Lan	e Distance:	36 feet		100		delivoe		Oav	Evening	stight	Daily
Site Data					* 0111		itos:	77.59		9 636	
					4.4	odium To.		84.69		10.3%	
	ier Keight:	0.0 feet		- 1		leavy Tru	E 1 001	86.69		10.8%	
Barrier Type (0-Wa		0.0								10.070	0.1 170
Centerline Disi Genterline Dust II		199.9 feet 199.9 feet		No	ise 5c	urce Ele	vatio	ns (in i	(set)		
		0.0 feet				Autos:	0	.000			
Barrier Distance to		0.0 10.31			we diu	n Trucks:	2	.297			
Observer Height (#		5 8 feet			Heav	у Тишска.	8	906	Grade Ad	iustmeni	0.0
	d Elevation: d Elevation:	0.0 feet 0.0 feet		177	na Car	ilvalent i	-	seo (In	to and		
	a Erevation: nad Grade:	0.0 10.50			ie cije	Autos		494	7009		
H	Left View:	0.0%				n Trucks:		404			
		-80.0 degrees				n i ruciis. v Truciks:		413			
	Right View:	90.0 degrees			risav	y Fraces.	90	.413			
FHWA Noise Mode	Calculations										
VehicleType	REMEL	Traffic Frow	Dis		Finite	Road	Fres	1001	Barrier Alt	en Bei	m Atten
Autos:	71.79	0.75		-4.52		-1.20		-4.77	9.6	00	0.000
Medium Trucks:	82.40	-18.49		-4.51		-1.2D		-4.85	9.0	100	0.000
Heavy Trucks	86.40	-29.46		-4.51		-1.2D		-5.16	9.0	100	0.000
Unmitigated Noise	Levels (with	ut Topo and b	7773	er attenua	tion)						
VehicleType :	eg Peak Hou	Leg Day	-T	Leg Ever	ning	Leg N	ighi	T	Ldn		NEL.
Autos	68.		.8		68.1		57.		65.		68.3
Medium Trucks	60.	2 58	1.7		523		50	8	58.	2	68.5
Heavy Trucks:	60.	2 56	.8		49.0		51.	0	59.4	1	69.6
Vehicle Noise:	88.	4 86	.6		83.7		58.	8	67.		€7.8
Centerline Distanc	e ta Naise Co	ntour (in feat)									
Centerline Distanc	e ta Naise Co			70 d8.	4	85 d		1	60 dBA 308		dBA BB

Friday, November 88, 2913

Friday, November 08, 2013

Fitday, November 69, 2013

Road Nan	io: Year 2018 ne: Perris Bou nf: North of C	levard					ime: More ber: 8870	no Valley Vi	fairnart	
SITE Hishway Data	SPECIFIC II	APUT I	ATA		Vita Can	NOI Iditions (H		EL INPUT	5	
Average Dally	Traffic (Ash)	21.020	ve hicles		She Cor.	iciacións (m	Auto			
	Percentage:	189			60-	alum Truck				
	rercentage. lour Volume:		vehicles			aw Trucks				
	hicle Speed.		mph				in. uver	Zi 19		
	ne Firstance		feet		Vehicle.					
	Distance.				Veh	ide?ype	Day	Evening	Night	Daily
Site Data						Auh			9.6%	97.42%
	rrier Height:		feet			edium Truc			19.3%	1 94%
Barrier Type (0-V		0.0			,	Heavy Truc	ks: 86.5	% 2.7%	10.6%	0.74%
Centerline Di		100.0			Noise S	ounce Elev	ations (in	feet)		
Centerline Dist.		100.0				Autos.	0.000			
Barrier Distance			feet		Mediu	m Trucks	2.287			
Observer Height (			feet		Heat	n Trucks:	8.008	Grade Ad	justment.	0.0
	ad Elevation.		feet							
	ad Elevation:		feet		Lane Eq	uivalent D		17001)		
	Road Grade:	0.6			44	Autos: m Trucks:	98.494			
	Left View.		degrees			m i rucks: nr Trucks.	98 413			
	Right View:	80.0	degrees		Heal	ry i ruens.	86.413			
FHWA Naise Mad	ei Calculation	ıs								
Versicie Type	REMEL		Flow D	fistance	Finite	Road	Fresnel	Berner Aft		nı Alten
Aulos	71.76		0.42	-4		-1.20	-4.7.		000	0.000
Medium Trucks:	82.40		-16.82	-4.5	51	-1.20	-48	9 6.0	900	0.000
Невуу Тгискв.	96.40		-2G.7B	-4:	61	-1.20	-5.11	3 G.I	309	0.000
Unmitigated Nois	e Levels (witi	out Top	oc and ban	rier atte	nuation)					
VehicleType	Leg Peak Ho	ur I.	.eq Dəy	Legi	Evening	Leg Nig	iht	Ldn	C	WEZ.
Autos:	8-	3.5	64.6		62.6		56.8	65.	4	66.0
Medium Trucks.	5	3.9	58.4		52.0		50.5	56.5	9	59.1
Heavy Trucks:	5:	3.8	58.5		48.4		50.7	58.	1	58.2
Vehicle Noise:	6	3.1	68.3		63.3		58.5	87.	)	67.5
Centerline Distan	ce to Noise C	ontour	(in feet)							
				70	dBA	65 dB.	4	60 dBA	55	dB.A
			Lahr.		63	136	-	294	- 6	33
			CM67		69	1.47		918	6	61

Finday, November 69, 2013

Scenario: Year 201	8 Withou	t Project			Project N	ame: Morer	to Valley Va	simarr	
Road Name: Perris Bo					Job Nut	nber: 8870			
Fload Segment: South of	John F. F	Kennady E	Oriva						
SITE SPECIFIC	NPUT	BATA	**********	-		ISE MODE		S	-
lighway Data				Site Cor.	ditions (f	fard = 10, S	ařt = 15)		
Average Daily Traffic (Adt).	23,866	vehicles				Autos	15		
Peak Hour Percentage:	191	16		Me	alurn Truc	hs (2 Axies).	16		
Peak Hour Volume:	2,369	vehicles		He	avy Truck	s (3+ Axies).	15		
Vehicle Speed.	65	roph		Vehicle	Miv				
Near/Far Lane Distance:	88	feet			ideTvae	Day	Evening	Night 1	Dairy
ite Data				-		foe: 77.53		9.6%	97.42%
Barrier Height	0.1	feet		5.0	edium Trui	oks: 84.89	6 4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).				1	leavy Tru	sks: 86.59	6 2.7%	10.6%	0.74%
Centerline Dist. to Barrier.		feet		N-1 6		ations (in t			
Centerline Dist. to Observer.	100.0	feet		100/se Si	Autos	B BBB	6119		
Barrier Distance to Observer	9.0	feet		A Constitution	n Trucks:	2.287			
Observer Height (Above Pad).	5.0	feet			v Trucks:	8 008	Grade Ad	i colomant	6.0
Pad Elevation	0.0	) feet						perder ric:n.	0.0
Road Elevation	9.0	feet		Lane Eq		listance (in	feet)		
Road Grade.	0.0	396			Autos:	87.316			
Left View.		) degrees		1	m Trucks:	87 214			
Right View.	90.0	degrees	5	Heat	y Trucks.	87.224			
HWA Noise Model Calculation	ris								
VehicleType REMEL	Traffic	Flow	Distance	: Finite	Pload	Fresnei	Barrier Att	en Ben	n Alten
Aulos 71.	-	0.96	-	.74	-1.20	-4.77		360	0.000
Medium Trucks: 82.4	-	-16.2B	_	.73	-1 20	-4 88		900	0.000
Heavy Trucks. 96.4	10	-20.24	-3	73	-1.20	-5.16	6.0	000	9.990
Inmitigated Noise Levels (wi	thout To	ps and b	arrier att	enuation)					
VehicleType Leg Peak t:	GUV .	Leg Day	Leg	Evening	Leg Ni		Ldn		άΕΙ.
Autos:	37.9	6	5.8	64.1		58.1	66.7	7	67.
Medium Trucks.	31.2		9.7	69.3		61.6	60.3	2	60.3
***************************************	31.2		9.8	50.8		52.0	6C.4		6C.:
Viehicse Maiser	58.4	6	7 R	647		58.8	88.3	3	891

		Without Project	t	PI	roject Ivian	ne: Moren	e Valley VV	almart	
	e: Perris Bou				iob Numb	er: 8970			
Road Segmen	t: South of C	actus Avenue							
SITE S	PECIFIC II	SPUT DATA			NOIS	E MODE	LINPUT	5	
Highway Data				Site Condit	ions (Ha	rd ≈ 10, Si	oft ≈ 15)		
Average Daily i	raffic (Adl):	22,206 venicle	· S			Autos:	15		
Peak Hour !	Percentaga.	10%		Media	on Trucks	(2 Axles).	15		
Peak Hi	our Volume	2,221 vehicle	is .	Heavy	/ Trucks (	3+ Axles):	15		
Ver	ricle Speed:	55 mph		Vehicle Mis	,				
Near/Fat Ler	e Distance.	9B feat		Vehicle		Dav	Evening	Niglá	Dally
Site Data					Auto				87.42%
	rier Height:	0.0 feet		Media	ит Тписк	5: 64.9%	4.9%	10.3%	1.64%
Bander Type (0-ym		0.0		Hee	avy Trucki	s. 86.5%	2.7%	10.8%	0.74%
Centerline Dis		100.0 feat							
Centerline Dist. f.	o Observer	100.0 feet		Noise Sour			ces		
Barrier Distance t	o Observer:	0.0 feet			Autos:	0.000			
Observer Height (r	Above Padi:	5.0 feat		Medium 7		2 297	Grade Ad		0.0
Pa	d Elevation:	0.0 feet		Heavy 1	YUCHS.	8.006	Orace Ac	usameni.	0.0
Roa	d Elevation:	0.0 feet		Lane Equiv	alent Dis	tance (in	feet)		
F	Road Grade:	0.0%			Autos:	87.316			
	Left View:	-90.0 degre	es	Medium 7	rucks:	87.214			
	Right View:	90 0 degre	es	Heavy ?	Tucks:	67 224			
HWA Noise World	d Catculation	· · · · · · · · · · · · · · · · · · ·							
VehicleTyne	REMEL	Traffic Flow	Distance	Finite Ro	ed F	resnel	Barrier Att	en Ber	ro Atten
Autos	71.78	0.84	-3.	74 -	1.20	-4.77	0.0	100	0.004
Medium Trucks	82.40	- 16 60	-3.7	73 -	1.20	-4.58	0.0	100	0.008
Heavy Trucks:	66.40	-20.55	-3.	73 -	1.20	-5.16	0.0	100	0.009
Unmitigated Noise	Levels (with	out Topo and	barrier atte	nuationi					
Vehicle Type	Leg Peak Ho	ur Leg Day	y Legi	vening	Leg Nigt	rf .	Lán	Ci	NEL
Autos	63	1.5	65 G	63.8		578	86 4	1	87 :
Medium Trucks:	61	9.6	58.4	53.0		51.5	59.8	3	90.0
Heavy Trucks	61	0.9	59.5	50.5		51.7	60.1		60.3
Vehicle Noise	01	1	67.3	84.3		59.5	68.5		68.5

Friday, November 88, 2013

	Year 2018 W Penis Bouley				rojeci ivan Job Numbi		e Valley VV	aimart	
Road Name: Road Segment					omuvi doc	SV. 8010			
	************	**********		***********	***********	*******	***********		******
	PECIFIC INP	UT DATA		Site Candi			LINPUTS		
Highway Data				Site Conor	oons (nar				
Average Daily Li						Autos:			
Peak Hour P		10%			um Trucks		16		
		,395 vehicles		Hear	y Trucks (	)+ Ax(es):	15		
	cle Speed:	55 mph	ľ	Vehicle Mi	τ				
Near/Far Lans	Distance.	98 feat	Ī	Vehicle	еТуре	Day	Evening	Nigix	Dally
Site Data					Autos	77.5%	12.9%	9.8%	87.42%
Flare	er Height:	0.0 feet		Med	ium Trucks	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wa		0.0		He	avy Trucks	. 88.5%	2.7%	10.8%	0.74%
Centerline Dist.		100 0 feat	-						
Centerline Dist. to	Observer:	100.0 feet	-	Noise Sau	Autos:	n nnn	961)		
Barrier Distance to	Observer:	0.0 feet		Medium		2.297			
Observer Height (A.	bove Padi:	5.0 feat					Grade Adju	colonopat	0.0
Pac	Elevation:	0.0 feet		Heavy	LUCKS.	8.006	Grade Aujo	aounan.	0.9
Road	Elevation:	0.0 feet		Lane Equi	valent Dis:	ance (in	feet)		
Ro	oad Grade	0.0%	[		Autos:	87.316			
	Left View:	-90.0 degrees		Medium	Trucks	87.214			
J	Right View:	90 0 degrees		Heavy	Trucks:	67 224			
FHWA Noise Model									
VehicleType			) si ance	Finite Ri		esne/	Barrier Alle		m Alten
Autos	71.78	0.39	-3.7		1.20	-4.77	0.0		0.000
Medium Trucks	82.40	- 16 85	-3.7		1.20	-4.58	0.0		0.003
Heavy Trucks:	86.40	-20.80	-3.1	3 .	1.20	-5.16	0.0	00	0.009
Unmitigated Noise	Levels (withou	it Topo and ban	rier etter	nuation)					
VehicleType 1.	eq Peak Hour	Leg Day	Leq E	vening	Leg Nigh	·	Lan	Ci	VEL
Autos:	67.2	85.8	3	83.6		7.5	86 1		86
Medium Trucks:	60.6	59.1		52.8		11.2	59.7		59.8
Heavy Trucks	60.7	59.2	2	50.2		1.5	59.8		59.9
Vehicle Noise.	69.8	67.1		64.1		9.2	67.8		68.
Centerline Distance	to Noise Can	tour (in feet)							
				dBA	65 dBA		0 dBA		dEA.
		/ dn		1.3	163		330	7	11
		CNEL		18	186		356		85

		Without Project					Name: imber		o Valley W	almart	
	ne: Perris Soul					Job IV	umber:	8870			
**********************		hn F. Kennedy i	Jilve	-	**********						***********
Highway Data	SPECIFIC IN	IPUT DATA		+	Ch. C.	N ditions			LIMPUT	5	
<del>.</del>					SHE COL	macins					
		19,704 vehicles				olium Ta.		Autos:	15 15		
	Percentage:	10%									
	laur Valume:	1,970 vehicles			116	avy Truc	88 (J+ )	4XIE S):	15		
	thicle Speed: the Distance:	55 mph			Vehicle	<i>Mix</i>					
Near/-ar La	ine Distance:	98 feet		- [	Vet-	icleType		Day	Evening	Thight	Daily
Site Data						A	utos:	77.5%	12.9%	9 636	97 4 2%
Ba	rrier Keight:	0.0 feet			M	edium Tr	uctos.	84.6%		10.3%	1.84%
Barrier Type (0-VI	Vall, 1-Berry:	0.0				Чевку Тг	ucks:	96.6%	2.7%	10.8%	0.74%
Centerline Di	ist to Barrier.	100.0 feet		-	Maira S	ource Ele	sustian	e Confe	n.avt)		
Centerline Dist.	to Observer:	100.0 feet		H	770750 0	Autos		000	-04		
Barrier Distance	to Observer.	0.0 feet			Machin	т Тписка		297			
Observer Height	(Above Pad).	5.9 teet				iv Trucks		006	Grade Ad.	iustment	0.0
	ad Elevation:	0.0 feet		L		*					
	ad Elevation:	0.0 feet		- 1	Lane Eq	uivaient			f6 <i>8</i> t)		
	Road Grade:	0.0%				Autos		318			
	Left View:	-90.0 degree				т Тписка		214			
	Right View:	90.0 degree	S	- 1	Heat	ry Trucko	: 87.	224			
FHWA Noise Mod	let Calculation										
VehicleType	REMEL	Traffic Flow	Distan			Road	Frest		Barrier 4tt		m Atten
Autos:	71.76	0.12		-3.7		-1.20		-4.77	0.0		0.00
Medium Trucks:	92.40	-17.12		-3.7		-1.20		-4.89	0.0		0.00
Heavy Trucks	86.40	-21 07		-3.7	3	-1.20		-5.18	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo and L	arrier a	tter	uation)						
VehicleType	Leg Peak Hou	r Leg Day	Le	q E	vening	Leq1	Vight	T	Ldn		WEIL
Autos	67		5.1		63.3		57.3		65.9		68.
Medium Trucks	60		8 8		52 5		598		59.6		59.
Heavy Trucks:	60		9.0		49.9		51.2		59.5		59.
Vehicle Noise:	88	.5 8	6.0		83.0		59.1	2	67.5	9	66.
Centeriine Distan	ce to Naise Co	ontour (in feet)									
			1	70 :	d8A	85 (	1BA	1	00 dBA	55	dBA

Friday, Nevernber 08, 2013

	io: Year 20:18 se: Pemis Boul		t					More: 8870	no Valley M	falmart	
	ne: Irremis Blour nž: Gentian Av		m, 2			JOD 74	ımper.	8670			
***************************************	*******	***************************************	nay 2		200000000						
Highway Data	SPECIFIC IN	PUT DATA		- 1.	Side Car				EL INPUT laft = 15)	S	
					ne co	randons	774713				
Average Daily		89,789 vehicle 18%	S					Autos			
	Percentage:					olum Ta					
	laur Valume:	2,080 vehicle	S		FIE	avy Truc	KS (3+	AXIES)	: 15		
	hicle Speed	55 mph		1	/ohicto	Mix					
Near/-ar La	ne Distance:	98 feet			Ver	icleType		Day	Evening	Nighi	Daily
Site Data						/	utos:	77.59	6 12.8%	9 6%	87 42%
Sa	rrier Keight:	0.0 feet			M	edium Tr	ucks.	84.69	4.8%	10.3%	1,84%
Barrier Typie (0-VI	Alt. 1-Sermi:	0.0				Heavy Tr	ucks:	86.69	% 2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	3-7 F	ource El		0	r		
Centerline Dist.	to Observer:	100.0 feet		12	90150 D	Auto		1000	1980)		
Barrier Distance	to Observer:	0.0 feet		i	Color at la	тиско т Тписко		297			
Observer Height (	Above Pad).	5.8 teet		- 1		н тискі ы Тецен		1.297	Grade Ad	ivetmani	0.0
P	ad Elevation:	0.0 feet		L		,				,0-24.1172171	
Ro	ad Elevation:	0.0 feet		4	ane Eg	ulvaient	Disto	nce (în	feet)		
	Road Grade:	0.0%				Autos		318			
	Left View:	-90.0 degre	es			т Тпискі		7.214			
	Rigiż View:	90.0 dagre	ēS		Hear	ry Trucki	8.	7.224			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	0	stance	Finite	Road	Fred	ner	Barrier Alt	en Ber	m Atten
Autos:	71.79	0.38		-3.74		-1.20		-4.77	0.0	100	0.000
Medium Trucks:	82.40	-18.88		-3 73	3	-1.20		-4.89	9.0	000	0.000
Heavy Trucks	86.40	-29 84		-3.73	3	-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	uation)						
VehicleType	Leg Peak Hou			Leg Ev		Leq.			Ldn		WEIL
Autos	67		65.3		63.5		57		68.		68.7
Medium Trucks	60		59 1		52 ?		51		59.		68.8
Heavy Trucks:	60		59.2		50.2		51		59.1		59.9
Vehicle Noise:	68	.8	87.0		84.1		59	.2	67.	7	68.2
Centeriine Distan	ce to Naise Co	intour (in feet	)		in c		15.4		32 15 4	7	
			!	70 s		85:			69 dBA 328		dBA
			Lan:	7		13					D7

Friday, November 08, 2013

Friday, Neveraber 08, 2013

	rio: Year 2018 W ne: Perris Bouley					ime: Morei ther: 8878	to Valley V	aimart	
	nf: Driveway 3 to								
	SPECIFIC INP	UT DATA	-	**********			L INPUT	8	
Highway Data				Site Con	ditions (H	erd = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 20	,727 vehicles				Autos			
	Percentage:	10%			alum Truck				
Peak F	Hour Volume: 2	,073 vehicles		Re	avy Trucks	(3+ Axies)	15		
Ve	rhicle Speed.	55 mph	1	Vehicle I	Wy				
Near/Fer La	ine Distance:	93 feet			ideType	Day	Evening	Night	Daity
Site Date					Auf	as: 77.51	6 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		5A	edium Truc	ks: 84.89	6 4.9%	19.3%	1 84%
Barrier Type (0-V	Vall. 1-Berml.	0.0		<i>+</i>	leavy Truc	ks: 86.59	€ 2.7%	10.8%	0.74%
Centerline Di		100.0 feet		Maine C	ource Elev	ations (in			
Centertine Dist.	to Observer.	160.0 feat	1	700386 30	Autos	0.000	eng		
Barrier Distance	to Observer	0.0 feet		A sin etii u	m Trucks	2.287			
Observer Height	(Above Pad):	5.6 feet			v Trucks:	6.008	Grade Ad	ius/menf	0.0
	ad Elevation.	0.0 feet	į						
	ed Elevation:	0.0 feet		Lane Eq	uivalent Di		feet)		
	Road Grade:	0.0%			Autos:	87.316			
		-90.0 degrees			m Trucks:	87 214			
	Right View:	90.0 degrees		Heat	y Trucks.	87.224			
FHWA Naise Mad	lei Calculations		i						
Verlide Type			stance			Fresnel	Berner Att		m Alten
Aulos	71.70	0.34	-3.7		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-16.90	-3.		-1 20	-4 88	0.0		0.000
Невуу Тrискв.	86.40	-20.85	-3	13	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois			er atte	nuation)					
Versicle Type	Leg Peak Hour		Leg E	vening	Leg Nig		Ldn		WEZ.
Aikas:	87.2			63.5		57.5	66.1		66.7
Medium Trucks.	8.08			52.7		51.2	59.6		59.9
Heavy Trucks	60.6			50.2		51.4	58.8		58.9
Vehicle Noise:	68.8	67.0		64.1		58.2	87.7	,	89.3
Centerline Distan	ce to Noise Con	itour (in feet)							
				dBA	65 dB.	Δ.	60 dBA		ав.А
		Lahr.		71	152		326		06
		CMS7 :		78	184		969		40

Finday, November 69, 2013

Scenario: Year 20		t Project					no Valley V	simart	
Road Name: Perris B					Job Mur	nber: 8870			
Fload Segment: South of	iris Aveni	18							
SITE SPECIFIC	INPUT	BATA					EL INPUT	S	
lighway Data			S	ite Con	ditions (F	lard = 10, i	Sařt = 15)		
Average Daily Traffic (Adt)	20,634	vehicles				Auto	s: 15		
Peak Hour Percentage	: 109	%		Me	alurn Truc	ks (2 Axied	J: 15		
Peak Hour Volume	2,063	vehicles		He	avy Trucki	s (3+ Axies	): 15		
Vehicle Speed	. 65	roph	-	/e hic is !	My				
Near/Far Lane Distance	: 88	feet	-	Veh	ideTvae	Day	Evening	Night	Dairy
ite Data					Au	fae: 77.5	% 12.9%	8.6%	97.42%
Barrier Helah	- 0.0	feet		5/8	edium Truc	As: 84.8	% 4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm					leavy Truc	ks: 86.5	% 2.7%	10.6%	0.749
Centerline Dist. to Barries						ations (in			
Centerline Dist. to Observer	100.0	feet	10	10159 20	Autos	an) sanaasi 0.000	1697		
Barrier Distance to Observe	0.0	feet		A Constitution	m Trucks:	2 287			
Observer Height (Above Pad)	5.0	feet			v Trucks:	8.008	Grade Ad	i usiment	0.0
Ped Elevation	0.0	feet	Ĺ		,				
Road Elevation		feet	1	ane Eq		listance (ii	n feet)		
Road Grade					Autos:	87.316			
Left View		degrees			m Trucks:	87 214			
Right View	: 90.0	degrees		Heav	y Trucks.	97.224			
HWA Noise Model Calculati Vehicle I voe REMEL		: Flow   I	Estacron	Fue to	Shad i	Erecrei	Barner Att	and flee	m Alten
Autor 71		0.32	-1 74		-1.20	-4.7		000	0.00
Medium Trucks: 82		-16.91	-3.73		-1.20	-4.8		100	0.00
Heavy Trucks. 96.		-26.87	-3.73		-1.20	-5.11		000	9.90
Inmitigeted Noise Levels (w	ithout To	oc and ban	rier atten	uation)					
VehicleType Leg Peak t		.eq Day	Leg Ev		Leg Ni	g/hf	Ldn	C	WEZ.
Autos:	87.2	65.3		63.5		57.4	66.	i*	66.
Medium Trucks.	8.08	69.1		62.7		51.1	59.8	3	59.3
Heavy Trucks:	60.8	59.2		50.1		51.4	58.7		58.
Viehicše Miniser	68 7	67.0	,	64 B		58.7	87	,	88

	o: Year 2018 e: Perris Boul	Without Projec	t			ivame: umbar:		ic Valley VV	/almart	
Road Segmen			rive		30074	umuer.	0010			
SITE	DECISIO IN	PUT DATA				OISE	MODE	LINPUT		
Highway Data	,,,	,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		Site Cor					<u>.</u>	
Average Daily i	raffic (Adf):	20.727 venicle	'S				Autos	15		
Peak Hour I		10%		Mic	dium Tre	icks (2	Axles).	15		
Peak Hi	our Volume	2,073 vehicle	s	He	eavy Trus	ks (J+	Axles):	15		
Vet	ricle Speed:	55 mph		Vehicle	44/-					
Near/Fat Lar	e Distance.	98 feat			ens poleTvoe		Dav	Eveninal	Niolx	Daliv
Site Data				461	77	utos:	77.59		9.8%	
	rier Height:	0.0 feet		1 0.6	heskum Ti		64.93		10.3%	
Barrier Type (0-Vii		0.0 reet 0.0			Heavy I		88.59		10.8%	
Centerline Dis		100.0 feat								
Centerline Dist. 1		100.0 feet		Noise S				eon)		
Barrier Distance t		D.O. feet			Auto		.000			
Observer Height (		5 (Lifest			m Trucki		297			0.0
	d Elevation:	0.0 feet		Hea	vy Truck	6 6	.006	Grade Ad	gustment	0.0
	d Elevation:	0.0 feet		Lane Eq	uivalem	Dista	ice (ln	feet)		
F	Road Grade	0.0%			Auto	5: 87	.318			
	Left View:	-90.0 degre	es	Mediu	m Truck	e: 83	.214			
	Right View:	90 0 degre	es	Hee	vy Truchi	s: 67	224			
FHWA Noise World	d Catculation	s		L						
VehicleTyne	REMEL	Traffic Flow	Distance	Firite	Road	Free	nel	Barrier Att	en Bei	m Atten
Autos.	71.78	0.34	-3	.74	-1.20		-4.77	0.0	000	0.00
Medium Trucks	82.40	- 16 90	-3	.73	-1.20		-4.58	0.0	000	0.00
Heavy Trucks:	66.40	-20.85	-3	.73	-1.20		-5.16	0.0	000	0.009
Unmitigated Noise			barrier atte	nuation)						
Vehicle Type	Leg Peak Hou	x Leg Day	/ Leq	Evening	Leg	Night	T	Łán		NEL
Autos:	67		85.3	63 5		57		86		86
Medium Trucks:	60		58.1	52.7		51		59.8		59.
Heavy Trucks	60		59.2	50.2		51		59.8		59.
Vehicle Noise	RE		67.0	84.1		59		67.	7	69.3

Friday, November 88, 2013

Scenario: Year 201	1 With out	Project			Project No	ame: Mo	renc	Valiev VV	almart	
Road Name: Perris Bo		1 rejour			Job Nun			1 1000 7 7 4	an rort	
Road Segment: North of I		Avanue								
SITE SPECIFIC	MELLE		******	******		0.00		INPUT	**********	~~~~
Highway Data	mrutt	IAIA		Site Cor	res Iditions (H				*	
Average Cally Traffic (Adl):	10.612	vahiclas				Au		15		
Peak Hour Percentage.	109			Mo	dium Truck			15		
Peak Hour Volume		vehicles			anv Trucks			15		
Vehicle Speed:	. ,	mah				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
Near/Far Lane Distance		feat	L	Vehicle						
				Ver	uoleType	Da		vening	Nigix	Dally
Site Data					Aut		.5%	12 9%	9.8%	4
Barrier Height:		feet			edum Truc		8%	4.9%	10.3%	1.643
Barrier Type (0-Wall, 1-Berm):	0.0				Heavy Truc	78. BB	.5%	2.7%	10.8%	0.749
Centerline Dist. to Barrier	100.0		ŀ	Noise S	aurce Elev	ations (	in fee	d)		
Centerline Dist. to Observer.	100.0		-		Autos	0.00	7	<u> </u>		
Barrier Distance to Observer:		feet		Media	m Trucks	2.29	,			
Observer Height (Above Pad):		feet		Hen	v Trucks	8.00	3 6	rade Adi	ustment.	0.0
Pad Elevation:		feet	-							
Road Elevation:		feet	Į.	Lane Eq	uivalent D			et)		
Road Grade	0.0				Autos:	87.31				
Left View:		degrees			m Trucks	87.21				
Right View:	90.0	degrees		Hea	vy Trucks:	67.22	4			
FHWA Noise World Catquistic	ns									
VehicleType REMEL	Traffic	Flow Dis	dance	Firite	Road	Fresnel	18	arrier All	en Ber	ro Alten
Autos 71.7	8	0.08	-3.7	4	-1.20	-4.	77	0.0	00	0.00
Medium Trucks: 82.4	0	-17 18	-3.7	3	-1.20	-4.	58	0.0	00	0.00
Heavy Trucks: 66.4	9	-21.11	-3.7	3	-1.20	-5.	16	0.0	OD	0.00
Unmitigated Noise Levels (wh	hout To	o and barri	er etter	uationi						
VehicleType Leq Peak H	our L	eq Day	Leg E	vening	Leg Nic	atat .	į	dn	Ci	VEL
Autos: (	6.8	85.0		63.3		57.2		85 E		86
Medium Trucks: t	8.01	58.8		52.4		50.9		59.4		59.
Heavy Trucks. 6	0.4	59.9		49.9		51.1		59.5		59.
Vehicle Noise.	8.5	86.7		63.8		58.8		67.5		67.
Centerline Distance to Noise	Contour	in feet)								
			70	迫A	65 dE	A	50	d5A	.55	d5A
		Ldn:		#84 8	65 dE	A		d64 115		dBA 78

				*	0.56					
Scenar	nio: Year 2018	Without Project				Project N	lame: Mo	reno Valley V	Valmart	
	ne: Perris Soul					Job Na	mber: 887	8		
Road Segme	vá: Santiage D	rive to Iris Aver	we							
	SPECIFIC IN	PUT DATA						DEL INPUT	S	
Highway Data				- 2	Site Con	ditions (		Soft = 15)		
		20,255 vehicte:					Aut			
	Percentage:	10%					iks (2 Axle			
		2,026 vehicle:	5		He	avy Truck	s (3+ Axle	s): 15		
	thicle Speed	55 :riph		- 1	Vahiate	Mix				
Near/Far La	ine Distance:	98 feet		H		icleType	De	/ Evening	Shark	Daily
Site Data						A)	tos: 77.	5% 12.9%	9 6%	97 4 2%
Sa.	rrier Keight:	0.0 feet			An	edium Tru	c/cs. 84.	6% 4.9%	10.3%	1.84%
Barrier Type (0-VI		0.0			- /	leavy Tru	cks: 96.	5% 2.7%	10.8%	0.74%
Centerline Di		100.0 feet		١.,	Vales C		vations (i			
Centerline Dist.	to Observer:	100.0 feet		1	910150 St					
Barrier Distance	to Observer.	0.0 feet			Administra	Autos: m Trucks:				
Observer Height	(Above Pad).	5.9 teet				т госка: v Trucka:			ili vetenovi	. 0.0
p.	ad Elevation:	0.0 feet			near	y itusio.	5 000	Orace He	gorannon	. 0.0
Ro	ad Elevation:	0.0 feet		1	ane Eg	uivaient i	Nistance	in feet)		
	Road Grade:	0.0%				Autos:	87.318			
	Left View:	-90.0 degree	S			т Тицекв:				
	Right View:	90.0 degree	S		Heat	y Trucks:	87.224			
FHWA Noise Mod	let Calculation	5								
VehicleType	REMEL	Traffic Flow	Dista			Road	Fresher	Barrier 48		rm Atten
Autos:	71.76	0.24		-3.74		-1.20	-4.		000	0.00
Medium Trucks:	92.40	-17.00		-3.73		-1.20	-4.		000	0.00
Heavy Trucks	86.40	-20 95		-3.73	3	-1.20	-5.	16 0	000	0.00
Unmitigated Nois			barrier	atten	uation)					
Ve hicle Type	Leg Peak Hou	r Leg Day	I.	.eq E	/ening	Leg N		Ldn	0	NEL
Autox	67	.1	35.2		63.4		57.4	68	.G	68.
Medium Trucks	60		59 0		52 S		511	59		59.1
Heavy Trucks:	60		59.1		50.1		51.3	59		59.
Vehicle Noise:	88	.7	9.98		84.0		59.1	67	.6	66.
Centeriine Distan	ce to Naise Co	ontour (in feet								
				70 c		85 d		60 dBA		dBA
				- 21		4.01		202		217E

Friday, Nevernber 08, 2013

					60N#3		20200	838			
Spenar	in: Yesr 2018	Aithour Project		********		- Project	Name:	Morez	na Valley M	(almart	
	e: Perris Boul						imber:		10 10/10y ( )	CONTROL C	
Road Segme	nt: South of Kr	ameria Avenue									
	SPECIFIC IN	PUT DATA	****	************	*********				L INPUT	S	***********
Highway Data					Site Car	ditions	Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adl): 3	0,382 vehicles		- 1				Autos	15		
Peak Hour	Percentage:	10%			Me	elium Tru	icks (2	Apriles).	16		
Peak h	lour Volume:	2,038 vehicles			He	avy Truc	ks (3+	Axles).	15		
Ve	hicle Speed	55 mph		-	Vohicte	387-					
Near/Far La	ne Distance:	98 feet		-		icleType	-	Osv	Evening	stight	Daily
Site Data							utos:	77.59		9 634	87.42%
					4.0	edium Tr		84.69		10.3%	1 84%
	rrier Keight:	0.0 fest				eolum m Heavy Tr	0.000	86.59		10.3%	0.74%
Barrier Type (0-VI		0.0				ecety 11	Ourio.	00.07	2.170	10.076	0.1770
Centerline Di		199.9 feet		1.	Voise 5	ource El	vation	s (in t	(set)		
Centerline Dist.		100.0 feet		F		Autos	: 0	000			
Barrier Distance		0.0 feet			Mediu	m Trucks	: 2	297			
Observer Height (		5 8 teet		- 1	Hear	y Trucks	. 9	900	Grade Ad	justment	0.0
	ad Elevation:	0.0 feet		-							
	ad Elevation:	0.0 feet		12	ane Eg	ulvaient			reetj		
	Road Grade:	0.0%		- 1		Autos		318			
	Left View:	-90.0 degree				т Тписка		214			
	Right View:	90.0 degree	S		Hear	ry Trucks	87	224			
FHWA Noise Mod	el Calculation	;									
VehicleType	REMEL	Traffic Frow	Oi	stance	Finite	Road	Fres	101	Barrier Alt	en Ber	m Atten
Autos:	71.79	0.27		-3.7	4	-1.20		-4.77	9.0	100	0.000
Medium Trucks:	82.40	-18.97		-3.7	3	-1.2B		-4.85	9.0	000	0.000
Heavy Trucks	86.40	-20.82		-3.7	3	-1.20		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and I	ar.	ier atter	uation)						
VehicleType	Leg Peak Hou			Leg E		Leq I			Ldn		VEIL
Autos	67		5.2		63.5		57.		68.1		68.6
Medium Trucks	60	.5 5	9.0		52 €		51	1	58.	3	68.8
Heavy Trucks:	60	5 5	9.1		50.1		51.	3	59.1	7	59.6
Vehicle Noise:	88	.7 8	8.9		84.0		59.	1	67.	7	69.1
Centerline Distan	ce ta Naise Co	ntour (in feat)									
			٦	70 :	1011	851			69 dBA	0.0	dBA
			do:	7	e	18	50		324	- 6	99

Friday, November 98, 2013

Friday, Nevernber 08, 201

	rio: Year 2018 VV ne: Parris Boulev					ime: Morer ber: 8870	o Valley W	aimart	
Road Segme	nt: North of San	Michele Road							
	SPECIFIC INP	UT BATA		***********			L INPUT	5	
Highway Data				Site Cor	iditions (H				
	Traffic (Adt). 21					Autos			
	Percentage:	10%			olurn Truch				
		161 vehicles		He	evy Trucks	(3+ Axies)	15		
	rhicle Speed.	55 mph	1	Vehicle.	Mix				
Near/Fer La	ine Distance:	S8 feet	ì	Veh	ide?ype	Day	Evening	Night	Dairy
Site Date					Auh	as: 77.59	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			edium Truc			10.3%	1 84%
Barrier Type (0-V	Vall, 1-Berryl.	9.0		- /	Heavy Truc	ks: 88.59	6 2.7%	10.6%	0.74%
Centerline Di	ist to Barrier:	100.0 feet		Maies S.	ource Elev	atione (in i	(s.ar)		
Centertine Dist.	to Observer.	160.0 feat	1	770726 01	Autos	0.000	009		
Barrier Distance	to Observer	0.0 feet		Asacii:	m Trucks	2.287			
Observer Height	(Above Pad):	5.0 feet			n Trucks:	6.008	Grade Ad	ustment:	0.0
	ad Elevation.	O.C feet							
	ed Elevation:	0.0 feet		Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%	i		Autos:	87.316			
		-90.0 degrees			m Trucks:	87 214			
	Right View:	80.0 degrees		Heat	ry Trucks.	87.224			
FHWA Noise Mod									
Verticae Type			stance			Fresnel	Berner Att		m Alten
Aulos	71.70	0.52	-3.7		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-16.72	-3.		-1 20	-4 88	0.0		0.000
Невуу Глискв.	96.40	-20.67	-3 :	13	-1.20	-5.16	0.0	100	0.000
Unmitigated Nois			er atte	nuation)					
VehicleType	Leg Peak Hour		Leg E	vening	Leg Nig		Ldn		νEI.
Aidas	87.4	65.5		63.7		57.6	66.3		66.9
Medium Trucks.	8.08	59.3		52.9		51.3	59.8		60.0
Heavy Trucks:	60.8	59.4		50.3		51.6	58.9		60.
Vehicle Noise:	68.8	67.2		64.2		58.4	67.5	1	60.4
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dB.	٥	60 dBA		dB.A
		Lish.		73 79	158		337 989		26 61

	o: Year 2018		st Projec							o Valley Vi	/simart	
	e: Perris Bou						Job Nu	mber:	0870			
Fload Segmer	t: North of i-	lariey K	nez Beul	ayard		***********		000000		*************		
	SPECIFIC I	NPUT	DATA							L INPUT	s	
Highway Data						Site Cor	ditions (	Hard	= 10, S	ořt = 15)		
Average Daily			vehicle	s					Autos:			
Peak Hour	Percentage:	10	96			Me	alum Trui	H8 12	Axies):	16		
	our Volume:		vehicle	S		He	avy Truct	s (3+	Axies):	15		
	hicle Speed.	45	mph		-	Vehicle.	Mix					
Near/Far La	ne Distance:	24	feet		-	Veh	ideTvae	- 1	Dav	Evening	Night	Dairy
ite Data							A	ifas:	77.59	12.9%	8.6%	97.42%
Res	nier Heiaht:	n:	C feet			5/3	edium Tri.	oks:	84.89	4.9%	10.3%	1 949
Barrier Type (0-W		0					Heavy Th.	cks	86.5%	2.7%	10.6%	0.74%
Centerline Da			D feet		- 1							
Centerline Dist			C feet		-	Maise S	ounce Ele			5 <i>9</i>		
Barrier Distance	to Observer	0.	0 feet				Autos.		.000			
Observer Height (	Above Padi:	5.	0 feet				m Trucks		.287	Grade Ad	A) column of	0.0
Pe	d Elevation	0.	0 feet			H601	ry Trucks:	6	.000	State Mu	guan ien.	0.0
Ros	d Elevation:	9.	0 feet		ſ	Lane Eq	uivalent i	Distal	nce (in	feet)		
1	Road Grade:	0.	0%				Autos		3.403			
	Left View.	-90.	C degree	25		Mediu	m Trucks:	88	314			
	Right View:	80.	0 degres	es.		Hear	ry Trucks.	86	1.323			
HWA Noise Made	ul Calautatia				i							
Vehicle I voe	REMEI		c Flow 1	09	stance	Finde	Broad I	Fred	ne: I	Barrier Att	Son Rev	m Aiten
Approx	88.4	A	2.91		-4.5		-1.20		4 77		nno	0.00
Medium Trucks	79.4	5	-14.33		-4.5	7	-1.20		-4.88	0.1	000	0.00
Heavy Trucks.	94.2	5	-16.29		-4.5	7	-1.20		-5.16	6.1	080	9.90
Inmitigated Noise	Laurie fuit	haut Te	or and	hami		untion!						
	Lea Peak Ho		Lea Dav			venina	Legn	in/nf	-γ	1 dn	1 0	WEZ.
Autos		5.6		63.7	1370 1	61.9	ccq	56	9	64		66.
Medium Trucks	5	9.9		57.B		61.6		49	.9	58	4	58.1
Heavy Trucks:	6	0.2		58.8		49.7		51	.0	58.	3	58.5
Vehicle Noise:	6	7.4		65.7		62.5		57	.g	.98	4	86.9
Centerline Distanc	e to Noise C	Contour	(in feet	)								
				T	70	dBA	65 d	8.4	1 7	90 dB.4	55	dB.4
				Lon.	6	7	124	1		267	5	75
				WEL:		9	133			288		17

Scenan	io: Year 2018	Withou	Project				Projec	fivame:	Moren	c Valley W	almart	
Road Nam	e: Perris Bou	levard					Job h	lumber:	8970			
Road Segmen	nt: San Micha	le Road	to Nandir	19.4	wenue							
SITE	SPECIFIC I	MPUT	DATA		***************************************	**********		OISE	MODE	L INPUT	5	***********
Highway Data						Site Cor	rditions	(Hard	10, S	aft ≈ 15)		
Average Daily	Leaffie (Adl):	21,152	venicles						Autos:	15		
Peak Hour	Percentage.	101	χ.			Mo	edium Tr	ucks (2	Axies).	15		
Peak H	lour Volume	2,115	vehicles			He	eavy Tru	cks (3+	Axles):	15		
Ve.	nicle Speed:	55	mph		ŀ	Vehicle	Adie					
Near/Far Le.	ne Distance.	38	feat		H		noieTvo		Day	Evening	Night	Daily
Site Data								Autos:	77.5%			87.42%
5	nier Height:	0.0	feet			0.6	ledium 1		64.9%		10.3%	1.64%
Benier Type (0-W		0.0					Heavy I	rucks.	86.5%	2.7%	10.8%	0.74%
Centerline Die			l feat									
Centerline Dist			l feet			Noise S				101)		
Barrier Distance	to Observer:	0.0	feat				Auto		.000			
Observer Height (	Above Pady	5.0	l fest				im Truck vv:Truck		297	Grade Ad	ivetenant	0.0
Pé	ad Elevation:	0.0	feet			Hea	by Frace	ns a	.000	Orace As	wan nom.	0.0
Ros	ed Elevation:	0.0	l feet		ľ	Lans Eq	uivalen	t Distar	ice (în	feet)		
	Road Grade:	0.0	1%				Auto		.316			
	Left View:	-90.0	degrees				ım Truci		.214			
	Right View:	90.0	l degrees			Hee	vy Truci	ıs: 67	224			
FHWA Noise World												
VehicleTyne	REMEL		Flow	Dis	iance		Road	Fres		Barrier Att		m Atten
Autos	71.78		0.43		-3.7		-1.20		-4.77		000	0.000
Medium Trucks	82.40		-16.91		-3.7		-1.20		-4.58		100	0.000
Heavy Trucks:	66.40		-20.76		-3.1		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise				mi								
Vehicle Type			.eq Day		Leq E	vening		Night		Lán		NE(
Autos:	-	7.3	86			83 6		57		86 :		86 8
Medium Trucks:		0.7		.2		52.8		51.		59.		59.9
Heavy Trucks		0.7		.3		50.2		51.		59.1		60.0
Vehicle Noise.	6	9.9	67	.1		64.1		59.	3	67.1	3	68.3
Centerline Distanc	e to Noise C	ontour	(în feet)									
						49.4		SEA		0.69A		de A

Friday, November 88, 2013

Scenario: Yea									ic Valley V	almart	
Road Name: Pen						Job N	'umber	8870			
Road Segment: Sou	******	******************	vard	nanangan					*****	00000000	
SITE SPECI	FIC IN	PUT DATA							LINPUT	S	
Highway Data				5.	te Con-	ditions	(Hard	= 10, S	oft = 15)		
Average Daily Traffic (	Ad0: 2	6,100 vehicles						Autos			
Peak Hour Percen	lage.	10%			Mec	ilum Yr	иска (2	Axles).	16		
Peak Hour Vol	ume:	2,810 vehicles			Hes	ny Tru	oks (J+	Axles).	15		
Venicle Sc	eco:	45 mph		14	ehicle fi	Air.					
Near/Far Lane Dista	ince.	24 feat				aleTVae		Dav	Evenina	Night	Dally
Site Data							Autos:	77.59			87.423
		0.0 feet			0.60	dium T		64.93		10.3%	
Barrier He		0.0 feet 0.0				leavy I		88 59		10.8%	0.745
Barrier Type (0-Wall, 1-B Centerline Dist. to Ba											u
Centerline Dist to Obse		100.0 feet 100.0 feet		N	oise Sa	urce E.	le vatio	ms (in t	eet)		
Barrier Distance to Obse		0.0 feet				Auto	s: (	0.000			
Observer Height (Above )		5.0 feet			Mediun	в Тишек	s: 2	2 2 9 7			
Ubserver Height (Above ) Pad Elevi		0.0 feet			Heav	Truck	s - 8	9.006	Grade Ad	ustment	0.0
Pad Elevi Road Elevi		0.0 reet 0.0 feet			one Equ	denter.	Dieto	zoz en	fo with		
Road Elevi		D 0 reat			ane aqu	Anio		9.403	1000		
	rade View				Mediun	110.00		9.405			
		-90.0 degrees				н тися г Тгиск		8.323			
Right !	riew:	90.0 degrees			mean	r rruch	D. 191	8 525			
FHWA Noise Model Cate	viations										
VehicleType REN	NEL.	Traffic Flow	Date	ance	Firite -	Road	Free	sne/	Barrier All	en Be	ro Alten
Autos	89.48	2.22		-4.58		-1.20		-4.77	0.0	100	0.00
Medium Trucks	79.45	-15.02		-4.57		-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	64.25	-18.98		-4.57		-1.20		-5.16	0.0	100	0.00
Unmitigated Noise Level	s (with	ut Topo and b	arrie	rettenu	ationi						
VehicleType   Leg Pe	ak How	Leg Day		Leg Eve	ening	Leg	Night	Т	Lán	С	NEL
Autos	643	B 63	3 (1		81.2		55	2	83 (	9	84 -
Medium Trucks:	5B.	7 6	1.1		50.8		49	1.2	57.	ř.	57.1
Heavy Trucks.	593	5 51	3.1		49.0		50	1.3	58.5	3	58.
Vehicle Noise.	66.	7 6	5.0		61.8		57	.2	65.	7	68.
Centerline Distance to N	oise Ca	ntour (in feet)									
			7	70 d8	3/4	65	dEA	T	50 dEA	55	dE:A
				5.0	_	_	11		940		17
		4.0	dn:	52		- 1	11		240		117

Road Nam	io: Year 2018 v e: Perris Soula x: South of Na	ward				Project N Job Nu			o Valley W	almart	
SITE	SPECIFIC IN	PUT DATA	*******		**********	N (	DISE N	ODE	LINPUT	S	***************************************
Highway Data					Site Cor	ditions (	Hand in	10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	6,908 vehicles					1	iutas:	15		
Peak Hour.	Percentage:	10%			Me	edium True	3ks (2 A	orles):	15		
Peak H	our Volume:	2,691 vehicles	:		He	avy Truck	s (3+ A	xles):	15		
Vei	hicle Speed	55 mph		-	Vahiate	3.97					
Near/Far Lar	ne Distance:	98 feet		H		icleType		Oev	Evening	Strate	Daily
Site Data				+				77.5%		9 636	97.42%
D.,	rier Keight:	0.0 feet			At	edium To.		84 8 96		10.3%	1 84%
Barner Type (0-W		0.0 reec				Heavy Tru	eks:	96.6%	2.7%	10.8%	0.74%
Centerline Dir		100.0 feet									
Genterline Dust		100.0 feet		1	Noise S	ource Ele			ret)		
Barrier Distance		1.0 feet				Autos:		100			
	Observer Height (Above Pad). 5.0 feet					m Trucks:		97			
	ed Fleuation	0.0 feet			Hear	y Trucks.	80	106	Grade Ad,	ustment	0.0
	ad Elevation:	0.0 feet		l.	Lane Eq	uivaient i	Distanc	e (in	leet)		
	Soad Grade:	0.0%		F		Autos:					
	Left View	-90.0 degree	S		Mediu	m Trucks:	87.3	214			
	Right View:	90.0 degree			Head	ry Trucks:	87.3	224			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic From	Dist	lance	Finite	Road	Fresh	61	Barrier 4tt	en Ber	m Atten
Autos:	71.76	1.48		-3.7		-1.20		4.77		100	0.000
Medium Trucks:	82.40	-15.76		-3.7	3	-1.20		4.89	0.0	100	0.000
Heavy Trucks	86.40	-18 72		-3.7	3	-1.20		-5.16	0.0	100	0.00
Unmitigated Noise											
	Leg Peak Hou			Leg E		Leg N			Ldn		VEIL
Autos	68.	-	6.4		64.7		58.8		67.3		67.1
Medium Trucks	61.		39 2		53 8		523		80.6		61.1
Heavy Trucks:	61.		30.3		51.3		52.5		80.0		61.1
Vehicle Noise:	89.	-	30.1		85.2		60.3		9.69	!	69.
Centerline Distanc	e to Naise Co	ntour (in feet)									
			70 s	d8A	85 d	55 dBA		00 dBA	55	dBA	

Friday, November 88, 2013

		vithout Project						no Valley W	almart	
Road Name: Perris						Job Nur	mber: 8870			
Road Segment: North	of Ran	nona Expressi	vay							
SITE SPECIFI	C INF	ATAG TU						EL INPUT	S	
Highway Data				S	lite Car	ditions (F	land = 10, S	oft = 15)		
Average Daily Traffic (Ad	Ø): 24	1,380 vehocies					Autos	15		
Peak Hour Percentag	76:	10%		- 1			ks (2 Arles)			
Peak Hour Volun	ne: :	2,430 vehicles			He	avy Truck	s (3+ Axles)	: 15		
Vehicle Spec	d'	55 mph		-	/ohicte	3.87~				
Near/Far Lane Distan	061	38 feet		H		ideType	Dav	Evening	strand	Daily
Site Data							tos: 77.59		9 536	87 42%
Sarrier Keig	èst:	0.0 feet			M	edium Truc	/s 84.65	4.8%	10.3%	1.84%
Barner Tvoe (0-Well, 1-Sen		0.0 1000				Heavy Trus	sks: 86.65	% 2.7%	10.8%	0.74%
Centerline Dist to Barn		100.0 feet								
Centerline Dist. to Observ		100.0 feet		l.	0156 5		rations (in	feet)		
Barrier Distance to Observ		0.0 feet				Autos:	0.000			
Observer Herahl (Above Po	ď.	5 0 teet		- 1		m Trucks:	2.297	0		0.0
Pad Elevati	on:	0.0 feet			Hear	у Тгискв.	8 906	Grade Ad,	GS(IT)SYIC	0.0
Road Elevation	275	0.0 feet		1	ane Eg	ulvaient E	listance (in	feet)		
Road Gra	de:	0.0%				Autos:	98.494			
Left Vic	W:	-90.0 degree	S	- 1	Mediu	m Trucks:	98,404			
Piglź Vie	9W:	90.0 degree	S		Hear	y Trucks:	98,413			
FHWA Noise Model Calcul										
VehicleType REME	L	Traffic Frow	Dis	tance		Road	Fresher	Barrier Att		
	1.78	1.03		-4.52		-1.20	-4.77			0.000
	2.40	-18.20		-4 51		-1.2B	-4.85			0.000
,	6.40	-29 18		-4.51		-1.2D	-5, 16	0.0	100	0.000
Unmitigated Noise Levels (										
VehicleType Leg Peal				Leg Ev		Leg N		Ldn		VEIL
Autos:	67.1		15.2		68.4		57.4	68.0		68.6
Medium Trucks	60.6		9 0		52 8		511	58.5		59.8
Heavy Trucks	60.5		9.1		50.1		51.3	69.7		59.0
Vehicle Noise:	88.7	7 - 8	88.9		84.0		59.1	67.6	3	69.1

Friday, Neversities 69, 2013 Friday, Neversities 69, 2013

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Friday, Nevernber 08, 201

	io: Year 2018 V						no Malley Wa	imarr	
	ne: Parris Boule				Job Mur	nber: 8870			
Road Segme	nt: South of Ra	mona Expresswa	y						
	SPECIFIC IN	PUT BATA		***********			EL INPUTS	*****	**********
Highway Data				Site Cor	nditions (F	farct $= 10.5$	oft = 15)		
Average Daily	Traffic (Adt). 2	5,500 vehicles				Autos	: 15		
Peak Hour	Percentage:	1896		5/8	edium Truc	hs (2 Axies)	: 15		
Peak F	lour Volume:	2,550 vehicles		H	eavy Truck	s (3+ Axies)	: 15		
	rhole Speed.	55 mph	1	Vehicle	80iy				
Near/Fer La	ne Distance:	SB feet		Vel	ideType	Day	Evening	Night	Daity
Site Date					Αυ	fas: 77.5°	6 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		Set.	ledium Trui	oks: 94.85	6 4.9%	19.3%	1 94%
Barrier Type (0-V		0.0			Heavy Tru	oks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet				ations (in	F		
Centerline Dist.	to Observer.	100.0 feat	1	marse S	Autos	0.000	esq		
Barrier Distance	to Observer	0.0 feet		40-00	m Taucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			w Trucks:	8 008	Grade Adii.	olmanf:	0.0
2	ad Elevation	0.0 feet							
Ro	ad Elevation:	0.0 feet		Lane Ec		listance (in	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees			m Trucks:	87 214			
	Right View:	90.0 degrees		Hea	vy Trucks.	97.224			
FHWA Naise Mad	ei Calculations								
VerlideType	REWEL	Traffic Flow	Ofstance	Finite	Road	Fresnel	Barrier Afte	n Ben	m Alten
Aulos	71.78	1.24	-3.7	74	-1.20	-4.77	0.00	10	0.000
Medium Trucks:	82 40	-16.00	-3.7	73	-1.20	-4 88	0.00	30	0.000
Неаку Тrucка.	36.40	-19.95	-3	73	-1.20	-5.16	0.00	30	0.000
Unmitigated Nois	e Levels (with	ut Topo and ba	rier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	-vening	Leg Ni	ght	Ldn	Ci	WEZ.
Aukos:	88	66.	2	64.4		58.4	67.0		67.0
Medium Trucks.	61.			53.6		52.1	60.5		60.8
Heavy Trucks:	61.			51.1		52.3	80.7		80.8
Vehicle Noise:	69.	? 67.	8	65.0		6C.1	68.6		69.
Centerline Distan	ce to Noise Co.	ntour (in řeet)							
				dBA	65 dE		60 dBA		dB.A
		I de		81	175		37.6		16

Fitday, November 69, 2013

	: Year 2018 V								Valley V∂	simart	
Road Name	: Kitching Stre	et				Job Nu	mber: 8	870			
Fload Segmen	f: North of Joh	n F. Kennedy	Drive								
SITE S	PECIFIC INF	UT DATA	*****		********	NO	ISE M	ODE	INPUT	3	*********
lighway Data				S	ite Cor	ditions (	fard = 1	0, Sa	tt = 15)		
Average Daily 1	roffic (Adt). B	3,821 vehicles					A	utos:	15		
Peak Hour I	Percentage:	10%			Me	alum Truc	48 12 A.	wes):	16		
Peak Ho	ur Volume:	882 vehicles			Re	avy Truch	s (3+ A.	xies):	15		
Vet	icle Speed.	48 mph		-	'e hic ia						
Near/Far Lar	e Distance:	12 feet		-		ideTvae	- 1 - 1	Dav	Eisenina	Night	Dairy
ite Data					V C.			77.5%	12.9%	9.6%	
		006			0.0	edium Tru		34.8%	4.9%	10.2%	
	der Height:	0.0 feet 0.0				Heavy Tru		16.5%	2.7%	10 8%	
Barrier Type (0-W) Centerline Dis						icarya		20.010	2.170	10.070	0.1111
Centerline Dist. (		100.0 feet 100.0 feet		ħ	laise S	ource Ele	vations	(in fe	et)		
Barrier Distance f		0.0 feet				Autos.	0.0	68			
- Diarrier Usrante i Observer Heioht (		5.0 feet			Mediu	m Trucks	2.2				
	d Elevation	0.0 feet			Heat	ry Trucks:	6.6	D8 1	Grade Adj	usiment	0.0
	d Elevation	0.0 feet		17	ene Fo	ulvalent l	Nezano	e (in f	eeti		
	nad Grade:	0.0%		F		Autos	99.9		···×		
	Left View	-90.0 degree			Mediu	m Trucks:	89.9				
	Foatit View:	90.0 degree			Heat	v Trucks.	89.8	66			
		on angres				,					
HWA horse Mode											
Vehicle Type		Traffic Flow	Dist		Finite	Pload	Fresne		Jamer Atte		m Alten
Autos	68.51	-1.99		-4.62		-1.20		4.77	0.0		0.000
Medium Trucks:	77 72	-19.22		-4.61		-1 20		4 88	0.0		0.000
Невсу Глиска.	82.99	-23.1B		-4.61		-1.20	-	5.16	0.0	UU	9 9 9 0
Inmitigated Noise	Levels (witho	ut Topo and .	ba <i>mi</i> ar	atteni	ration)						
	Leq Peak Hour			Leq Ev		Leg N			Ldn		NÆL.
Autos:	597		98.8		55.0		49.0		57.6		58.0
Medium Trucks.	52.7		51.2		44.6		43.3		51.7		52.0
Heavy Trucks:	54.0		52.6		43.5		44.8		53.2		53.3
Vehicle Naise:	60.7	, ,	0.85		55.7		51.2		58.7		80.1
	e to Noise Cor	tour (in feet)									
centerline Distanc											
Centerline Distanc				70 d	BA	65 d	3.4	60	0 dB.4	.55	a8.4
Centerline Distanc			Loh).	70 d 21		65 di 44	3.4		96 102		d8.4 20.6

Scenan	b: Year 2018 V	Nithaut Project			Project I	vame:	Moren	e Valley VV	almart	
Road Nam	e: Kitching Str	eet			Job Nu	mbar	8870			
Road Segmen	xt: North of Ca	ctus Avenue								
	SPECIFIC IN	PUT DATA						LINPUT	5	***********
Highway Data				Site Con-	ditions (	Hard -	× 10, S	oft ≈ 15)		
Average Daily	Traffic (Adl):	7,815 vehicles					Autos:	15		
Peak Hour	Percentaga.	10%		Me.	lium Tru	aks (2	Axles).	15		
Peak H	our Volume:	792 vehicles		Hee	ary Truc	ks (J+	Axles):	15		
	nicle Speed:	55 mph		Vehicle #	Air					
Near/Far La.	ne Distance.	36 feat			deTvoe		Dav	Eveninal	Niglx	Dally
Site Data					A	utos:	77.5%	12.8%		87.42%
Flat	nier Height:	0.0 feet		Me	dum Tr	ueks:	64.9%	4.9%	10.3%	1.64%
Benier Type (0-W		0.0		H	leavy In	ACAS.	88.5%	2.7%	10.8%	0.74%
Centerline Dis		100.0 feat		Noise Sa			6 6			
Centerline Dist.	to Observer:	100.0 feet		NOISE SC	Autos		000 000	een		
Barrier Distance	to Observer:	0.0 feet		A.A. aliin	ников п Тпискв		297			
Observer Heighl (	Above Pad):	5.0 feat			r Trucks		.006	Grade Ad	Setmont	0.0
Pé	id Elevation:	0.0 feet							i de la constantia	0.5
Ros	ed Elevation:	D O feet		Lane Equ	iivalent	Dista	ice (lin	feet)		
1	Road Grade	0.0%			Autos	: 86	.494			
	Left View:	-90.0 dagrees	5		n Trucks		.404			
	Right View:	90 0 degrees	5	Heavy	Trucks	: 55	1413			
FHWA Noise Work										
VehicleTyne	REMEL	Traffic Flow	Distance			Fres		Barrier Att		
Autos	71.78	-3.84	-4.		-1.20		-4.77	0.0		0.000
Medium Trucks	82.40	-21.98	-4.		-1.20		-4.58		100	0.003
Heavy Trucks:	66.40	-25.03	-4.		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise										
VehicleType Autos	Leg Peak Hou 62		E 3	Evening 58.6	Legi	ugm 52		Edin 81 1		NEL 81 T
Medium Trucks	62.		4.1	47.7		48		54.1		54.1
Heavy Trucks	55		4.2	45.2		46		54.9		54.9
Vehicle Noise	RG		2.0	59.1		54		62.8		63.2

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Centerline Distance to Noise Contour (in feet)

Scenar	io: Year 2018 \	Nithaut Project						e Valley W	almart	
	e: Kitching Str				Job Ni	imber: 8	870			
Road Segme	nt: South of Jo	hn F. Kennedy Drivi	e							
SITE	SPECIFIC IN	PUT DATA	***************************************					LINPUT	S	
Highway Data				Site Cone	litions (	inard ≃ :	10, Sc	dt = 15)		
Average Cally	Leaffic (Adl):	9,966 vehicles				Α	utos:	15		
Peak Hour	Percentage.	10%		Med	lium Yru	oko (2 A.	ules).	15		
Peak F	lour Volume:	997 vehicles		Hes	ny Truc	ks (J+ A	zies):	15		
Ve	nicle Speed:	40 mph	-	Vahiala fi	e					
Near/Far Le	ne Distance.	12 feat	-		nα de?Vpe	- 17	Dav	Evenina	Night	Dally
Site Data							77.5%		9 8%	
	rrier Height:	0.0 feet		0.60	dium Tr		34.9%		10.3%	1.645
Barrier Type (0-VI		0.0 1960			easy In		86.5%		10.8%	0.749
Centertine Di		100 0 feet	Į.							
Centerline Dist		100.0 feet	L	Noise Sa				e <i>t)</i>		
Barrier Distance		0.0 feet			Autos					
Observer Height		5.0 fest			7 Trucks					
	ad Elevation	0.0 feet		Heav,	Trucks	8.0	06	Grade Ad	ustment.	0.0
Ro	ad Elevation:	0.0 feet	- 1	Lane Equ	ivalent	Distanc	e (in	(set)		
	Road Grade:	0.0%	Ī		Autos	99.9	45			
	Left View:	-90.0 degrees		Mediun	:Trucks	99.8	56			
	Right View:	90 0 degrees		Heavy	Trucks	98.8	85			
FHWA Noise Wod	of Catoulation:	8	L							
VehicleType	REMEL.	Traffic Flow Di	stance	Finite I	Toacif	Fresno	9	Barrier All	en Ber	m Alten
Autos.	66.51	-1.45	-4.8	2	-1.20	-	4.77	0.0	100	0.00
Medium Trucks	77.72	-18 69	-4.6	1	-1.20	-	4.58	0.0	100	0.00
Heavy Trucks:	62.99	-22.85	-4.6	1	-1.20	-	5.16	0.0	100	0.009
Unmitigated Nois	a Levels (with	out Topo and barri	er etter	uationi						
VehicleType	Leg Peak Hou	r Leg Day	Leg E	vening	Legi	light		Edin	Cf	VEL
Autos	58			55 6		49.5		58		58
Medium Trucks:	63			45.3		49.8		52.3		52.
Heavy Trucks	54.	5 53.1		44.1		45.3		53.	7	53.
Vehicle Noise.	61.	3 59.5		58.2		51.7		60.1	2	60.
Centerline Distan	ce to Noise Co	ntour (in feet)								
		1		1B/4	650		- (	0 dEA		dE:A
		Ldn: CNEL:		2	49			104		23 39

	nio: Year 2018					Project N	алте: М	lanena	Valley W	almart.	
	ne: Kitching Str					Job Nui	nber: 81	B70			
Road Segme	wit: South of Ca	ictus Avenue									
	SPECIFIC IN	PUT DATA	~~~~		**********				LINPUT	S	***************************************
Highway Data					Site Con	ditions (f	lard = 1	0, Sa	ft = 15)		
Average Daily		9,287 vehicles						utas:	15		
Peak Hour	Percentage:	10%				clium Truc			15		
Peak F	laur Valume:	929 vehicles			He	avy Truck	s (3+ A)	des):	15		
Ve	shiale Speed	40 mph		-	Vahiate	NEW CONTRACTOR					
Near/Far La	ine Distance:	12 feet		H		icleType	1 6	lay	Evening	18ight	Daily
Site Data						Au	tos: 7	7.5%	12.9%	9 6%	97 4 29
Ba	rrier Keight:	0.0 feet			An	edium Tru	rks. 8	4.6%	4.8%	10.3%	1.84%
Barner Type (0-V	Valt 1 Serre	0.0			- 1	чевку Тти	:ks: 8	6.6%	2.7%	10.8%	0.74%
	ist to Barrier.	100.0 feet		-	Maire D	ource Ele		Car Se			
Centerline Dist.	to Observer:	100.0 feet		H	7910766 34	Autos:	0.00		104)		
Barrier Distance	to Observer:	0.0 feet			fute of its	m Trucks:	2.26				
Observer Height	(Above Pad).	5.9 teet				v Trucks.	8.00		Grade Ad.	inetmani	0.0
p	ad Elevation:	0.0 feet		L		·				, or see	. 0.0
Ro	ad Elevation:	0.0 feet		L	Lane Eg	uivaient L	istance	in i	6et)		
	Road Grade:	0.0%				Autos:	98.94				
	Left View:	-90.0 degree	S			m Trucks:	99.88				
	Right View:	90.0 degree	S		Heat	y Trucks:	99.88	65			
FHWA Noise Moo	let Calculation	5									
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Freshe	d I	Barrier 4tt	en Bei	m Atten
Autos:	66.51	-1.78		-4.8	2	-1.20	-4	4.77	0.0	300	0.00
Medium Trucks:	77.72	-19.00		-4.6	1	-1.20	-4	4.88	0.0	300	0.00
Heavy Trucks	82.98	-22 95		-4.8	1	-1.20	-4	5.18	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo and I	barrie.	ratter	uation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg E	vening	Leg N			Ldn		WEIL
Autos	58	.9 .9	7.0		55.3		49.2		57.8	3	587
Mediam Trucks			51.4		45.0		435		52.0	9	52.
Heavy Trucks:			2.8		43.8		45.0		53.4		53.
Vehicle Noise:	80	.9 6	9.2		55.9		51.4		59.8	3	60.4
Centeriine Distan	ce to Naise Co	intour (in feet)									
					d8A	85 d£	3.4	в	0 dBA		dBA
			450	- 12	4				00	-	110

Friday, November 08, 2013

					38833						
	io: Year 2018 i		t						o Vsiley W	/almart	
	se: Kitching Str					Job N	umber	8870			1
Road Segme	nt: North of Iris	Avenue									1
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data				S	ite Car	ditions	(Hard	= 10, Se	oft = 15)		
Average Daily	Traffic (Act)	7,405 vehicle	S					Autos:	15		1
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Arries):	15		1
Peak h	lour Volume:	741 vehicle	s		He	avy Truc	ks (3+	Axles):	15		1
	hicle Speed	55 mph		v	ahiete	Mix					
Near/Far La	ne Distance:	36 feet		H	Ver	icleType	- 1	Day	Evening	stight	Daily
Site Data							lutos:	77.5%		9 5%	
Pa.	rrier Keight:	0.0 feet			M	edium Tr	ucles.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-W		0.0 1000				Heavy Tr	unks:	86.6%	2.7%	10.9%	0.74%
Centerline Di		100.0 feet									
Centerline Dust		100.0 feet		N	oise S	ource El			eet)		
Barrier Distance		0.0 feet				Autos		0.000			1
		5.0 teet			Mediu	т Тпискі	5: 3	2.297			- 1
	Observer Height (Above Pad). 5-0-teet Pad Elevation: 0.0-feet					у Тгискі	s. S	3 0 0 6	Grade Ad	ijustment	0.0
	Pad Elevation: 0.0 feet Road Elevation: 0.0 feet					ulvaient	Clieta	nee (in	faat		
	au zievanon. Road Grade	0.0 leet		-		Autos		3.494			
	Left View				44-40-	миск т Тписки		3.404			- 1
		-90.0 degree				n Trucki		3.413			- 1
	Right View:	engeb 0.08	es.		mean	gr ir uciki	/. BI	2,413			
FHWA Noise Mod	el Calculation	;									
VehicleType	REMEL	Traffic Frow	Ω	stance	Finite	Road	Fres	37907	Barrier Alt	en Ber	m Atten
Autos:	71.79	-4.13		-4.52		-1.20		-4.77	9.9	300	0.000
Medium Trucks:	82.40	-21.37		-4 51		-1.20		-4.85	9.8	300	0.000
Heavy Trucks	86.48	-25.32		-4.51		-1.2D		-5.16	9:	300	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atteni	iation)						
VehicleType	Leg Peak Hou	r Leg Day	7	Leg Ev	ening	Leq.	Nighi		Ldn	C	NEL.
Autos	61	9	60.0		58.3		52	.2	60.	B	61.4
Medium Trucks	55	3	53 8		47.6		45	8	54.	4	64.8
Heavy Trucks:	55	4	50.9		44.9		46	.2	54.	5	54.6
Vehicle Noise:	83	5	81.8		58.8		53	.9	€2.	5	0.69
Centerline Distan	ce to Naise Co	ntour (in feet	)								
				70 di		85:			99 dBA		dBA
	Lan						32 68 146 315				

Friday, November 08, 2013

Friday, Nevernber 08, 201

	io: Year 2018 V						no Valley Wa	simarr	
	ne: Kitching Stri				Job Mur	rber: 8870			
Fload Segme	nf: South of this	Avenue							
	SPECIFIC IN	ATAG TUP					EL INPUTS		
Highway Data				Site Cor	ditions (F	tarct $= 10.3$			
Average Dally	Traffic (Adt).	8,231 vehicles				Autos			
	Percentage:	10%				4s (2 Axies,			
Peak F	łour Volume:	923 vehicles		He	avy Truck	s (3+ Axies,	): 15		
Ve	thole Speed.	45 mph		Vehicle	90iv				
Near/Fer La	ne Distance:	36 feet			ideType	Day	Evening	Night	Daity
Site Date					Αυ	tas: 77.5°	% 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		56	edium Trui	oks: 94.8°	% 4.9%	10.3%	1.84%
Barrier Type (0-V	Vall. 1-Berml.	0.0			Heavy Tru	:ks: 86.5	N 2.7%	10.8%	0.74%
Centerline Di		100.0 feet		Maine C	Ela	ations (in	de and		
Centerline Dist.	to Observer.	160.0 feet		muse 3	Autos	0.000	7619		
Barrier Distance	to Observer	0.0 feet		4 in min	m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			n Trucks:	6,008	Grade Adii	i ofmant	6.0
2	ad Elevation.	0.0 feet		nea	ry Trocho.	0.000	Divide Auje	corrio: a.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent E	listance (ir	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0 degrees		Hea	ry Trucks.	98.413			
FHWA Naise Mad	ei Calculations	:							
Vehicle Type	REMEL	Traffic Flow   L	Ystance	Finite	Road	Fresnel	Berner Afte	n Bem	n Alten
Aulos	68.46	-2.30	-4.	52	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	79 45	-19,54	-43	51	-1.20	-4 88	0.0	00	0.000
Неву Тлиска.	94.26	-23.49	-4	51	-1.20	-5.16	0.0	59	0.000
Unmitigated Nois	e Levels (with	ut Tops and bas	rier atte	nuation)					
VehicleType	Leg Peak How	Leg Day	Legi	-vening	Leg Ni	ght	Ldn	CN	
Aukos:	80	4 58.	5	56.B		50.7	59.3		60.0
Медішт Ілиска.	54.			46.3		44.6	53.2		53.5
Heavy Trucks:	55.			44.6		45.8	54.2		54.3
Vehicle Noise:	62.	3 60.	5	57.4		52.7	81.3		81.3
Centerline Distan	ce to Noise Co	ntour (in řeet)							
				σB.A	65 dh	3.4	60 dBA	55 c	
		Loh		26	56		121	28	1
		CMF7		28	80		130	28	

Road Name: Fload Segment: SITE SP Hishway Data											
SITE SP						Job Mui	mber: 8	876			
	Perris Boul	svard to SR-	80 EB	On-Ram	p						
Minhuma Data	ECIFIC IN	PUT DATA							INPUT	s	
ngmay baca					Site Cor	iditions (f	fard = 1	0. Sa	tt = 15)		
Average Daily Tro	affic (Adt). 1	21,444 vehic	les				А	utos:	15		
Peak Hour Pe	rcentage:	10%			Me	oburn Truc	48 12 A.	des):	16		
Peak Hou	r Volume:	2,144 vehic	ies		He	avy Truck	s (3+ A.	des):	15		
Vehic	le Speed.	65 mph		-	Vehicle	66iv					
Near/Far Lane	Distance:	36 feet				ildeTvae	1.7	Dav I	Eivening	Night	Daiv
Site Date								7 5%	12.9%	9.6%	97.42%
	er Helaht:	0.0 feet			54	edium Tru		34.8%	4.9%	10.3%	1 849
Barrier Type (0-Wall.		0.0 1001				Heavy Tru		8.5%	2.7%	10.8%	0.74%
Genterline Dist.		100 D feet									
Centerline Dist. to		100.0 feet		_	Noise S	ource Ele			et)		
Barrier Distance to		0.0 feet				Autos.	0.0				
Observer Height (Ab		5.0 feet				m Trucks	2.2		The state of the		0.0
	Elevation	0.0 feet			Heal	ny Trucks:	8.6	136	Grade Adj	usunen.	0.0
Road.	Elevation:	0.0 feet		1	Lane Eq	uivalent L	Distanc	e (in f	eet)		
Ro	ad Grade:	0.0%				Autos:	98.4	94			
	Left View.	-90.0 deg	rees		Mediu	m Trucks:	98.4	04			
R	ight View:	90.0 deg	rees		Hea	vy Trucks.	98.4	13			
HWA Noise Madei (	Calculation			i.							
	REMEI :	Traffic Flow	1 18	Stagge	Finite	Phart I	Freeze	0.17	Barrier Afte	on Bev	m Alten
Autos	71.78	C.4	9	-4.5	.J 2	-1.20		4.77	0.0	60	0.00
Medium Trucks:	82.40	-16.7	5	-4.5	1	-1.20		4 88	0.0	100	0.00
Heavy Trucks.	96.49	-26.1	re.	-4.5	1	-1.20		5.16	0.0	69	9.90
Inmitigated Noise L	eveis (with	out Toos ar	ui bao	iar attar	warion						
	ng Peak Hou				vening	Leq N	ig/tf		Ldn	Ci	WEZ.
Autos:	86	6	64.7		62.9	·	56.8		85.5	,	66.
Medium Trucks.	59	.9	68.4		52.1		60.6		59.0	1	59.3
Heavy Trucks:	60	.0	58.6		49.5		50.8		58.1		58.
Vehicle Noise:	68	.1	68.4		63.4		58.5		87.1		87.5
Centerline Distance	to Noise Co	ntour (in fe	er)								
					1B.4	65 dl	2.4		0 d8.4		dB4
			Loh)	701		138			287		40

Scenario: Road Name: I Road Segment:						Project i Job Nu			c Valley VV	almart	
**********	ECIFIC INPL				**********	ki	NGE :	4005	LINPUT		**********
Highway Data		/ un//			Site Con	ditions (					
Average Daily Trai	@c-(Ad0) 20 :	373 vehicles						Autos:	15		
Peak Hour Per		10%			Mc.	dium Trus	ks (2)	axies).	15		
Peak Hour	Volume: 2,1	337 vehicles			Hei	ary Truck	s (3+ .	Axies):	15		
Venick	Speed:	55 mgh		-;	/ehicle f	10/					
Near/Fat Lane I	Distance.	36 feat		Η,		eleType	_	Day	Evening	Niglá	Dolly
Site Data					4611		itos:	77.5%			87.42%
	Height:	0.0 feet			No	edium Tri		84.9%		10.3%	1.64%
Barrier Type (0-Wall		0.0			E	leavy In	CAS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. Ir		00.0 feat									
Centerline Dist. to C		OD O feet			AOIRE 20	urce Ele			101)		
Barrier Distance to C	Diserver:	0.0 feet				Autos: n Trucks		000 297			
Observer Height (Abo	ve Fad):	5.0 feat				n i rucks. v Trucks		287 006	Grade Ad	icationnat	0.0
Pad 8	Revetion:	0.0 feet								autricin.	0.5
Road E	Revation:	0.0 feet		1	ane Equ	uivalent .	Distan	ce (in:	feet)		
Roa	d Grade:	0.0%				Autos:		494			
		90.0 degrees				n Trucks		404			
Ri	ght View:	90 0 degrees			Heav	y Trucks:	98	413			
FHWA Noise Model C		offic Flow	Distar		Finite	A 11			Barrier Att		467
VehicleTyne I Autos	71.78	0.27		-4.52		-1.20	Fresi	4 77	Barner An		m Atten 0.000
Medium Trucks	82.40	-16.97		-4.5a		-1.20		-4.77 -4.58		inn	0.000
Heavy Trucks	62,40 88,40	-20.93		-4.01 -4.51		-1.20		-5.16		IOD IOD	0.000
Unmitigated Naise Le						-1.20		-0.70	0.0		0.000
	Peak Hour	Leg Day			rening	Leg N	ight	T	Lán	Ci	VEL
Autos	66.3	84	4		82.7		56	1	85.2	2	85 8
Medium Trucks:	59.7	58.	2		51.9		50.3	3	58.8	3	59.0
Heavy Trucks	59.8	58.			49.3		50.	;	58.9	3	59.0
Vehicle Noise.	67.9	86	.1		63.2		58.	3	66.8	3	67.3
Centerline Distance t	o Noise Cont	our (în feet)									
				70 -	40.4	65.5	DA.	1 6	0 d9A	55	de A

Friday, November 08, 2013

Scenari	c: Year 2018	With Project				Project h	iame: 1	deren	Valley VV	almart	
	e: Eucalyptus					Job Nu					
Road Segmen	t: East of Per	ris Boulevan	ď								
SITE 2	PECIFIC IN	PUT DAT	e.		*********	N.	HEF N	MARE	INPUT	annonenenenenenenenenenenenenenenenenene	*******
Highway Data					Site Con-						
Average Cally i	coffic (AdV):	8.414 vehic	des				/	lutos:	15		
Peak Hour I		10%			Med	Gum Yrus	ks /2 A	xles).	15		
	sur Volume	841 vehic	des		Hes	nv Truck	:s:()+ A	zies):	15		
Ver	ricle Speed:	40 meti		-	lahiala fi						
Near/Far Lar	e Distance.	12 feat		F.		neTvpe	_	Day 1	Eveninal	Night	Dally
Site Data					× C114			77.5%		F 8%	
						ль dium Yru		77.35m 64.95%	181 0770	10.3%	1.643
	rier Height:	0.0 feet				eavy Iru		04 570 88 556		10.8%	0.749
Barrier Type (0-Vis		0.0				easy m	una.	60.070	2.176	10.0%	G.745
Centerline Dis		100.0 feat		17	Voise Sa	urce Ele	vations	(in fe	6f)		
Centerline Dist. t		100.0 feet		-		Autos:	0.0	100			
Barrier Distance t		0.0 feet			Mediun	Trucks:	2.2	97			
Observer Height (r		5.0 feet			Heav	Trucks	8.0	901	Grade Adj	ustment.	0.0
	d Elevation:	0.0 feet			ane Equ			- 0- 4	A		
	d Elevation	0.0 feet		12	ane Equ				neth		
F	Road Grade	0.0%				Autos:					
	Left View:	-90.0 deg				:Trucks					
	Right View:	90 0 deg	rees		mean	Trucks:	98 8	500			
FHWA Noise World	d Cateviation	ş									
VehicleType	REMEL	Traffic Flow	v De	dance	Firito -	Pipacif	Fresn	0/	Barrier Att	en Ber	rn Alten
Autos.	86.51	-2.	19	-4.6	2	-1.20		4.77	0.0	100	0.00
Medium Trucks	77.72	- 19	13	-4.6	1	-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	62.89	-23.	38	-4.6	1	-1.20		5.16	0.0	OD	0.00
Unmitigated Noise	Levels Avith	out Topo a	nd hami	er orten	uationi						
	Lea Peak Hos			Lea E		Lea N	light		Lan	T C	NEL
Autos	56	.5	56.6		54.8		48.8	L	57 4		58
Medium Trucks:	62	.6	51.0		44.6		49.1		51.6	5	61.
Heavy Trucks	53	.G	52.4		49.8		44.6		52.8	3	53.
Vehicle Noise.	80	.5	59.8		55.5		51.0		59.5		59
Centerline Distanc	e to Noise C	antaur (in N	ne fi								
	~ L4 0100 W	errorer (Mr.75	7	70 c	£94	65 d	5.4	6	0 dEA	.55	dE:A
			Ldn:	2	0	43		_	93	1	99
			CNEL:	9		49			98		13

	rio Year 2018 i ne: Lassalle St		t					: Moren - 8870	o Valley W	almart.	
	vić: South of Iris										
	SPECIFIC IN	PUT DATA			************				LIMPUT	s	
Highway Data					Site Con	ditions	(Hard	in 10, Se	oft = 15)		
Average Daily	Traffic (Adl) 1	28,129 vehicle	5					Autos:	15		
Peak Hour	Percentage:	10%		- 1	Men	dum To	ucks (2	Axles):	15		
Peak H	lour Volume:	2,813 vehicle	s		He	avy Tru	cks (34	- Axles):	15		
Vs	thicle Speed	55 mph			Vahiate i	W.					
Near/Far La	ine Distance:	36 feet		- +		del vos		Dav	Evening	Ibiahi	Darly
Site Data							Autos:	77.5%		9 636	
Pa	rrier Keight:	0.0 feet			A46	olium T	rucks.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0 1660			F	евиу 7	rueks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-							
Centerline First	In Chaerver	190 0 feet		-	Noise Sc				ret)		
Barrier Distance	to Observer.	0.0 feet				Auto		0.000			
Observer Herahli	(Above Pad).	5 0 teet				n Truck		2.297	0	S	
P	ad Elevation:	0.0 feet			Heav	у Тицен	8.	8 006	Grade Ad	jusanen	. 0.0
Ro	ad Elevation:	0.0 feet		ľ	Lane Equ	iivaian	t Dista	nce (in	feet)		
	Road Grade:	0.0%		T I		Auto	s: 9	8.494			
	Left View:	-90.0 dearer	28		Mediur	п Тицек	s: 9	8.404			
	Right View:	90.0 degree	es	l	Heav	y Truck	s: 9	6.413			
FHWA Noise Mod	let Calculation	s									
VehicleType	REMEL	Traffic From	Oi	stance	Finite	Road	Fre	sner	Barrier Att	en Be	m Atten
Autos:	71.76	1.67		-4.5	2	-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-15.57		-4.5	1	-1.20		-4.89	0.0	300	0.000
Heavy Trucks	86.40	-19 63		-4.5	11	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barr	ier atter	suation)						
Vehicle Type	Leg Peak Hou	r Leg Day		Leg E	vening	Leq.	Night		Ldn		NEI.
Autos	67	.7	65.8		64.1		58	3.0	68.	3	67.3
Medium Trucks	61		59 S		53.3			7	60.		69.
Heavy Trucks:	61		59.7		50.7			.9	60.		60 /
Vehicle Noise:	89	.3	87.5		84.6		65	3.7	69.3	3	66.
Centeriine Distan	ce to Noise Co	intour (in feet	)							,	
			Į		d8A		dBA	"	50 dBA		dBA
			1 (50)		7		85		256		167

Friday, Nevernber 08, 2013

		2072282233	3085775877	79070X9			**************************************			
Spans	nlo: Year 2016	Likkirk Dis	essessessessessessessessessessessessess	*****	******	Emiari N	lame: Morer	so Valley M	/almoant	******
	ne: Cattanwa						ober: 8870	no rointy t	P CAPIT T CONT.	
	vrž: YVe st of Ir									
SITE	SPECIFIC I	NPUT D	ATA		***********	N E	ISE MODE	EL INPUT	S	*********
Highway Data					Site Cor	nditions (I	dand = 10, S	oft = 15)		
Average Daily	Traffic (Adl)	11,070 •	vehocles				Autos	15		
Peak Hou	Percentage:	10%			Me	edium Truc	ks (2 Arles)	: 16		
Peak I	lour Volume:	1,107	rebioles		He	avy Truck	s (3+ Axles)	: 15		
Ve	shicle Speed:	45 :	nph		Vehicle	A93				
Near/Far La	ane Distance:	24 1	eet			iideType	Day	Evening	strant	Daily
Site Data					*01		tos: 77.59		9.6%	87.42%
						edium Tru			10.3%	1.84%
	rrier Keight:	0.0	fest			Heavy Tru			10.8%	0.74%
Barrier Type (0-V	Vall, 1-Serriy): int to Barrier	100.0	44						10.010	0.1 170
Centerine Dust		100.0			Noise 5	ource Ele	vations (in i	feet)		
Barrier Distance			feet			Autos:	0.000			
Observer Herant			heet heet			m Trucks:				
	ad Elevation:		feet		Hea	vy Trucis.	8 9 9 8	Grade Ad	justmeni:	0.0
	ad Elevation. ad Elevation		feet		I and Fo	usivalant i	Vistance (in	feet)		
	Foad Grade:	0.0				Autos:	98.403	10.79		
	Left View		dearees		Media	m Trucks:				
	Right View:		degrees			w Trucks:	99.329			
	ragin vien.	30.0	4091505			.,				
FHWA Noise Mod	lei Calculatio	V7.5								
VehicleType	REMEL	Traffic		Distance		Road	Fresher	Barrier Alt		m Atten
Autos	68.4	-	-1.51	-4.		-1.20	-4.77		300	0.000
Medium Trucks		-	-18.75	-4		-1.20	-4.88		300	0.000
Heavy Trucks	84.2	5	-22 70	-43.	57	-1.2D	-5.16	9 :	300	0.000
Unmitigated Nois	e Levels (wit	hout Top	o and bar	rier atte	nuation)					
VehicleType	Leg Peak Ho	our L	eq Day	Legi	Evening	Leg N	ight	Ldn	C	VEIL
Autos	6	1.2	59.3	3	57.5		51.5	60.	1	60.7
Medium Trucks	5	4.9	53	4	47.1		45.5	54.	0	64.2
Heavy Trucks:	5	5.8	54.	4	45.3		46.6	54.	9	65.0
Vehicle Noise:		33.0	81.	3	58.1		53.4	62.	Ü	62.4
Centerline Distan	ce to Noise i	Contour (	in feet)							
				70	d8A	85 di	9.A	60 dBA	55	dBA
			1.00		20	63		120	1 0	12.7

Friday, November 08, 2013

Finday, November 69, 2013

Scenar	io: Year 2018 VV	ith Project			Project Na	ime: Morer	o Valley Va	simarr	
Road Nan	ne: Cottonwood /	Avenue			Job Nurr	ber: 8876			
Road Segme	nt: East of India	i Street							
	SPECIFIC INP	UT BATA					L INPUT	S	
Highway Data				Site Co.	nditions (H	erct = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 9	,198 vehicles				Autos	15		
Peak Hour	Percentage:	10%		5/6	ealurn Truch	s (2 Axies)	15		
Peak F	lour Volume:	920 vehicles		H	eavy Trucks	(3+ Axies)	15		
	rhicle Speed.	45 mph	-	Vehicle	Mir				
Near/Fer La	ine Distance:	24 feet	-		ideTvae	Day	Evenina	Night	Daity
Site Date					Auh	as: 77.51	12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet		5v	ledium Truc	As: 94.89	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline Di		100.0 feet			ource Elev				
Centerline Dist.	to Observer.	100.0 feat	- }	marse 2	Autos	0.000	ess		
Barrier Distance	to Observer	0.0 feet		46-00	m Trucks	2.287			
Observer Height	(Above Pad):	5.6 feet			w Trucks:	6.008	Grade Ad	i referent	0.0
2	ad Elevation	0.0 feet	į						
	ad Elevation:	0.0 feet		Lane E	juivalent Di		fest)		
	Road Grade:	0.0%			Autos:	99.403			
	Left View.	-90.0 degrees			m Trucks:	99 314			
	Right View:	90.0 degrees		Hea	vy Trucks.	99.323			
FHWA Noise Mod	el Calculations		i						
Verticae Type	REMEL	Traffic Flow   Did	stance		Road	Fresnel	Berner Att	en Ben	n Alten
Aulos	68.46	-2.31	-4.5		-1.20	-4.77	0.0	000	0.000
Medium Trucks:	79 45	-19.55	-4.6	7	-1.20	-4 88	0.0	000	0.000
Неаку Ілиска.	84.25	-23.61	-4 6	7	-1.20	-5.16	0.0	300	0.000
Unmitigated Nois	e Levels (withou	st Topo and barri	er atte	nuation)					
VersicieType	Leg Peak How	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	C	νEΣ.
Aikas:	80.4	58.5		56.7		50.6	59.3		59.9
Medium Trucks.	54.1	52.6		46.3		44.7	53.1		53.4
Heavy Trucks	55.0	53.5		44.5		45.8	54.		54.2
Vehicle Noise:	62.2	60.5		57.3		52.6	61.3	2	81.6
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dB.	Δ.	SO dBA		ав.А
		Loh).		26	56		120		56
		CMF7:		) A	80		128		7.7

Fitday, November 69, 2013

	Year 2018							ame: Mor		/alley V&	simart	
Road Name:							Job Mus	nber: 88?	0			
Road Segment:	West of H	aacock S	Street									
	ECIFIC I	NPUTE	ATA	******				ISE MO			3	
Highway Data					S.	ite Con	ditions (f	tard = 10.	Saft	= 15)		
Average Daily Tr	offic (Adt).	32,325	vehicles					Auto	8:	15		
Peak Hour Pe	ercentage:	109	6			Me	alum Truc	hs (2 Axie	s):	16		
Peak Hou	r Volume:	3,233	vehicles			He	avy Truck	s (3+ Axie	s):	15		
Vehic	de Speed.	65	roph		132	ehicie i	Min					
Near/Far Lane	Distance:	88	feet		- 1		ideTvae	Dai	. 16	ivenina	Night	Daire
Site Data								tos: 77		12.9%	9.6%	97.42%
			feet			5.0	edium Tru			4.9%	10.3%	1 94%
Barrier Type (0-Wall	er Height:	0.0	reof				leavy Tru			2.7%	10.6%	0.74%
Genterline Dist.		100.0			L							
Centerline Dist. In		100.0			N	oise S		rations (ii	768	<i>j</i>		
Barrier Distance to			feet				Autos.	0.000				
Observer Height (A)			feet				m Trucks:	2.287				
	Elevation		feet			Hear	y Trucks:	8.008	3	rade Adj	usiment:	0.0
	Elevation:		feet		I	ane Ea	ulvalent I	istance (	in fee	919		
	ad Grade	0.0			-		Autos:	87.316		·×		
	Left View		de gree:			Mediu	m Trucks:	87 214				
F	hght View:		degree:			Heav	y Trucks.	87.224				
HWA Natse Madei	Calculation				i_							
Vehicle Type	REWEL	Traffic	Flow I	Dist	2000	Finite	Shed !	Fresnel	1 Ai	erner Atte	n Bee	n Alten
Autor	71.78		2.77		-3.74		-1.20	-4		0.0		0.000
Medium Trucks:	82.40	1	-14.97		-3.73		-1 20	-48		0.0	00	0.000
Heavy Trucks.	96.40	)	-16.92		-3 73		-1.20	-5.1	6	6.6	69	9.990
Inmitigated Noise L	eveis (wit	hout To	oc and b	amie	r attenu	etion)						
	a Peak Ho		ea Dav		Lea Eve		Lea N	o/nt	1.	dn	C	άΕΙ.
Autos:	8	91		7.2		65.5		59.4		66.0		66.6
Medium Trucks.	6	2.5	6	1.0		64.6		63.1		61.6		61.8
Heavy Trucks:	6	2.5	6	1.1		52.1		53.3		81.7		81.3
Vehicle Naise:	7	0.7	6	8.8		0.99		81.1		69.7		70.
centerline Distance	to Hoise C	ontour	in feet)									
Centerline Distance	to Noise C	contour	in feet)		70 df	3.4	65 dl	3.4	80	diB.A	55	d8.4

	b: Year 2018 V e: Cottonwood				Project is Job Nu:			o Malley VV	almart	
	nt: West of Per				300 MG	raser.	0010			
SITE	SPECIFIC IN	PUT DATA	***************************************		NC	HSE F	40DE	LINPUT		***************************************
Highway Data				Site Con	ditions (i	iard =	10, Sc	dt ≈ 15)		
Average Daily	Traffic (Adl):	9,186 vehicles					Autos:	15		
Peak Hour	Percentaga.	10%		Mc:	dium Truc	ks (2 /	lxies).	15		
Peak H	our Volume	919 vehicles		Hei	avy Truck	s (3+ A	lales):	15		
Ve.	nicle Speed:	45 mph		Vehicle f	W/e					
Near/Far La	ne Distance.	24 feat			eleType		Day	Eveninal	Niotx	Dally
Site Data					Au		77.5%	12.8%	9.8%	87.42%
5	rier Height:	0.0 feet		No	dum Tru	cks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-W		0.0		E	leavy Tru	CNS.	88.5%	2.7%	10.8%	0.74%
Centerline Die		100.0 feat		Noise Sc						
Centerline Dist.	to Observer:	100.0 feet		Noise Sc				on		
Barrier Distance	to Observer:	0.0 feet			Autos: n Trucks:		000			
Observer Height (	Above Pad):	5.0 feat						Grade Ad	i colono na	0.0
Pé	nd Elevetion:	0.0 feet		Heav	y Trucks	8.	JUG	Oracle Au	uounem.	0.0
Ros	ed Elevation:	0.0 feet		Lane Equ	uivalent l	Distan	ce (In 1	eet)		
	Road Grade:	0.0%			Autos:	89.	493			
	Left View:	-90.0 degrees	5	Mediur	n Trucks	99.	314			
	Right View:	90 0 degrees	5	Heav	y Trucks:	59	323			
FHWA Noise World										
VehicleTyne		Traffic Flow	Distance			Fresn		Barrier Att		
Autos	69.48	-2.32	-4.		-1.20		-4.77	0.0		0.000
Medium Trucks	79,45	- 19 58	-4.		-1.20		-4.58	0.0		0.000
Heavy Trucks:	64.25	-23.51	-4.	57	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise										
Vehicle Type				vening	Leg N			Lán		MEL
Autos:	66.		B 5	56.7		50 6		59 3		59 9
Medium Trucks:	54.		2.6	46.2		44.7		53.1		53.4
Heavy Trucks	55.		3.5	44.5		45.8		54.1		54.2
Vehicle Noise	82	2 8	0.5	57.3		52.8	3	61.5	)	618

Frider November 88, 2913

ar 20 18 VV	ith Project		,	Project Ivian	ne: More	ne Valley VV	almart	
essandro B	oulevard			Job Numb	er: 8070			
st of Heaci	ack Street							
IFIC INP	UT DATA	******		NOI	E MODE	L INPUT		
		5	Site Cond	itions (Ha	rd ≃ 10, S	oft = 15)		
(Adl): 30	591 vehicles				Autos	: 15		
ntage.	10%		Med	ium Trucks	(2 Axles)	. 15		
slume: 3	,359 vehicles		Hea	ny Trucks (	"J+ Axles)	: 15		
Social:	55 mph		1- 5/-1- 44	· · · · · · · · · · · · · · · · · · ·				
dance.	98 feat	Η,			Don	Descrine	Mintel	Dally
			ven.					
			0.60					1.64%
								0.74%
							10.070	u
		i	ioise Sau	irce Eleva	tions (in	feet)		
				Autos:	0.000			
	0.0		Medium	Trucks:	2 297			
			Heavy	Trucks	9.006	Grade Adj	ustment.	0.0
		-7	ane Fou	valery Die	tance fin	foat)		
		H-F				17-44		
			Medium	110.100				
	on a degrees			1100 101				
culations								
								ro Atten
71.78	2.03	-3.74			-4.77	0.0	00	0.000
82.40	-15 20							0.008
88.40	-19.16	-3.73	3	-1.20	-5.16	0.0	90	0.009
els (withou	it Topo and barri	er etten	uationi					
Peak Hour				Leg Nigt	rf	Lan	Ci	VEL
688	87.0		85.2		59.2	87 E		88 4
0.0.0			54.4		52.9	61.3		61.8
62.3	6.08							
	60.8 60.9		51.8		53.1	61.5		61.5
62.3	60.9		51.8 65.7		53.1 60.8	61.5 69.4		
62.3 62.3 70.5	60.9 68.7							61.8 69.9
62.3 62.3 70.5	60.9	70 c	85.7		60.8			
62.3 62.3 70.5	60.9 68.7	70 c	65.7 19.4		60.8	69.4	.55	69.9
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20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   20,000   2	India	International Content	August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August  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August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   August   A	International	India	Auton   Colored   Auton   Colored   Auton   Colored

	io Year 2018						eno Valley V	Valmart	
	e: Cattanyou				Job Num	ber: 887	0		
Road Segme	nt: East of Per	ris Beulevard							
SITE Highway Data	SPECIFIC IN	PUT DATA		Ph. P.	NOI ditions (Ho		DEL INPUT	S	
<del>-</del> <del>-</del>				SHE COL	maions (m				
Average Daily		9,620 vehicles				Auto			
	Percentage:	10%			eium Truck				
	laur Valume:	982 vehicles		File	avy Trucks	(3+ Axle	s): 15		
	hide Speed	40 mph		Vohicle	Mix				
Near/Far La	ne Distance:	12 feet		Vet-	icleType	Day	Evening	1bight	Daily
Site Data				ļ	Auto	s: 77.	96 12.9%	9 6%	97.42%
Ba.	rrier Kelaht:	0.0 feet		M	edium Truci	cs. 84.8	3% 4.9%	10.3%	1.84%
Barrier Two (0-W		0.0		1 4	Heavy Truck	s: 96.6	96 2.7%	10.8%	0.74%
Centerline Di	at to Barrier.	100.0 feet		N-7- 6	ource Elevi				
Centerline Dist.	to Observer:	100.0 feet		Motse 3	Autos	0.000	i meti		
Barrier Distance	to Observer.	0.0 feet		Edward	m Trucks:	2.297			
Observer Height (	Above Pad).	5.0 teet			т гиска: ы Тгиска:	8 006	Grade Ad	iiu atanomi	0.0
Pi	ad Elevation:	0.0 feet		Hear	у тиски.	8 000	Urace At	<i>доситес</i> т.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eg	uivaient Di	tance (	in feet)		
	Road Grade:	0.0%			Autos:	98.945			
	Left View:	-90.0 degrees		Mediu	m Trucks:	99,856			
	Right View:	90.0 degrees		Hear	ry Trucks:	99.865			
FHWA Noise Mod				1					
VehicleType	REMEL		Distance			resner	Barrier 48		m Atten
Autos:	86.51	-1.61		.82	-1.20	-4.7		000	0.00
Medium Trucks	77.72	-18.85		61	-1.20	-4.€		000	0.00
Heavy Trucks	82.98	-22 80	-4	.81	-1.20	-5.1	6 0	000	0.00
Unmitigated Nois			rier att	enuation)					
VehicleType	Leg Peak Hou	r Leg Day	Leg	Evening	Leq Nig	hi	Ldn		WEIL
Autos	59	.1 57.	2	55.4		49.4	58		58.6
Mediam Trucks	53			45.2		435	52		52.
Heavy Trucks:	54			43.9		45.2	53		53.
Vehicle Noise:	81	.1 59.	4	56.1		51.5	69	.1	60.
Centerline Distan	ce to Naise Co	intour (in feet)							
			78	0 d8A	85 dB/	١	60 dBA		dBA

Friday, November 08, 201

5847 St. 7 THE RESERVE ST. S.		
	************	
Scenario: Yesr 2018 With Project Project Name: Mo		/almart
Road Name: Alessandro Boulevard Job Number: 88	170	
Road Segment: West of Indian Street		
	DDEL INPUT	S
Highway Data Site Conditions (Hard = 10	), Soft = 15)	
Average Daily Traffic (Adl): 28,087 vehicles Au	ifae: 15	
Peak Hour Percentage: 10% Medium Trucks (2 An	(es): 15	
Peak Hour Volume: 2,601 vehicles Heavy Trucks (3+ Ax	(es): 15	
Vehicle Speed: 55 mph Vehicle Mix		
Near/Far Lane Distance: 98 feet VenideType Di	av Eveningi	Night Daily
Site Data Autos: 73	7.5% 12.8%	9 5% 87 42%
Barrier Relight: 0.0 feet Medium Trucks. %	1.6% 4.8%	10.3% 1.84%
	3.5% 2.7%	10.8% 0.74%
Contain Dist to Contain 170.0 to 1		
Noise Source Elevations		
Auros: 0.00	-	
Observer Height (Above Pad) 5 8 teet Medium Trucks: 2.29		0.00
Pad Elevation: 0.0 feet Heavy Trucks. 8 00	6 Grade Ad	0.0 inemizuij
Road Elevation: 0.0 feet Lane Equivalent Distance	(in feet)	
Fload Grade: 0.0% Autos: 87.31	8	
Left View: -90.0 degrees Medium Trucks: 87.21	4	
Pigiti View: 90.0 degrees Heavy Trucks: 87.22	4	
FHWA Noise Model Calculations		
VehicleType   REMEL   Traffic Frow   Distance   Finite Road   Fresher	Barrier Alt	fen: Berm Atten
		000 0.000
Medium Trucks: 82.46 -15.59 -3.73 -1.26 -4	85 0.	000 0 000
Heavy Trucks: 86.40 -19.54 -3.73 -1.20 -5	16 91	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)		
VehicleType Lea Peak Hour Lea Day Lea Evenina Lea Nighi	Ldn	CNEL
Autos: 68.5 98.8 94.8 58.8	67.	4 68.0
Medium Trucks 61.9 80.4 54.0 52.5	60.	9 61.2
Heavy Trucks: 61.9 80.5 51.5 52.7	61.	1 61.2
Vehicle Noise: 70.1 88.3 85.4 69.5	69.	0 69.5
Centerline Distance to Naise Contour (in feet)		
70 d8A 85 d8A	69 dBA	55 dBA
	400	863
Lda: 86 186 CNE 83 200	431	928

Friday, November 08, 2013

riday, Nevernber 08, 2013

Scenar	io: Year 2018 V	ith Project			Project N	ame: More	no Valley Wai	marr				
Road Nan	ne: Ateissandro B	Boutevard			Job Mur	nber: 8870						
Fload Segme	nt: East of India	n Street										
SITE	SPECIFIC INP	UT DATA		***************************************			EL INPUTS		*****			
Highway Data				Site Conditions (Hard × 10, Soft × 15)								
Average Daily	Traffic (Adt). 27	,162 vehicles				Autos	: 15					
Peak Hour	Percentage:	19%		Ms	olum Truc	hs (2 Axies)	: 15					
Peak F	lour Volume: 2	,715 vehicles		He	avy Truck	s (3+ Axies)	: 15					
	hicle Speed.	55 mph		Vehicle	Mix							
Near/Fer La	ne Distance:	SB feet			ideTvae	Day	LEvenina 7	diaht E	Daite			
Site Date					Αυ	tos: 77.51	6 12.9%	9.6% 97	7.4.2%			
Ra	rrier Heiaht:	0.0 feet		56	edium Tru	oks: 84.85	6 4.9%	10.3%	1 84%			
Barrier Type (0-V		0.0 1001			Heavy Tru	oks: 86.59	6 2.7%	10.6% (	3.74%			
Centerline Di		100.0 feet		W-7 6		ations (in	F					
Centerline Dist.	to Observer.	100.0 feet		marke 2			eso					
Barrier Distance	to Observer	0.0 feet			Autos. m Taucks:	0.000 2.287						
Observer Height	(Above Pad):	5.6 feet			m Fracks:	8.008	Grade Adius	oferonet: B	0			
	ad Elevation.	D.C feet						MARKEN, U.	0			
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent E	listance (in	feet)					
	Road Grade:	0.0%			Autos:	87.316						
	Left View.	-90.0 degrees		Mediu	m Trucks:	87 214						
	Right View:	90.0 degrees		Hea	vy Trucks.	87.224						
FHWA Naise Mad	ai Calculations											
VerlideType	REWEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barner After	Bern A	4/ten			
Aulos	71.70	1.52	-3.	74	-1.20	-4.77	0.00	ď	0.000			
Medium Trucks:	82.40	-15.72	-3.	73	-1.20	-4 88	0.00	0	0.000			
Неаку Ілиска.	98.40	-19.6B	-3	73	-1.20	-5.16	0.00	J	0.000			
Unmitigated Nois	e Levels (withou	ut Topo and ba	mier atte	nuation)								
VehicleType	Leg Peak Hour	Leg Day	Legi	Evening	Leg Ni	ght	Ldn	CNEZ				
Aistas:	88.4	66.	.5	64.7		58.6	67.3		67.9			
Medium Trucks.	51.8	60.	.2	53.9		52.3	60.8		61.0			
Heavy Trucks:	61.8	60.	4	51.3		52.6	80.9		81.			
Vehicle Noise:	69.9	68	.2	65.2		60.4	9.88		69.4			
Centerline Distan	ce to Noise Cor	tour (in feet)										
				σB.A	65 dE		60 dB.A	55 dB.	٥			
		Lob	7.	85	183		392	845				

Scenario: Year 201		ct					eno Valley Vi	simar:	
Road Name: Cactus A	venue				Job Mui	mber: 8870			
Fload Segment: West of I	-215 Fraewa	8							
SITE SPECIFIC	NPUT DA	TA			NC	ISE MOD	EL INPUT	S	
lighway Data			S	ite Con	ditions (f	fard = 10, i	Saft = 15)		
Average Daily Traffic (Adt).	27,900 ve	hides				Auto	s: 15		
Peak Hour Percentage:	1896			Me	atum Truc	48 (2 Axies	J: 15		
Peak Hour Volume:	2,790 ve	hicles		Ke	avy Truck	s (3+ Axies	): 15		
Vehicle Speed.	65 mg	h	-	etric is i	Miles				
Near/Far Lane Distance:	36 fee	et	ř		ideTvae	Dav	Evening	Night	Daire
ite Data				V G21		tos: 77.5		8.6%	97.42%
Barrier Height:	0.0 fe			54	edium Tru			10.3%	1 94%
Barrier Tvoe (0-Wall, 1-Berral).		101			leavy Tru			10.6%	0.74%
Centediae Stat to Barder									
Centerline Dist. to Observer.	100.010		10	aise Sc		vations (in	feet)		
Barrier Distance to Observer					Autos.	0.000			
Observer Height (Above Pad):					m Trucks:	2.297			
Pad Elevation	0.0 fe			Heat	y Trucks:	8.00%	Grade Ad	jusiment:	0.0
Soud Flevation	0.0 1.		17	ane Ea	ulvalent I	Distance (ii	n feet)		
Road Grade:	17.19.14				Autos:	98.494			
Left View		29930		Mediu	m Trucks:	98 404			
Right View:				Heav	y Trucks.	98.413			
HWA Noise Model Calculatio									
VehicleType REMEL	Traffic Fi		fstance	Finite	Pload	Fresnei	Barner Att		n Allen
Aulos: 71.7	-	1.63	-4.52		-1.20	-4.7.		000	0.000
Medium Trucks: 82.4	-	5.60	-4.51		-1 20	-48		000	0.000
Heavy Trucks. 96.4		9.56	-4 51		-1.20	-5.71	S G.I	969	9 9 9 0
Inmitigeted Noise Levels (wi									
VehicleType Leg Peak H		Day	Leg Ev		Leg N		Ldn		wEZ.
- 11117-01	37.7	65.6		64.0		56.0	66.3		67.3
	31.1	69.6		69.2		61.7	60.		60.4
***************************************	51.1	59.7		50.7		51.9	8C.		6C.4
Vieticie Algüse:	58.3	67.5		64 B		58.7	88	9	881

Scenar	io: Year 2018 V	Vitin Project			**********	Project	hiame:	Meren	o Valiev VV	almart	************
	ne: Alessandro i						umber		G 1 11150 7 7 4	un.ioi c	
Road Segme	nt: West of Pen	is Boulevard									
SITE	SPECIFIC IN	TOT DATE		***************************************		······································	DISE	MODE	LINPUT		*********
Highway Data	07 2211 10 777	DIBAA			Site Con					•	
Average Daily	Traffic (Adl): 2	3 482 venicles						Autos:	15		
	Percentage.	10%			Me	dium Tri	icks (2	Axles).	15		
Peak F	four Volume: 1	2,846 vehicles			He	avy Truc	ks (3+	4x(es):	15		
Ve	nicle Speed:	55 mph		-	Vehicle	Mir					
Near/Far Le	ne Distance.	9B feat		-		eleTvoe		Day	Eveninal	Niolx	Daily
Site Data						71	utos:	77.5%			87.42%
- Fla	mer Height:	0.0 feet			169	edium Tr	ucks:	64.9%	4.9%	10.3%	1.64%
Bernier Type (0-VI		0.0			,	teavy II	WORS.	86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feat			Noise S						
Centerline Dist.	to Observer:	100.0 feet		-	NOIST S	Autor		0.00 0.00	161)		
Barrier Distance	to Observer:	D.O. feet			2. America	наког т Тихока		297			
Observer Height (	(Above Pad):	5.0 feat				v Trucki		006	Grade Adi	ustment	0.0
	ad Elevation:	0.0 feet				*					
	ad Elevation:	C O feet		ļ.	Lans Eq				feat)		
	Road Grade	B.0%				Autos		316			
	Left View:	-90.0 dagrees				m Trucki		214			
	Right View:	90 0 degrees	3		Hear	y Truchi	s: 67	224			
FHWA Noise Wod											
VehicleTyne		Traffic Flow	Dis	fance		Road	Fres		Barrier Att		
Autos	71.78	1.40		-3.7		-1.20		-4.77	0.0		0.000
Medium Trucks	82,40	- 15 93		-3.7		-1.20		-4.58	0.0		0.000
Heavy Trucks:	66.40	-19.79		-3.7	3	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois											
VehicleType				Leg E		Legi	Might		Lán		NEE.
Autos	68.1		64		84.6		58		87.7		87.8
Medium Trucks:	61.6		0.1		53.8		52.		90.7		90.9
Heavy Trucks.	61.3		0.3		51.2		52.		60.8		61.0
Vehicle Noise.	69.1		0.1		65.1		60.	2	68.8	1	69.3
Centerline Distan	ce to Noise Co	ntour (în feet)									
				70.			YEA		SO HEA		de A

Friday, November 08, 2013

Scenario: Year					F				Valley VV	almart	
Road Name: Cacti			n c			JOD N	ımber	8970			
Road Segment: i-215	SB Kar	1ps to 1-2 to 14	R F(SEL)	ps ps		0000000	******	*********			*******
SITE SPECIE	IC INP	UT DATA							INPUT	9	
Highway Data				5.	ite Cond	tions (	riard =		ft = 15)		
Average Oally Traffic ()	(d): 42,	796 vehicles						Autos:	15		
Peak Hour Percenti	ge.	10%						Axles).	15		
Peak Hour Volu	me: 4,	280 vehicles			Hear	ly Truc	ks (J+	Axles):	15		
Verticle Soi		55 mph		14	ehicle Mi	·					
Near/Far Lane Dista	100.	36 feat		Ė		le?Vpe		Dav	Evenina	Night	Dally
Site Data						- A	uios:	77.5%	12.9%	9.6%	87.423
Barrier Hei	she	0.0 feet			Med	Sum Tr	ucks:	64.9%	4.9%	10.3%	1.643
Barrier Type (0-Wall, 1-Ba		0.0			He	asy Ir	ucss.	88.5%	2.7%	10.8%	0.749
Centertine Dist. In Bar		100 0 fear									
Centerline Dist. to Obser		IDD 0 feet		Į.	oise Sau				61)		
Barrier Distance to Obser	ver:	0.0 feet				Autos	-	000			
Observer Height (Above F	80)	5.0 fest			Medium			297	Grade Ad	Location	0.0
Pad Eleva	tion:	0.0 feet			Heavy					uou norn.	0.9
Road Eleva	lion:	0.0 feet		L	one Equi	valent	Distan	ce (in f	eet)		
Road Gr	adia.	0.0%				Autos	: 98	.484			
Left V	iew:	-90.0 dagrea:	s		Меаїит:			.404			
Right V	ew:	90 0 degree	6		Heavy	Trucks	98	413			
FHWA Noise Model Cateu	lations										
VehicleType I REM		raffic Flow	Distar	000	Finite R	080	Fres.	ne/ i a	Barrier Att	en   Ber	m Atten
Autos.	71.78	3.49		-4.52		-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40	-13.75		-4.51		1.20		-4.58	0.0	100	0.00
Heavy Trucks:	66.40	-17.70		-4.51		-1.20		-5.16	0.0	10D	0.00
Unmitigated Noise Levels	(withou	t Topo and b	arrier	ettenu	ationi						
VehicleType   Leq Per	k Hour	Leg Day	Ł	eq Eve	ening	Legi	Vight	T	Lan	Ci	NEL
Autos:	68.6	8	7.7		85.9		59	8	88 5	5	89
Medium Trucks:	62.8	- 6	1.4		65.1		53.	5	62.4	)	62.
Heavy Trucks	69.6	6	1.8		52.5		53.	8	62.1		62.
Vehicle Noise.	71.1	6	9.4		66.4		61.	5	70.1		70.
Centerline Distance to No	ise Con:	tour (in feet)									
				70 d£	3/4	650	EA	- 50	0 dEA	.55	dE.A
		CN	dn:	101		21	8		471		015 091

	io: Year 2018 W se: Alessandro 8				Project Nar Job Numb		o - oney (1	sam sam s	
Road Segme	nt: East of Pemi	s Beulevard							
	SPECIFIC INF	UT DATA					L IMPUT	S	
Highway Data				Site Cor	nditions (Ha				
	Traffic (Adl): 21					Autos	15		
	Percentage:	10%			edium Trucke		15		
		2,258 vehicles		He	eavy Trucks (	3+ Axles):	15		
	hide Speed:	55 mph		Vahiate	Mix				
Near/Far La	ne Distance:	36 feet		Vet	ricleType	Day	Evening	Night	Daily
Site Data					Auto	s: 77.5%	12.9%	9 6%	97.42%
Ra	rrier Keight:	0.0 feet		A-	ledium Truck	s. 84.6%	4.9%	10.3%	1.84%
Barner Type (0-W		0.0			Heavy Truck	s: 96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		M-7 F	ource Eleva				
Centerline Dist.	to Observer:	100.0 feet		Motes 3	Autos:	0.000	rez)		
Barrier Distance	to Observer:	0.0 feet		2.4	m Trucks:	2.297			
Observer Height (	Above Pad).	5.9 teet			vn i rucks: vv Trucks:	8 0 0 6	Grade Ad	iu etenomi:	0.0
Pi	ad Elevation:	0.0 feet		mea	ey rrucus.	8 0 9 0	Grade Au	рогонтиски.	0.0
Roi	ad Elevation:	0.0 feet		Lane Eq	uivaient Dis	tance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-80.0 degrees		Mediu	m Trucks:	98.404			
	Right View:	90.0 degrees		Hea	vy Trucks:	98.413			
FHWA Noise Mod	el Calculations								
VehicleType		Traffic From 0	istance	Finite	Road F	resner	Barrier Att		m Atten
Autos:	71.76	0.71	-4.		-1.20	-4.77		300	0.00
Medium Trucks:	92.40	-18.52	-4	51	-1.20	-4.89	0.0	300	0.00
Heavy Trucks	86.40	-20 48	-4.	51	-1.20	-5.18	0.0	100	0.00
Unmitigated Nois			ier atte	nuation)					
	Leg Peak Hour			Evening	Leg Nigi		Ldn		VET.
Autos	66.8			63.1		57.1	65.		68.
Medium Trucks	60.2			52 3		508	59.		59.
Pleavy Trucks: Vehicle Noise:	60.2 88.4			49.7 83.6		51.0 58.8	59.1 67.1		59. 67
				53.0		59.8	67.3	2	67.1
Centeriine Distan	ce to Naise Cor	tour (in feet)	,		,			,	
		1.00		d8A	85 dBA		00 dBA		dBA

Friday, November 88, 2013

Scenan	or Year 2018	With Project			Project Na	ezne: More	no Valley M	falmart	
Road Nam	e: Cactus Ave	nue			Job Nun	ber: 8870			
Road Segmen	z: East of I-21	5 NB Ramps							
	SPECIFIC IN	PUT DATA					L INPUT	S	*********
Highway Data				Site Car	ditions (H	ard = 10, S	oft = 15)		
Average Daily	Fraffic (Adl)	50,590 vehicles				Autos	15		
Peak Hour	Percentage:	10%		Me	edium Truck	cs (2 Arries)	15		
Peak H	our Volume:	5,050 vehicles		He	avy Trucks	(3+ Axles)	15		
Ve	hicle Speed	55 mph		Vehicle	387~				
Near/Far La	ne Distance:	36 feet			ideTvoe	Oav	Evening	Shari	Daily
Site Data					Aut			9.6%	87.42%
					edium Truc			10.3%	1.84%
	rier Keight:	0.0 feet			Heavy Truc			10.8%	0.74%
Barrier Type (0-W Centerline Dis		0.0 100.0 heet						10.010	0.1170
Centerine Dist.		100.0 feet 100.0 feet		Noise 5	ource Elev	ations (in	(set)		
Barrier Distance		0.0 feet			Autos:	0.000			
		0.0 reet 5.0 heet		Mediu	m Trucks:	2.297			
Observer Height (	Above Pad). Id Elevation:	0.0 feet		Hear	y Trucks.	8 006	Grade Ad	justment:	0.0
	id Elevation: ad Elevation:	0.0 feet		I ana Sa	ulvaient D	inteneo (le	to and		
	ru zrevenon. Foad Grade	0.0 teet		Edito Ci,	Autos:	98.494	.0.0		
· · · · · · · · · · · · · · · · · · ·	Left View	-90.0 degree		Mark	m Trucks:	98.404			
	Right View:				n Trucks:	98.413			
	ragiz view.	90.0 dagrea	5	17091	gr 17 ocho.	90,410			
FHWA Noise Mode	el Calculation	3							
VehicleType	REMEL	Traffic Frow	Distar			Fresher	Barrier Alt	en Ber	m Atten
Autos	71.78	4.21		-4.52	-1.20	-4.77	0.0	300	0.000
Medium Trucks:	82.40	-13.03		-4.51	-1.2B	-4.88	9.6	300	0.000
Heavy Trucks	86.40	-16 98		-4.51	-1.2D	-5.76	9.6	100	0.000
Unmitigated Noise	Levels (with	out Topo and t	arrier	attenuation)					
VehicleType	Leg Peak Hou	r Leg Day	L	eq Evening	Leg Nic	rtii	Ldn	C	VEIL
Autos:	70	.3 6	8.4	68.8		80.8	69.1	<del>/</del>	68.6
Medium Trucks	63	.7 8	2.2	55 8		54.2	62.	)	62.9
Heavy Trucks:	63	.7 8	2.3	53.2		54.5	62.0	3	63.0
Vehicle Noise:	71	.9 7	0.1	87.1	**********	62.3	70.	3	71.3
Centerline Distanc	e to Noise Co	antour (in feet)							
		in tone		70 d8A	85 dB	7 7	60 dBA	55	dBA
			do:	113	244		526	1.	133

Friday, November 69, 2013
Friday, November 69, 2013

201

iday, Nevernber 08, 2013

	: Year 2018 Wit						no Valley V	aimarr	
	: Cactus Avenu				Job Murn	ber: 8870			
Fload Segment	f: West of Elswo	rth Street							
	PECIFIC INPL	JT DATA					EL INPUT	S	
Highway Data				Site Con	ditions (He				
	raffic (Adt). 57,i					Auto			
Peak Hour R		10%			alum Truck				
		760 vehicles		Re	avy Trucks	(3+ Axies	): 15		
	icie Spead.	55 mph	- 1	Vehicle I	Wix				
Near/Fer Lan	e Distance:	36 feet			de?ype	Day	Eivening	Night	Daity
Site Date					Auto	ns: 77.5	% 12.9%	9.6%	97.42%
Ban	ier Heiaht:	0.0 feet		5A	dium Truc	ks: 84.8	% 4.9%	10.3%	1 84%
Barrier Type (0-Wa	III, 1-Bermi.	0.0		+	leavy Truci	ks: 86.5	% 2.7%	10.6%	0.74%
Centerline Dist	L to Barrier: 1	BB.G feet	- 1	Maira S	unce Elevi	vione (in	fa art		
Centerline Dist. to	Observer. 1	GO.C feat	H	770786 00	Autos	0.000	1009		
Barrier Distance to	Observer:	0.0 feet		A sin etii u	n Trucks:	2.287			
Observer Height (A	lbove Pad):	5.6 feet	- 1		v Yrueks:	8.008	Grade Ad	indmant	0.0
Per	d Elevation.	0.0 feat	į.		,				
Roar	d Elevation:	0.0 feet	L	Lane Eq	uivalent Di	stance (ii	ı feet)		
R	load Grade:	0.0%			Autos:	98.494			
	Left View	90.0 degrees		Mediu	n Trucks:	98 404			
	Right View:	90.0 degrees		Heav	y Trucks.	98.413			
FHWA Naise Made	i Calculations		i-						
Verlide Type			stance			Fresnel	Berner Att		m Alten
Aulos:	71.70	4.76	-4.5		-1.20	-4.7		000	0.000
Medium Trucks:	82 40	-12.46	-4.5		-1 20	-4 86		000	0.000
Невгу Тruскв.	86.40	-16.41	-4 6	1	-1.20	-5.16	8 6.1	300	0.000
Unmitigated Noise	Levels (without		er atter	wation)					
	Leg Peak Hour	Leg Day	Leq E	vening	Leg Nig		Ldn		WEZ.
Autos:	70.8	68.9		67.2		61.1	68.		70.4
Medium Trucks.	84.2	62.7		58.4		54.6	63.3		63.5
Heavy Trucks:	64.3	62.8		53.8		55.1	83.		83.5
Vehicle Noise:	72.4	70.7		67.7		62.8	71.	;	71.5
Centerline Distance	e to Noise Cont	our (in feet)							
		L		3BA	65 dB:	4	60 dBA		dBA
		Loh).		24	268		574		237
		CNEL	10		267		618		331

Finday, November 69, 2013

Scenario: Year 201 Road Name: Cactus A Road Segment: East of F	venue	,				ame Morer nber: 8870	no Valley V	aimart		
SITE SPECIFIC	INPUT B	ATA		D'4 0		HSE MODE Hard = 10, S		8		
	CO 400			Site Col	namons (r	Autos				
Average Daily Traffic (Adt).	10%			Medium Trucks (2 Asies): 15						
Peak Hour Percentage:										
Peak Hour Volume:				100	rany iroch	s (3+ Axies).	. 10			
Vehicle Speed.	65 r			Vehicle	Mix					
Near/Far Lane Distance:	S8 f	eet		Vel	iideType	Day	Evening	Night	Dairy	
Tite Date					Αυ	fae: 77.59	6 12.9%	8.6%	97.429	
Barrier Height:	0.0	feet		) A	edium Trui	oks: 84.89	6 4.9%	10.3%	1 949	
Barrier Type (0-Wall, 1-Berm).					Heavy Tru	:ks: 86.59	€ 2.7%	10.6%	0.749	
Genterline Dist, to Barrier:		faet				ations (in t				
Centerline Dist. to Observer.	100.0	feet		Moise S	Autos	rangans (in i DDDD	689			
Barrier Distance to Observer	0.0	feet			m Trucks	2.287				
Observer Height (Above Pad):	5.0	feet			m i nucks: w Yrucks:	8 BB8	Grade Ad	i coloniani	0.0	
Ped Elevation	0.0	feet		1 760	ny rruces:	6.000	State Mu	uaunen.	0.0	
Road Elevation:	0.0	feet		Lane Ec	uivalent C	listance (in	feet)			
Road Grade:	0.09	6			Autos:	87.316				
Left View.	-90.0	degrees	1	Media.	m Trucks:	87 214				
Right View:	90.08	degrees		Hea	vy Trucks.	97.224				
HWA Noise Madel Calculatio	ori s			L						
VehicleType REMEL	Traffic .		Distance		Road	Fresne!	Barrier All		m Allen	
Aulos: 71.7		4.67	-	.74	-1.20	-4.77		00	0.00	
Medium Trucks: 82.4	-	12.57		.73	-1.20	-4 88		100	0.000	
Heavy Trucks. 96.4		16.53		73	-1.20	-5.16	G.E	(B0	9.90	
Inmitigated Noise Levels (wi								,		
VehicleType Leg Peak H		g Day		Evening	Leq Ni		Ldn		WEZ.	
- 11117-01	715		9.6	67.6		61.6	70.4		71.	
	34.9		3.4	67.0		66.6	64.0		64.1	
***************************************	54.9 73.1		3.5 1.3	54.5 68.4		66.7 63.5	64. 72.		84.: 72.:	
	10.1	- 1	: .0	00.4		00.0	72.		120	
Centerline Distance to Noise										

	o: Year 2018 e: Cactus Ave	nue			Project h Job Nu			c Valley VV	almart	
************	SPECIFIC IN							LINPUT		
Highway Data	SPECIFIC IP	SPUTUATA		Site Con					3	
Average Cally	Traffic (Adl):	53 500 venicles					Autos:	15		
Peak Hour	Percentage.	10%		Me	dium Trus	ks (2)	lx/es).	15		
Peak H	our Volume	5,350 vehicles		He	any Truck	s (3+ )	lules):	15		
Ve.	nicle Speed:	55 mph		Vehicle I	10/-					
NeanFar La	ne Distance.	98 feat			eleTvoe		Dav	Eveninal	Niglá	Dolly
Site Data				7,517	/ /	itos:	77.5%		9.8%	
	rier Height:	0.0 feet		8.6	eskum Tru		84.9%		10.3%	1.64%
Barrier Type (0-W		0.0 1980		,	leavy Inu	ONS.	88.5%	2.7%	10.8%	0.74%
Centerline Die		100.0 feat								
Centerline Dist		100.0 feet		Noise Sc				101)		
Barrier Distance		B.O. feet			Autos:		000			
Observer Height (		5.0 feat			n Trucks:			Grade Ad		0.0
	nd Elevetion:	0.0 feet		Heav	y Trucks	8.	106	Grade Adj	usameni.	0.0
Ros	ed Elevation:	D O feet		Lane Eq.	uivalent i	Distan	ce (in	feet)		
	Road Grade:	0.0%			Autos:	87.	318			
	Left View:	-90.0 degree:	s	Mediu	n Trucks	87.	214			
	Right View:	90 0 degree	S	Heav	y Trucks:	67	224			
FHWA Noise World	d Catculation									
VehicleTyne	REMEL.	Traffic Flow	Distance		Road	Fresi		Barrier Att		
Autos	71.78	4.46		.74	-1.20		-4.77		100	0.000
Medium Trucks	82.40			.73	-1.20		-4.58		100	0.000
Heavy Trucks:	66.40	-16.73	-3	.73	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise	Levels (with	out Topo and h	arrier ott	enuationi						
Vehicle Type	Leg Peak Hos	x Leg Day	Leq	Evening	Leg N	ight	T	Lán		NE(
Autos	71		84	67.6		616		70 2		70 8
Medium Trucks:	64		3.2	56.8		55.3		93.7		54.1
Heavy Trucks	64		3.3	54.3		55.5		63.9		64.0
Vehicle Noise.	72	9 7	1.1	68.2		63 3	}	71.5	3	72.3

Frider November 88, 2913

	nio: Year 2018 V ne: Cactus Aver					ame: Mo ober: 880	renc Valley V	Valmart	
	nt: West of Gra				200110				
SITE	SPECIFIC IN	UT DATA		*********	HC	ISE MO	DEL INPU	rs	***********
Highway Data				Site Con-	ditions (h	iard ≃ 10	, Soft = 15)		
Average Cally	Traffic (Adl): 5	1,200 vehicles				Aus	los: 15		
Peak Hou	Percentage.	10%		Med	lium Truc	ko (2 Axk	es). 15		
Peak I	lour Volume	5,420 vehicles		Hes	ny Truck	5 (3+ AxA	98): 15		
Ve	enicle Speed:	55 mghi	-	Vehicle 6	e				
Near/Far La	ne Distance.	98 feat			aleTvae	Da Da	v Evenina	Night	Dally
Site Clata				4.011			5% 12.9%		
				0.60	dium Tru		9% 4.9%		
	rrier Height	0.0 feet			leavy Tru		.5% 2.7%		
Barrier Type (0-V		0.0						10.076	6.747
Centerline 0		100.0 feat	- [3	Noise Sa	urce Ele	rations (	in feet)		
Centerline Dist. Barrier Distance		100.0 feet 0.0 feet	l l		Autos:	0.000			
		5 O feet		Mediun	n Trucks:	2.293	,		
Observer Height	(Above Hag): lad Elevation:	0.0 feet		Heav	/ Trucks	8.006	Grade A	djustment	0.0
	ad Elevation. vad Elevation	0.0 feet	- 1-	one Fra	iivalent L	lietomea	An foath		
	Road Grade:	0.0%	H-	com Liqu	Autos:	87.316			
	riolid Gradie	-90.0 degrees		Magina	n Trucks	87.214			
	Right View:	90 0 degrees			Trucks:	67.224			
HWA Noise Was	lat Cataulations								
VehicleType	REMEL		dance	Finite	Road	Fresnel	Barrier A	tten   Bo	rn Alten
Autos	71.78	4.52	-3.7	-1 4	-1.20	-4.	77 0	.000	0.00
Medium Trucks	82.40	-12.72	-3.7	3	-1.20	-4.	58 0	000	0.00
Heavy Trucks	88.40	-16.88	-3.7	3	-1.20	-5.	<i>16</i> 0	.000	0.00
		ut Topo and bani							
	Leq Peak How		Leg E	vening	Leg M		Edn		NEL
Autos	71)			87.7		816	70		70
Medium Trucks				56.9		55.3	69		64.
Heavy Trucks	64.			54.3		55.8	63		64.
Vehicle Noise.	72.			58.2		63.4	71	.9	72.
Centerline Distan	ce to Noise Co.	ntour (in feet)	70 (	197	65 dE	.a T	60 dEA	7.55	dE.A
		Ldn:	13		289		822		340

	io: Year 2018 W				Project Na			valley W	almart	
	e: Cactus Aven				Job Num	ber: 88	70			
Road Segme	nt: VVest of Fred	enck Street								
	SPECIFIC INP	UT DATA			NOI aditions (Ha			LINPUT	S	
Highway Data				Size Cor	namons (m					
	Traffic (Act): 55						fos:	15		
	Percentage:	10%			edium Truck			15		
		510 vehicles		File	eavy Trucks	(3+ AXI	63):	15		
	hicle Speed:	55 mph		Vehicle	Mix					
Near/Far La	ne Distance:	98 feet		Vet-	ricleType	Do	1/	Evening	Stight	Daily
Site Data					Auto	os: 77	.5%	12.9%	9 636	97.42%
Ea.	rrier Keight:	0.0 feet		M	ledium Truci	ks. 84	.8%	4.8%	10.3%	1.84%
Barner Type (0-VI	Ask, 1-Sermi:	0.0			Heavy Truck	ks: 96	.6%	2.7%	10.8%	0.74%
Centerline Di	at to Barrier.	100.0 feet		Naire C	ource Elevi					
Centerline Dist.	to Observer:	100.0 feet		2910256 31	Autos:	0.00		104)		
Barrier Distance	to Observer:	0.0 feet		full of the	m Trucks:	2.29				
Observer Height (	Above Pad).	5.0 heet			vi Trucks.	8 0 0		Grade Ad.	iretmant	0.0
$p_i$	ad Elevation:	0.0 feet							varrorn.	0.0
Roi	ad Elevation:	0.0 feet		Lane Eg	uivaient Di	stance	(în i	6et)		
	Road Grade:	0.0%			Autos:	87.31	В			
	Left View:	-90.0 degrees			m Trucks:	87.21	4			
	Right View:	90.0 degrees		Hear	vy Trucks:	87.22	4			
FHWA Noise Mod										
VehicleType			Distance			Presner		Barrier 4tt		m Atten
Autos:	71.70	4.59	-3		-1.20	-4		0.0		0.000
Medium Trucks:	92.40	-12.65		73	-1.20		86	0.0		0.000
Heavy Trucks	86.40	-16 61	-3.		-1.20	-6.	16	0.0	100	0.000
Unmitigated Nois	e Levels (withou	a Topo and ba	rier atte	nuation)						
	Leg Peak Hour			Evening	Leg Nig			Ldn		VEIL
Autos	71.4		-	67.8		61.7		70.3		70.5
Medium Trucks	64.8			57.0		55.4		63.9		64.
Heavy Trucks:	64.9			54.4		55.7		64.0		64.
Vehicle Noise:	73.0		3	89.3		63.4		72.0	1	72.5
Centeriine Distan	ce to Naise Con	tour (in feet)								
			76	d8A	85 dB/	1	б	0 dBA	55	dBA
										o.cr

Friday, November 08, 201

								3 5 5 7			
		With Project							n Valley M	falmart	
	e: Cactus Av					Job Ni	imber.	8670			
Road Segmen	e: East of Gr	anam Street									
	PECIFIC I	NPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily 1	raffic (Adl)	42,980 vehicl	es					Autos	15		
Peak Hour I	Percentage:	10%			Me	dium Tru	cks (2	Apriles):	15		
Peak Hi	our Volume:	4,280 vehicl	es		He	avy Truc	ks (3+	Axles):	15		
Ve/	ricle Speed	55 mph		1	Vohicte	92					
Near/Far Las	e Distance:	98 feet				ideType	-	Osv	Evening	Shahi	Daily
Site Data					201		utos	77.5%		9.6%	97.42%
					4.4	n edium Tra		84.6%	1 6 1 6 1 1 1	10.3%	1.84%
	rier Keight:	0.0 feet		1		teavy Tr		86.6W		10.3%	0.74%
Barrier Type (0-Wi		0.0								10.070	0.1470
Centerline Dis Centerline Dist 1		100.0 feet		Ì	Noise Se	ource Ele	vatio	ns (in f	eet)		
		100.0 feet		Ī		Autos		0.000			
Barrier Distance t Observer Herahl (r		0.0 feet 6.0 teet			Mediu	n Trucks		2.297			
	above Pag). d Elevation:	0.0 feet			Heav	y Trucks	: 5	8008	Grade Ad	justmeni	0.0
	d Elevation: d Elevation	0.0 feet		1	Lane Eg	duniant	Ciner	aco (In	te or		
	o Elevation: load Grade:	0.0 reet 0.0%			Lane Ly	Autos		318	1009		
-	Left View	-90.0 dear			Mark	мисьо п Тписка		7.214			
	Right View:					v Trucks		7.224			
	rugiz view.	90.0 degr	ees	1	ryear	y mound	. 0	.2.24			
FHWA Noise Mode	d Calculatio	775									
VehicleType	REMEL	Traffic Frow	Dis	tance	Finite	Road	Fred	stier.	Barrier Alt	en Ber	m Atten
Autos	71.70	3.5		-3.	74	-1.20		-4.77	9.0	300	0.000
Medium Trucks:	82.40	-13.7	4	-3 1	73	-1.2D		-4.85	9.0	300	0.000
Heavy Trucks	86.40	-17.6	3	-3.	73	-1.2D		-5.16	9.6	100	0.000
Unmitigated Noise	I mumbe ûnde	hour Tono an	d harris		runtina)						
	Leg Peak Ho				vening	Leg /	linki		I de		NF7
Autos		0.3	68.4	7.00 tj 2.	58.7	1,597	60	<u> </u>	68		68.6
Medium Trucks		3.7	82.2		56.8		54		62.1		63.0
Heavy Trucks:		3.8	82.4		53.3		54		62.1		63.0
Vehicle Noise:		1.9	70.2		87.2		62		70.1		71.4
Centerline Distanc	e to Noise C	ontour (in fee	(z)								
			· T	70	d8A	85.0	BA	7	99 dBA	55	dBA
			Edn:	1	15	24	7		532	1,	149
		,	CME		23	26			672		233

Friday, November 08, 2013

iday, Nevernber 08, 2013

	sio: Year 2018 W					ime: Moren	o Valley V	simarr	
	ne: Cactus Aven				Јођ Мип	ber: 8870			
Road Segme	inf: West of Hea	cock Street							
	SPECIFIC INP	UT BATA				SE MODE		S	
Highway Data				Site Co	nditions (H	erd = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 36	8,863 vehicles				Autos:			
Peak Hour	Percentage:	19%		5/6	ealum Truck	s (2 Axies):	15		
Peak F	lour Volume: 3	8,885 vehicles		H	eavy Trucks	(3+ Axies):	15		
Ve	etricle Speed.	65 mph	1	Vehicle	Str				
Near/Fer La	ine Distance:	SB feet	1		hideTvae	Day	Evenina	Night	Daily
Site Date					Auf			9.6%	97.42%
Ra	rrier Height:	0.0 feet		5	Redium Truc	ks: 94.89	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 88.5%	2.7%	10.6%	0.74%
Centerline Di		100.0 feet							
Centertine Dist		100.0 feat	į	flaise 3	ource Elev		esti		
Barrier Distance		0.0 feet			Autos.	0.000			
Observer Height	(Above Padi:	5.6 feet			am Trucks	2.287	Overde du		
2	ad Elevation.	0.0 feet		Hes	ny Trucks:	8.008	Grade Ad	ustriem.	0.0
Ro	ed Elevation:	0.0 feet	1	Lane E	quivalent D	stance (in	feet)		
	Road Grade:	0.0%	i		Autos:	87.316			
	Left View.	-90.0 degrees		Medi.	ım Trucks:	87 214			
	Right View:	80.0 degrees		Hee	ny Trucks.	87.224			
FHWA Naise Mad	lei Calculations								
Verlicie I ype			stance			Fresnel	Barrier Aft		m Alten
Aulos:	71.78	3.07	-3.7		-1.20	-4.77		000	0.000
Medium Trucks:	82.40	-14.17	-3.		-1.20	-4 88		000	0.000
Неаку Ілиска.	96.40	-16.12	-3	13	-1.20	-5.16	0.0	300	0.000
Unmitigated Nois	e Levels (withou	ut Topo and barri	er atte	nuation,					
VehicleType	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nijo	iht	Ldn	C	WEZ.
Aukos:	89.9	68.6		66.	3	60.2	68.0	3	69.4
Медішті Ілиска.	63.3			55.		63.9	62.4		62.8
Heavy Trucks:	63.3	61.9		52.	3	54.1	82.5	5	62.6
Vehicle Noise:	71.6	69.7		66.	3	61.9	70.5	5	70.9
Centerline Distan	ce to Noise Cor	stour (in feet)							
				dB.A	65 dB	٥	SO dBA		dB.A
		Loh.		97	231		496		073
		CMF7 :	- 1	16	248		538	1.1	164

Fitday, November 69, 2013

Scenario: Year 201	8 With P	reject				Project I	lame:	Moren	o Valley W	/simsrt	
Road Name: Cactus A	venue					Job Nu	mber:	0876			
Fload Segment: East of it	ndian Stri	set									
SITE SPECIFIC	INPUT	BATA	****		*******	N	DISE I	HODE	L INPUT	S	~~~~
ighway Data				S	ite Con	ditions (	Hard =	10, Sc	ift = 15)		
Average Daily Traffic (Adt)	23,769	vehicles	;					Autos:	15		
Peak Hour Percentage	10	96			Me	oburn True	348 12 i	Axies):	16		
Peak Hour Volume	2,377	vehicles	;	- 1	He	avy Truct	is (3+ A	4xies):	15		
Vehicle Speed	65	roph		132	ehicie i	Mir					
Near/Far Lane Distance	36	feet		ř		ide/vae	-	Dav	Evening	Night	Daire
ite Data					*****		itas:	77.5%		9.6%	97.42%
Barrier Height	0.1	feet			5.0	edium Tri		84.8%		10.3%	1 94%
Barrier Type (0-Wall, 1-Berm)					+	leavy Tru	icks	86.5%	2.7%	10.6%	0.74%
Centediae Stat to Barrier		) feet									
Centerline Dist. In Observer		) feet		70	oise Sc	urce Ele			960		
Barrier Distance to Observer	0.0	) feet				Autos.		000			
Observer Height (Above Pad)	5.1	) feet				n Trucks		287	The state of a	No atomora d	0.0
Pad Elevation		) feet			Heat	y Trucks:	6.	699	Grade Ad	јизитет.	0.0
Road Elevation	0.0	) feet		L	ane Eq	ilvalent i	Distan	ce (in	feet)		
Road Grade	0.0	396				Autos	98.	494			
Left View	-90.0	degree	9		Mediu	n Trucks:	98	404			
Right View	90.0	) degree	S.		Heav	y Trucks.	98.	413			
HWA Noise Model Calculati											
VehicleType REMEL		c Flow	Di	stance	Finite	Pload	Frest		Barrier All		m Allen
Aulos: 71.	-	C.94		-4.52		-1.20		-4.77		308	0.086
Medium Trucks: 82	-	-16.3B		-4.51		-1.20		-4 88		300	0.000
Heavy Trucks. 96 /	10	-20.26		-4 51		-1.20		-5.16	6.1	369	0.000
nmitigated Noise Leveis (w	thout To	po and	bami	er attenu	ation)						
VehicleType Leg Peak F		Leg Day		Leg Ev	ening	Leg A			Ldn		WEL.
	87.0		35.1		63.3		57.5		66.1		66.4
	60.4		9.6		62.6		61.0		59.4		59.
**********	60.4		9.0		60.0		51.2		58.		58.
Viehicše Miniser	68 R		8 B		63.8		58 (	1	87 :	5	881

Road Name: Cactus A		,				Project is Job Nu:			o Valley 9v	almart	
Road Segment: East of F	**********	************						*******	**********		**********
SITE SPECIFIC Highway Data	INPUT	DATA		- 1	Site Con	elitions (i			LINPUT dia 15)	5	
Average Daily Traffic (Adl)	20 806	amnicles						dutas	15		
Peak Hour Percentage					Mic	dium Truc			15		
Peak Hour Volume		vehicles				aw Truck					
Venicle Speed		mati		-							
Near/Far Lane Distance	36	feat		-	Vehicle I	wix ideTvoe	_	Cour	Eveninal	Night	Dally
Site Data					461	//	itos:	77.5%		9.8%	
Barrier Height		0 feet			8.6	no estum Tru		84.9%		10.3%	1.64%
Barrier Type (0-Wall, 1-Berm)					,	teavy Inu	CAS.	88.5%	2.7%	10.8%	0.74%
Centerline Diel, to Barrier		0 0 feat									
Centerline Dist. to Observer		0 feet		- 4	Noise Se	urce Ele			enj		
Barrier Distance to Observer		0 feat				Autos: m Trucks:		.000 297			
Observer Height (Above Pad)	5.	0 feat				m i rucks: v Trucks:			Grade Ad	ivetenant	0.0
Pad Elevation	. 0.	0 feet				-				wan nem.	0.0
Road Elevation		O feet			Lane Eq	uivalent f	Distan	ce (in i	(set)		
Road Grade	e.	0%				Autos:	88	.494			
Left View		0 degrees			Mediu.	m Trucks	98	.404			
Right View	90	0 degrees			Heav	y Trucks:	59	413			
FHWA Noise Model Calculati											
VehicleTyne REMEL		c Flow	Dis	fance		Road	Fres.		Barrier Att		
Autos. 71.		1.74		-4.5		-1.20		-4.77		000	0.000
Medium Trucks: 82 /		-15 50		-4.5 -4.5		-1.20 -1.20		-4.58 -5.16		100	0.000
Heavy Trucks: 66.		-19.45				-1.20		-0.76	U.I	100	0.000
Unmitigated Noise Levels (w. Vehicle Type   Lea Peak F		po and bi Lea Day	anie		vening	Lea N	ioht	T	l dn	T	NE)
	67.8		9	cogic	64.1	130 474	58	1	86		87.3
	61.2	58	3.7		53.3		51.	8	90.0	2	60.5
Heavy Trucks	61.2	59	8.6		50.8		52.	0	60.4	4	60.5
Vehicle Noise.	89.4	67	1.6		64.7		59.	8	60.3	3	69.9

Friday, November 88, 2013

	b: Year 2018 V							o Valley VV	almart	
	e: Cactus Aver xt: Wast of Per				Job Nu	mber. I	3870			
SITE	SPECIFIC IN	PUT DATA		******	ri (	SISE N	ODE	LINPUT	1	*******
Highway Data			5	ite Con	ditions (i	Hard ≃	10, Sc	đt ≈ 15)		
Average Cally	Traffic (Adl): 2	1 292 vehicles				,	lutos:	15		
	Percentage.	10%		Med	Sum Trus	жs (2 A	ixles).	15		
Peak H	our Volume	2,128 vehicles		He	ny Truck	s (0+ A	kales):	15		
Ve	nicle Speed:	55 mph		/ehicle f	e/-					
Near/Far La.	ne Distance.	36 feat	Η,		aleTvpe	_	Dav	Evenina	Night	Dally
Site Data				v C11			77.5%		9.8%	
				0.60	ni dium Tru		64.9%	111 0770	10.3%	1.64%
	nier Height:	0.0 feet			leasy Iru		88 5%		10.8%	0.74%
Barrier Type (0-Vi		0.0			casy //a	una.	66.070	2.170	10.070	6.747
Centerline Dia		100.0 feat	1	ioise Sa	urce Ele	vation:	s (in fe	et)		
Centerline Dist.		100.0 feet			Autos:	0.0	100			
Barrier Distance		C O feet		Mediur	n Trucks:	2.2	197			
Observer Height (		5.0 fest		Heav	/ Trucks	8.6	106	Grade Adj	ustment.	0.0
	nd Elevation: nd Elevation:	0.0 feet 0.0 feet	-;	one Em	ivalent i	Metawa	a day	So and		
	ra Erevasion: Road Grade:	D U Teet	F.	ane Eq	Anins			500		
,	Lieff View	-90.0 degrees		Magine	n Trucks	0.01				
	Right View:	90.0 degrees			i Trucks:					
	. agait view.	on or degrees								
FHWA Noise Work	d Catevistions									
VehicleType	REMEL		si ance	Finite		Fresn		Barrier Atto		m Alten
Autos	71.78	0.46	-4.52		-1.20		-4.77	0.0		0.000
Medium Trucks	82.40	-16 78	-4.51		-1.20		-4.53	0.0		0.003
Heavy Trucks:	86.40	-20.73	-4.51	1	-1.20		-5.16	0.0	OD	0.009
Unmitigated Noise	Levels (with	ut Topo and barri	er etten	uation)						
Vehicle Type	Leg Peak How	Leg Day	Leg E	ening	Leg N	ight	T	Lan	Ci	VEL
Autos:	66:	5 84.6		82.9		56.8		85 4		86 :
Medium Trucks:	693			52.0		50.5		59.0		59.3
Heavy Trucks	69.	9 50.5		49.5		50.7		59.1		59.3
Vehicle Noise.	69.	1 66.3		63.4		58.5		67.1		67.5
Centerline Distanc	e to Noise Co.	ntour (în feet)								
			70 c	64	65 d	5.4	6	0 dE:A	.55	dE:A
		£dn:	94		13	7		296	6	37
		CNH:	81		148			318		85

	Year 2018 VV							n Valley W	almart	
	Cactus Avenu				Job Nui	moer: 6	870			
Road Segment	***************************************									
SITE S Highway Data	PECIFIC INP	UT DATA		Side Can	ME ditions (f			LIMPUT	S	
<del>-</del>		200		SHE GON	CHEROTIS (7		utos:	15		
Average Daily Ti Peak Hour P		,728 vehicles 10%			dium Truc			15		
								15		
		573 vehicles		He	avy Truck	8 (3+ A	xie s):	15		
	icle Speed	55 mph		Vehicle i	Mix					
Near/Far Lane	e Distance:	36 feet		Vet	icleType		Jay	Evening	Stight	Daily
Site Data					Au	tos:	77.5%	12.9%	9 6%	97 4 2%
Barn	ier Keight:	0.0 feet		Alt	edium Tru	clos.	34.6%	4.9%	10.3%	1.84%
Barner Type (0-Wa	t 1-Serre	0.0		. A	чевку Тти	cks:	96.6%	2.7%	10.8%	0.74%
Centerline Dist	to Barrier.	100.0 feet		N	ource Ele					
Centerline Dist. to	Observer: 1	100.0 feet		Moise ac	Autos	0.0		i ezj		
Barrier Distance to	Observer:	0.0 feet		Edward	m Trucks:	2.2				
Observer Height (A.	bove Pad).	5.9 teet			т гиска: v Тгиска:	8.0		Grade Ad	iu atanomi:	0.0
Pac	Pad Elevation: 0.0 feet				у тисяв.	8.0	ub	Orace Au	G SUTTES AL	0.0
Road	f Elevation:	0.0 feet		Lane Eq.	uivaient L	listano	e (in :	est)		
Ro	oad Grade:	0.0%			Autos:	38.4	94			
	Left View: -	-80.0 dearees		Mediur	m Trucks:	98.4	B4			
i i	Right View:	90.0 degrees		Heav	y Trucks:	98.4	13			
FHWA Noise Model	Calculations									
VehicleType		rathe From	Distance		Road	Fresh		Barrier 4tt		m Atten
Autos:	71.76	1.28	-4.	52	-1.20		4.77	0.0	100	0.00
Medium Trucks:	82.40	-15.99	.4	51	-1.20		4.89	9.0	100	0.000
Heavy Trucks	86.40	-19.91	-4.	51	-1.20		5.18	0.0	100	0.000
Unmitigated Noise										
	eg Peak Hour	Leg Day		Evening	Leq N			Ldn		VEI.
Autox	67.3 60.7	65		63.7		57.8		68.		68.
Medium Trucks	2	52 8		513		59.1		69.1		
Heavy Trucks:	60.8	59		50.3		51.6		59.		69.1
Vehicle Noise:	9.88	87	.2	84.2		59.3		67.	•	66.4
Centerline Distance	to Naise Con	tour (in feet)							,	
			1 76	d8A	85 d8		t	10 dBA	1 50	dBA

Friday, November 88, 2013

		17270011720017300	******	and the second	***********	11927/2727019			
_			www	***********	******	*********	***************************************	*******	*******
	nio Year 2016						no Vsiley M	/almart	
	ne: Cactus Av				JOD NUI	mber: 8870			
Hoad Segme	vit: East of Pe	ms Beulavard							
	SPECIFIC I	NPUT DATA					EL INPUT	S	
Highway Data				Site Cor	ditions (f	dard = 10, 8	Soft = 15)		
Average Daily	Traffic (Adl)	19,984 vehicles				Autor	15		
Peak Hou	Percentage:	10%		Me	edium Truc	ks (2 Arles	): 16		
Peak I	lour Volume:	1,998 vehicles		He	avy Truck	s (3+ Axles	): 15		
Ve	shicle Speed:	55 mph		Volume	0.81×				
Near/Far La	ane Distance:	36 feet		Vet	ideType	Day	Evening	stigni	Daily
Site Data				+		tos: 77.5		9 634	87.42%
	rrier Kelaht:	O O feet		- M	edium Tax			10.3%	1.84%
Barrier Type (0-V		0.0 1090			Heavy Tru	oks: 86.6	% 2.7%	10.8%	0.74%
	ist to Barrier.	100.0 feet							
Centedine Dist	In Observer	100.0 feet		PF0156 5		vations (in	1990)		
Barrier Distance	to Observer	0.0 feet		1	Autos:	0.000			
Observer Height		5 8 teet			m Trucks:	2.297			
	ad Elevation:	0.0 feet		Hear	y Trucks.	8 006	Grade Ad	justment:	0.0
	ad Elevation	0.0 feet		Lane Eg	ulvaient E	Vistance (ir	feet)		
	Finad Grade:	0.0%			Autos:	98.494			
	Left View:	-90.0 degree	s	Mediu	т Тлиска:	98,404			
	Right View:	90.0 degree		Hear	y Trucks:	98,413			
FHWA Noise Mod	lei Calculatio	775							
VehicleType	REMEL	Traffic Frow	Distanc	e Finite	Road	Fresher	Barrier Alt	en Ben	m Atten
Autos:	71.70	0.18		4.52	-1.20	-4.77	0.0	380	0.000
Medium Trucks:	82.40	-17.05		4.51	-1.2B	-4.88	9.0	300	0.000
Heavy Trucks	86.40	-21.01		4.51	-1.2D	-5.76	9.0	380	0.000
Unmitigated Nois	e Levels (wit	hout Topo and t	arrier at	tenuation)					
VehicleType	Leg Peak Ho	ur Leg Day	Lec	Evening	Leg N	ghi	Ldn	C/	VEIL
Autos	6	8.2 6	4.3	62.8		58.5	65.	1	65.8
Medium Trucks	5	9.6 5	9.1	51.8		50.2	58.	7	68.8
Heavy Trucks:	5	9.7 5	8.3	49.2		59.5	58.8	9	59.9
Vehicle Noise:	8	7.8 8	8.1	83.1		58.2	66.	3	67.3
Centerline Distan	ce to Noise C	ontour (in feet)							
		and the same	7	70 d8A	85 d£	3/4	60 dBA	55	dBA
						_			

Friday, November 08, 2013

Friday, Nevernber 08, 201

	o: Year 2018 Wil						reno Valley V	/simarr	
	s: Cactus Avenu				Job Num	ber: 887	0		
Fload Segmer	f: East of Kitchin	ig Street							
	SPECIFIC INP	JT BATA					BEL INPUT	S	
Highway Data				Site Con	ditions (H				
	Traffic (Adt). 15,					Aut			
Peak Hour.		10%			alum Truck				
		552 vehicles		Ke	avy Trucks	(3+ Axie	s): 15		
	noe Speed.	55 mph	- 1	Vehicle I	My				
Near/Fer Las	ne Distance:	36 feet	- 1		ide?ype	Da	y Evening	Night	Daily
Site Date					Auto	ns: 77	5% 12.9%	9.6%	97.4.2%
Bar	rier Heiaht:	0.0 feet	1	5/8	edium Truc	ks: 84.	8% 4.9%	10.3%	1 84%
Barrier Type (0-W	all, 1-Berml.	0.0		+	leavy Truci	ks: 86.	5% 2.7%	10.6%	0.74%
Centerline Dis	t to Barrier: 1	00.0 feet	- }-	Maine C	ounce Elevi	way a			
Centerline Dist. I	o Observer. 1	GO.C feet	-	MONE SC	Autos	0.000			
Barrier Distance I	o Observer	0.0 feet		A decision	m Trucks	2.287			
Observer Height (i	Above Pad):	5.6 feet			v Trucks:	8,008	Grade Ac	ni referent	- 6.0
Pa	d Elevation.	0.0 feet		mean	y rrocno.	0.000	Diame Ac	goodriio:n	0.0
Ros	d Elevation:	0.0 feet	ſ	Lane Eq	uivalent Di	stance (	in feet)		
F-	Road Grade:	0.0%			Autos:	98.494			
	Left View	90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0 degrees		Heav	y Trucks.	98.413			
FHWA Naise Mode	i Calculations								
Verlide Type			tance			Fresnel	Berner Afr		m Alten
Aulos	71.78	-0.91	-4.5		-1.20	-4	77 C.	000	0.000
Medium Trucks:	82.40	-18.15	-4.5		-1.20	-41	98 O.	000	9.960
Heavy Trucks.	96.40	-22.11	-4 6	1	-1.20	-5.	16 G.	000	0.000
Unmitigated Noise	Levels (withou	t Topo and barrie	r atte	wation)					
	Leg Peak Hour	Leg Day	Leg E	vening	Lea Nig		Ldn		WEZ.
Aukos:	85 1	63.2		61.5		55.4	64.		64.7
Medium Trucks.	58.5	67.0		50.7		49.1	57.		57.3
Heavy Trucks:	58.6	57.2		48.1		48.4	57.		57.8
Vehicle Noise:	68.7	65.C		62.0		57.1	65.	7	66.3
Centerline Distanc	e to Noise Cont	our (in feet)							
		L		dB.A	65 dB:	a,	60 dBA		dBA
		Loh.		2	111		239		16
		CMEL:	- 6	5	120		268	- 6	66

Finday, November 69, 2013

Scenario: Year 201	8 With Projec	ct			Project N	lame: Mor	eno Valley V	Vaimart	
Road Name: John F. F	Cennedy Only	В			Job Mui	mber: 887	0		
Fload Segment: West of I	ndian Straet								
SITE SPECIFIC	NPUT DAT	ra.	-				BEL INPUT	rs	*********
Highway Data			S	ite Cor	iditions (f	tard = 10,	Saft = 15)		
Average Daily Traffic (Adt).	11,022 veh	iides				Auto	is: 15		
Peak Hour Percentage:	10%			Me	alum Truc	48 (2 Axie	s): 15		
Peak Hour Volume:	1,162 veh	icies	- 1	Re	avy Truck	s (3+ Axie	s): 15		
Vehicle Speed.	65 mp	h	-	'e hic ia	00/w				
Near/Far Lane Distance:	36 fee	t			ideTvae	Day	Evenina	Night	Daire
Site Data				V (37)		tos: 77		9.6%	
Barrier Height:	0.0 fe			54	edium Tru				1 94%
Barrier Type (0-Wall, 1-Berm).	0.0 %	01			Heavy Tru				0.74%
Centedine flat to Serier	100 D fa		ļ						
	terline Dist. to Observer. 100.0 feet					vations (ir	r feet)		
Barrier Distance to Observer	0.0 fe				Autos.	0.000			
Observer Height (Above Pad):	5.0 fe				m Trucks	2.287			
Pad Elevation	0.0 fe			Heat	ry Trucks:	8.008	Grade Ac	ijusiment.	0.0
Road Glevation	0.0 fer		17	ane Eo	uivalent I	Distance (	in feet)		
Road Grade:	0.0%				Autos:	98.494			
Left View	-90.0 de	07993		Mediu	m Trucks:	98 484			
Right View:	90.0 de			Heat	ry Trucks.	98.413			
FHWA Noise Model Calculatio									
VehicleType REMEL	Traffic Fk		Estance		Road	Fresnei	Barrier At		m Ailen
Aulos: 71.7	-	.40	-4.52		-1.20	-4.7		.000	0.000
Medium Trucks: 82.4	-	.84	-4.51		-1 20	-48		.000	0.000
Heavy Inucks. 96.4	0 -23	.58	-4 61		-1.20	-5.7	6 G.	690.	9 9 9 0
Unmitigeted Noise Leveis (wi	hout Topo e	and ban	rier attenu	ration)					
VehicleType Leg Peak H			Leg Ev		Leq N		Ldn		NEZ.
	33.7	61.6		60.0		59.9	62.		63.0
	57.1	66.6		49.2		47.6	56.		56.3
***************************************	7.1	55.7		48.6		47.8	56.		56.4
Viehinše Mniser	35.2	63.5		60.5		55.8	84		84.7

		With Project							e Valley VV	/almart	
	: John F. Ka					M doi.	mbar	8970			
Road Segmen	t: West of He	eacock Street									
	PECIFIC II	SPUT DATA							LINPUT	S	
Highway Data					ite Cone	mons (	nara				
Average Oally I		9,510 vehicle	8					Autos:			
Peak Hour I		10%						Axles).			
	sur Volume	951 vehicle	15		Hea	ну Тгис	ks (J+	Axies):	15		
	ricle Speed:	55 mph		-	lehiele M	Vie					
Near/Far Lan	e Distance.	36 feat			Vehic	leType		Day	Evening	Niglx	Daily
Site Data						A	utos:	77.5%	12.9%	9.8%	87.429
Ran	rier Height:	0.0 feet			Mea	≨um Tri	ucks:	64.9%	4.9%	10.3%	1.643
Barrier Type (0-We		0.0			H	eavy In	IACNS.	88.5%	2.7%	10.8%	0.749
Centerline Dis		100.0 feet		-							
Centerline Dist. I	Observer:	100.0 feet			ioise Sa				een		
Barrier Distance to	o Observer:	0.0 feet			Medium	Autos		0.000 2.297			
Cibserver Heighl (A	bove Pad):	5.0 feat				тиска Токжа		2.297 3.006	Grade Ad	Sudmont	0.0
Pa	d Elevation:	0.0 feet			Heavy	Truchs		3.000	Orace Au	уи он погл.	0.0
Roa	d Elevation:	0.0 feet		ī	ane Equ	valent	Dista	nce (in:	feet)		
F	load Grade	0.0%		T-		Autos	: 8	3.494			
	Left View:	-90.0 degre	es		Medium	Trucks	- 91	3.404			
	Right View:	90 0 degra	es		Heavy	Trucks	: 5	3 413			
FHWA Noise Mode	l Catculation	ıs		L-							
VehicleTyne	REMEL	Traffic Flow		fance	Firite F	bed	Free	sne/	Barrier Att	en Ber	m Atten
Autos	71.78	-3.04		-4.52		-1.20		-4.77	0.0	000	0.00
Medium Trucks	82,40	-20.28		-4.51		-1.20		-4.58	0.0	000	0.00
Heavy Trucks:	66.40	-24.23		-4.51		-1.20		-5.16	0.0	000	0.00
Unmitigated Noise											
	Leg Peak Ho			Leg El	rening	Legi			Lán		MEL
Autos:		3.G	61 1		58 4		53		81 9		82
Medium Trucks:		3.4	54.9		48.5		47		55.3		55.
Heavy Trucks	51	3.4	55.0		46.0		47	2	55.8	В	55.
Vehicle Noise		6	62 B		59.9		55		63.5		64

Friday, November 88, 2013

Centerline Distance to Noise Contour (in feet)

Scenario: Y	ear 20 18 V	/ith Project			Project i	ivame: N	terene	Valley VV	almart	
Road Name: J					Job Mi	imber 8	970			
Road Segment: E	ast of India	n Street								
SITE SPE	CIFIC INF	UT DATA	*******	*******				INPUT	9	
Highway Data				Site Cor	iditions (	Hard ≃ :	lΩ, So	ft ≈ 15)		
Average Daily Treff	ic (Adl): 11	,420 vehicles				Α	utos:	15		
Peak Hour Perc	enlage.	10%		Me	dium Tru	oko (2 A.	oles).	15		
Peak Hour i	/clume: '	,142 vehicles		He	ally Truc	ks (0+ A	zies):	15		
Venicle	Speed:	55 mph	-	lahiala	Adia					
Near/Far Lane D	istance.	36 feat	H		ioleType		Dav	Eveninal	Night	Dally
Site Data							77.5%		9 8%	
Barrier	11-2-ba	0.0 feet		8.6	edium Tri		34.9%	4.9%	10.3%	40.010.00
Barrier Type (0-Vival), 1		0.0 1860			deavy In		88 5%	2.7%	10.8%	0.74%
Centertine Dist. In		100 0 feat								
Centerline Dist. to O.		100.0 feet		Voise S	aurce Ele			61)		
Barrier Distance to O.		C O feet			Autos					
Observer Height (Abor		5.0 fest			m Trucks					
	evetion:	0.0 feet		Heat	ry Trucks	8.0	06	Grade Adj	ustment	0.0
Road E		0.0 feet	17	ane Eq	uivalent	Distanc	e (in f	eat)		
	(Grade:	0.0%	F		Autos					
1.6	ff View	-90.0 degrees		Mediu	m Trucks	98.4	04			
Ria	ht View:	90.0 degrees		Hear	ar Trucks	98.4	13			
-		· · · · · · · · · · · · · · · · · · ·								
FHWA Noise Model Ca										
			stance		Road	Fresno		Barrier All		ro Alten
Autos	71.78	-2.25	-4.5		-1.20		4.77		100	0.000
Medium Trucks	82.40 88.40	-19 48 -23 44	-4.5°		-1.20 -1.20		4.58 5.16	0.0	100 100	0.000
Heavy Trucks:					-1.20		0.70	0.0	IDE	0.000
Unmitigated Noise Le										
	Peak Hour		Leg E		Legi			Lán		NEL
Autos:	63.6			6C 1		54.1		82 7		83 ;
Medium Trucks:	67.3			49.3		47.8		56.3		56.6
Heavy Trucks	57.2			46.8		48.0		56.4		56.5
Vehicle Noise.	65.4	63.6		60.7		55.8		64.4	ŀ	64.8
Centerline Distance to	Noise Co.	itaur (în feet)								
		1	70 c		650		- 6	0 dEA		dEA
		/ do:	4		9	1		195	- 4	121
		CNEL:	4		9			210		152

Road Segmerk: East of H SITE SPECIFIC I	***************************************			-	N	OISE	MODE	LINPUT	S	**********
Highway Data				Site 0	Conditions	Hard =	10, So	ft = 15)		
Average Daily Traffic (Adl):	11,185	vehicles					Autos:	15		
Peak Hour Percentage:	109	6			Medium Tru			15		
Peak Hour Volume:	1,119	vehicles			Heavy Truc	ks (3+.	4x/es):	15		
Vehicle Speed:	55	mph		Vatrie	to Mix					
Near/Far Lane Distance:	38	feet			retricle Eype	- 1	Dev	Evening	Shaht	Daily
Site Data				+		utos:	77.5%		9 6%	97 4 29
Barrier Keight:	0.0	feet			Medium Tr	ucia.	84.6%	4.8%	10.3%	1.849
Barner Type (0-Walt, 1-Berm):	0.0				Heavy Tr	ucks:	96.6%	2.7%	10.8%	0.749
Centerline Dist to Barrier.	100.0	feet		Maria	Source El		a Carta			
Centerline Dist. to Observer:	100.0	feet		7910750	Aufos		000	104)		
Barrier Distance to Observer.	0.0	feet		fute	Autos dium Trucks		297			
Observer Height (Above Pad).	5.0	teet		1	ашт глиж еву Тгиска			Grade Ad.	iretmani	0.0
Pad Elevation:	0.0	feet		1					031175111	
Road Elevation:	0.0	feet		Lane	Equivalent			6et)		
Road Grade:	0.0	96			Autos	. 98	494			
Left View:	-80.0	degrees			dium Trucks		404			
Right View:	90.0	degrees		B	eavy Trucks	: 98	413			
PHWA Noise Model Calculatio	V7.5									
VehicleType REMEL	Traffic	Flow	Cistano		nie Road	Fresi		Barrier 4tt		m Atten
Autos: 71.7	G	-2.34		1.52	-1.20		-4.77	0.0	100	0.00
Medium Trucks: 92.4		-19.57		51	-1.20		-4.89	0.0		0.00
Heavy Trucks 86.4	e	-23 53		1.51	-1.20		-5.16	0.0	100	0.00
Unmitigated Noise Levels (wit		oo and be	rrier at	tenuatio	in)					
VehicleType Leg Peak H		.eg Day		Evenin				Ldn		VEIL
	3.7	61			0.1	54.3	-	62.6		63.
	7.1	55			92	47		56.3		56.
	7.2	55			6.7	47.		56.0		56.
Vehicle Noise: 5	35.3	83	.5	8	0.6	55.	7	64.3	1	64.

Friday, Nevernber 08, 2013

						*****					
				******		220000					
	rio: Year 2018								no Valley W	/almart	
	ne: John F. Ke					Job N	ımber:	8870			
Road Segme	nt: VVest of Pe	mis Boulevard									
	SPECIFIC IN	PUT DATA							EL INPUT	s	
Highway Data					Site Car	nditions	Hard:	= 10, S	oft = 15)		
Average Daily	Traffic (Act):	I1,963 vehocies	š	- 1				Autos	15		
Peak Hour	Percentage:	10%		- 1	Me	edium Ta	icks (2	Arries)	: 16		
Peak F	lour Volume:	1,186 vehicles	,		He	avy Truc	ks (3+	Axles)	: 15		
Ve	thicle Speed	55 mph		ŀ	Vohicte	387					
Near/Far La	ine Distance:	38 feet		H		iideTivoe		Osv	Evening	Night	Daily
Site Data							utos:	77.59		9 696	
					4.0	edium Tr	141.70	84.69		10.3%	
	rrier Keight:	0.0 feet		i		Heavy Tr	G-61-100	86.69		10.3%	
Barrier Type (0-VI		0.0		- 1		1000	chino.	00.00	E.170	10.070	0.1770
Centerline Di		100.0 feet		ľ	Noise 5	ource El	vatio	ns (in i	feet)		
Centerline Dist.		100.0 feet		Ī		Autos	: 0	.000			
Barrier Distance		0.0 feet		- 1	Mediu	m Truck	: 2	.297			
Observer Height (		5.0 heet		1	Hear	ov Trucki	. 9	900	Grade Ad	justmeni	0.0
	ad Elevation:	0.0 feet		-							
	ad Elevation:	0.0 feet		- 1-	Lane Eg	ulvalent			feet		
	Road Grade:	0.0%		- 1		Autos		.494			
	Left View:	-90.0 degree		i		т Тписк		.404			
	Right View:	90.0 degree	S		Hear	vy Trucki	: 98	.413			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	0	istance	Finite	Road	Fred	1997	Barrier Alt	en Ber	m Atten
Autos	71.79	-2.04		-4.5	2	-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-19.28		-4.5	1	-1.20		-4.85	8.8	300	0.000
Heavy Trucks	86.40	-23 24		-4.5	1	-1.2B		-5.16	9:	300	0.000
Unmitigated Nois	e Levels (with	out Topo and	barr	ier atter	uation)						
VehicleType	Leg Peak Hou	r Leg Day		Legis	vening	Leq.	Vight		Ldn	C	NEL.
Autos	64	.0 .	32.1		60.4		54	3	62.	8	63.5
Medium Trucks	57	.4	55 8		49.5		48	0	66.	Б	56.7
Heavy Trucks:	57	4 5	56.0		47.0		48	.2	56.	6	56.7
Vehicle Noise:	85	.6	33.8		80.9		56	.0	€4.	6	65.0
Centeriine Distan	ce to Naise Co	ntour (in feet)									
					d8A	85:			69 dBA	- 0.0	dBA
			Lan:		3	9	3		201		134

Friday, November 08, 2013

Friday, Nevernber 08, 201

	rio: Year 2018 W ne: John F. Kenr					ime: Morer ber: 8870	o Valley W	aimart	
Road Segme	inf: East of Perris	Boulevard							
	SPECIFIC INP	UT DATA		***********			L INPUT	5	***********
Highway Data				Site Cor	iditions (H				
	Traffic (Adt). 13					Autos			
	Percentage:	10%			olurn Truch				
		,366 vehicles		He	evy Trucks	(3+ Axies)	15		
	rhicle Speed.	55 roph	1	Vehicle.	Mix				
Near/Fer La	ine Distance:	36 feet	ì	Veh	ide?ype	Day	Evening	Night	Dairy
Site Date					Aut	as: 77.59	12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			edium Truc			10.3%	1 84%
Barrier Type (0-V	Vall, 1-Berml.	0.0		- 1	Heavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline Di	ist to Barrier:	100.0 feet		Maies S.	ource Elev	atione (in i	s at		
Centertine Dist.	to Observer.	100.0 feat	1	770726 01	Autos	0.000	0119		
Barrier Distance	to Observer	0.0 feet		Asacii:	m Trucks	2.287			
Observer Height	(Above Pad):	5.6 feet			n Trucks:	6.008	Grade Ad	ustment:	0.0
	ed Elevation.	0.0 feet							
	ed Elevation:	0.0 feet		Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	98.494			
		-90.0 degrees			m Trucks:	98 404			
	Right View:	90.0 degrees		Heat	ry Trucks.	98.413			
FHWA Naise Mad									
Verlicie I ype			stance			Fresnel	Berner Afti		m Alten
Aulos	71.70	-1.66	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82 40	-18.90	-4.5		-1 20	-4 88	0.0		0.000
Невуу Глискв.	96.40	-22.86	-4 5	51	-1.20	-5.16	0.0	100	0.000
Unmitigated Nois			ier atte	nuation)					
Versicle Type	Leg Peak Hour		Leg E	vening	Leg Nig		Ldn		WEZ.
Aikas:	84 4	62.5		60.7		54.7	63.3		63.9
Medium Trucks.	57.8	58.3		49.9		46.4	56.8		57.1
Heavy Trucks:	57.8	58.4		47.4		48.6	57.0		57.
Vehicle Noise:	68.0	64.2		61.3		56.4	84.9	1	85.4
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dB.	4	90 dBA		dBA
		Lish.		16 tu	107		213		08 ap

Finday, November 69, 2013

Spenario: Year 201	8 VVith 8	Project				Project (	Vame	Morer	o Valley V	/simsrt	
Road Name: Gentian		,				Job Nu					
Fload Segment: West of I	ndian S	traet									
SITE SPECIFIC	NPUT	DATA	*****		*********	H	OISE	MODE	L INPUT	S	***************************************
Highway Data					Site Cor	ditions (	Hard:	= 10, S	ařt = 15)		
Average Delly Traffic (Adt).	1,969	3 vehicles	3					Autos	15		
Peak Hour Percentage:	16	3%			Me	abum Tru	chs (2	Алюз)	15		
Peak Hour Volume:	193	7 vehicle:	S		He	avy Truci	4s (3+	Axies)	15		
Vehicle Speed	4	mph		- 1-	Vehicle.	Miv					
Near/Far Lane Distance:	39	i feet		-		ideTvae	-	Dav	Evening	Night	Daire
Site Data							ufas:	77.59		8.6%	
Barrier Height		C feet			54	edium Tri	acks:	84.89	6 4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).	0				- 1	Heavy Tr	icks:	86.59	6 2.7%	10.69	0.74%
Centerline Dist, to Barrier.		D faet		-  -		<u>-</u>					
Centerline Dist. to Observer.		.C feet		1.5	Moise S	ounce Ele			680		
Barrier Distance to Observer	0	.0 feet				Autos. m Taucks		.000			
Observer Height (Above Pad).	5	D feet					-	.287	Grade Ac	a)	6 0 0
Pad Elevation	0	.0 feet			Heal	ry Trucks	: 6	.bt/o	STOUG MU	guan ion	i. U.u
Road Elevation	9	.0 feet			Lane Eq	ulvalent	Distar	ice (in	feet)		
Road Grade.	0	.0%				Autos	98	.494			
Left View.	-90	.0 degree	25		Mediu	m Trucks.	: 96	404			
Right View.	80	.0 degree	s		Heat	ry Trucks	. 96	.413			
HWA Noise Madel Calculation	ris			L							
VehicleType REMEL	Traf	So Flow	Di	stance	Finite	Road	Fres	nei	Barner At	en Be	m: Alten
Autos 68	6	-S.02		-4.5	2	-1.20		-4.77	C.	000	0.086
Medium Trucks: 79.4	5	-26.25		-4.5	1	-1 20		-4 88	0.1	000	0.000
Heavy Trucks. 94.3	5	-36.21		-4.5	1	-1.20		-5.16	G.	080	9 9 9 0
Inmitigated Noise Leveis (wi	nout T	opo and	bami	er atter	uation)						
VehicleType Leg Peak i:		Leg Day		Leq E	rening	Leq N			Ldn		WEL.
	3.7		51.6		50.1		44		52.		59.0
	17.6		48.0		39.6		36		46.		46.8
***************************************	8.3		48.8		37.8		38		47.		47.6
Vehicle Noise:	55.6		53.8		50.7		46	.0	54.	5	55.0
Centerline Distance to Noise	Contou	r (in feet)									
				70 e	xBA	65 0	8.4	1	60 dB.4	55	d8.4
			Lon. V=7	1		20			43 46		93 166

Scenan	o: Year 2018	With Project			Project h	iame:	Moren	Valley VV	almart	
	e: John F. Ka				Job Nu	mbar.	8970			
Road Segmen	nt: West of Kit	ching Street								
SITE	SPECIFIC IN	PUT DATA			N	JISE I	40DE	LINPUT	5	*********
Highway Data				Site Conc	litions (i	Hard a	10, Sc	đt ≈ 15)		
Average Daily	Traffic (Adl):	12,058 vehicles					Autos:	15		
Peak Hour	Percentage.	10%		Mc.	ium Tru:	ks (2 )	lxies).	15		
Peak H	our Volume	1,206 vehicles		Hea	ny Truck	s (3+ )	lales):	15		
Ve.	uicle Speed:	55 mph	-	Vehicle N	Ne.					
Near/Far La	ne Distance.	36 feat	-		deTvoe		Dav	Eveninal	Niotx	Dally
Site Data					ΑŁ	itos:	77.5%	12.9%	9.8%	87.42%
Flan	rier Height:	0.0 feet		Mo	dam Tru	cks:	64.9%	4.9%	10.3%	1.64%
Bernier Type (0-W		0.0		H	eavy Ind	CNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dia		100.0 feat	-	Noise Sa			. 6- 8			
Centerline Dist.	to Observer:	100.0 feet	-	NOIST SU	Autos:		100 2 (19) ve	iuiy		
Barrier Distance	to Observer:	0.0 feat		2.Anatin m	ников. з Такова	-	297			
Observer Height (	Above Pad):	5.0 feat			Trucks			Grade Ad	iustment	0.0
	id Elevation:	0.0 feet								
	ed Elevation:	0 0 feet		Lane Equ				(set)		
	Road Grade:	0.0%			Autos:		494			
	Left View:	-90.0 degree:	s		: Trucks		404			
	Right View:	90 0 degree	s	Heavy	Trucks:	98	413			
HWA Noise Work	d Catculation	s								
VehicleTyne	REMEL.	Traffic Flow	Distance	Finite F	Poed	Fresi	e/	Barrier Att		
Autos	71.78	-2.01	-4.5		-1.20		-4.77	0.0		0.000
Medium Trucks	82,40	- 19 25	-4.5		-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-23.20	-4.5	1	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise	Levels (with	out Topo and b	omier etter	nuation)						
Vehicle Type	Leg Peak Hou	r Leg Day	Leg E	vening	Leg N	ight .	T	Lán	Ci	VEL
Autos:	64		2 2	6D 4		543		83 (		83.6
Medium Trucks:	57		5.9	49.6		48.0		56.5		56.7
Heavy Trucks	57		6.1	47.0		48.3		56.8	3	56.8
Vehicle Noise	85	0 0	3.9	60.9		56 :		64.5		65.1

Friday, November 88, 2013

Scenario:	Year 2018 W#	h Project		Project ivi	ame: More	ne Valley VV	almart	
	Gentian Avenu			Job Nun	nber 8870			
Road Segment:	East of Penis	Boulevard						
SITE SF	ECIFIC INPL	IT DATA	**********			EL INPUT		
Highway Data			Site	Conditions (h	and ≃ 10, S	oft = 15)		
Average Daily In	offic (Adl): 2;	367 vehicles			Autos	: 15		
Peak Hour Pe	rcentage.	10%		Medium Truci	ks (2 Axles,	1. 15		
Peak Hou	r Volume:	287 vehicles		Heavy Trucks	(3+ Axles	15		
Venic	le Soceot:	40 mghi	17. 5.	cle Miz				
Near/Far Lane	Distance.	12 feat		VehicleType	Dav	Evenina	Night	Elally
Site Data				Aug Aug			5 8%	
		0.0 feet		Medium Truc			10.3%	1.64%
	r fieight:	0.0 feet 0.0		Heavy Inc			1D 8%	0.74%
Barrier Type (0-Wall Centertine Dist		0.0 00.0 feet					10.070	0
Centerline Dist. to		DD.O feet DD.O feet	Nois	e Saurce Elev	ations (in	feet)		
Barrier Distance to		G O feet		Autos:	0.000			
Observer Height (Alt		5.0 feet	M	edium Trucks:	2 297			
	Overrao; Elevation	0.0 feet	F	leavy Trucks	8.006	Grade Adj	ustment	0.0
	Elevation Elevation	G.O. feet	Larv	Equivalent D	istanne fli	feat		
	ad Grade	0.0%		Anins	89 945			
		90.0 dearees	5.4	edium Trucks:	99.856			
		90.0 degrees		teavy Trucks:	98 865			
		ou a acquero		,				
FHWA Noise Wodel								
VehicleType					Fresnel	Barrier Att		rn Alten
Autos.	86.51	-6.87	-4.82	-1.28	-4.77			0.000
Medium Trucks	77.72	-24 10	-4.61	-1.20	-4. EN			0.00
Heavy Trucks:	62.99	-28.06	-4.61	-1.20	-5.16	0.0	00	0.009
Unmitigated Noise L	evels (withou	Topo and barrio	er ettenuati	onj				
VehicleType Le	g Peak Hour	Leg Day	Leg Evenir			Lán	Ci	NEL
Autos:	53.8	51.9		0 2	44.1	52.7		53 :
Medium Trucks:	47.8	48.9		9.98	38.4	46.8		47.
Heavy Trucks	49.1	47.7		0.7	39.9	48.3		48.4
Vehicle Noise.	55.8	54.1		8.03	46.3	54.8		55.3
Centerline Distance	to Noise Cant	our (in feet)						
			70 dBA	65 dE	A	60 dEA	.55	dE.A
		£dn:	10	21		45		97
		CNEL:	1.0	22		48		84

Road Nam	io: Year 2018 : xe: John F. Kei	nnedy Drive			Project Na Job Numi		eno Vailey V D	Valmart	
Road Segmer	nt: East of Kito	hing Street							
SITE : Highway Data	SPECIFIC IN	PUT DATA		Ch. C.	NOI:		DEL IMPUT	s	
<del>-</del>				SHE COL	muchs (na				
Average Daily		8,498 vehicles				Auto			
	Percentage:	10%			etium Trucks				
	laur Valume:	858 vehicles		File	avy Trucks	3+ Axie	s): 15		
	hide Speed	55 mph		Vohicle	Mix				
Near/Far La	ne Distance:	36 feet		Vet	icleType	Day	Evening	Iblight	Daily
Site Data				ļ	Auto	s: 77.	% 12.9%	9 6%	97.42%
Bai	rrier Kelaht:	0.0 feet		M	edium Truck	s. 84.8	3% 4.8%	10.3%	1.84%
Barner Type (0-W		0.0		1 4	Heavy Truck	s: 96.6	96 2.7%	10.8%	0.74%
Centerline Dis	at to Barrier.	100.0 feet		N-7- 6	ource Eleva				
Centerline Dist.	to Observer:	100.0 feet		Motse 3	Autos:	0.000	i meth		
Barrier Distance	to Observer.	0.0 feet		Edward	m Trucks:	2.297			
Observer Height (	Above Pad).	5.0 teet			ni i ruciss: iv Truciss:	8 006	Grade A	ili ustano mi	0.0
Pa	ad Elevation:	0.0 feet		Hear	у ттисня.	8 0 0 0	Orace Al	go sarresa	. 0.0
Ros	ad Elevation:	0.0 feet		Lane Eg	uivaient Dis	tance (	in feet)		
,	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-80.0 degrees		Mediu	m Trucks:	98,404			
	Right View:	90.0 degrees		Hear	ry Trucks:	98.413			
FHWA Noise Mode				1					
VehicleType	REMEL		Distance			vesner	Barrier Al		m Atten
Autos:	71.76	-3.63		.52	-1.20	-4.7		000	0.00
Medium Trucks:	82.40	-20.77		51	-1.20	-4.€		000	0.00
Heavy Trucks	86.40	-24.72		.51	-1.20	-5.7	6 0	000	0.001
Unmitigated Noise			rrier att	enuation)					
	Leg Peak Hou			Evening	Leg Nigi		Ldn		NEIL
Autos	62			58.8		52.8	61		62.1
Medium Trucks	55			48 1		465	55		55.
Heavy Trucks: Vehicle Noise:	56			45.5 59.4		46.8 54.5	55 63		65.1 63.1
	84			59.4		54.0	63	.1	63.5
Centeriine Distant	ce to Naise Co	intour (in feet)		5 d0 d	85 dB/		60 dBA	7	dBA
				0 d8A	85.687		DU BBA		dea

Friday, November 08, 201

Scenan	o: Year 2018	With Project			Project i	Name: Mo	neno	Valley W	almart	
Road Nam	e: Santiago E	Inve			Job Ni	imber: 88	70			
Road Segmen	z: East of Pe	mis Beulavard								
	SPECIFIC II	APUT DATA	**********					INPUT	5	~~~~
Highway Data				Site Cor	nditions (	Hard=10	), So	ft = 15)		
Average Daily	Traffic (Act)	3,332 vehicles		1		Au	foe:	15		
Peak Hour	Percentage:	10%		Me	edium Tru	cks (2 An	(66):	16		
Peak H	our Volume:	333 vehicles		He	avy Truc	ks (3+ Ax	(e s):	15		
	hicle Speed:	40 mph		Votricto	287~					
Near/Far La	ne Distance:	12 feet			iicleType	0	90/	Evening	Night	Daily
Site Data				+			596	12.8%	9 536	
	nier Keight:	0.0 feet		- M	edium To		1.6%	4.8%	10.3%	
Barner Type (0-W		0.0 1000			Heavy Tr.	ucks: 86	.5%	2.7%	10.8%	0.74%
Centerline Die		100.0 feet								
Centerline Dist.	to Observer:	100.0 feet		Noise S		vations (		et)		
Barrier Distance	to Observer.	0.0 feet			Autos m Trucks					
Observer Height (	Above Pad).	5.0 teet		1	ım i rucks vv Trucks			Grade Adj	untonous	0.0
Pa	id Elevation:	0.0 feet			,				SECTION IS	. 0.0
Ros	nd Elevation:	0.0 feet		Lane Eg	uivaient	Distance	(in i	eet)		
,	Road Grade:	0.0%			Autos	98.94	5			
	Left View:	-90.0 degrees		Mediu	m Trucks	99.85	6			
	Rigiż View:	90.0 degrees		Hear	vy Trucks	99.86	5			
FHWA Noise Mode	of Calculation									
VehicleType	REMEL	Traffic From	Distanc	e   Finite	Road	Fresher	Т	Barrier Alti	en Ber	m Atten
Autos	66.51	-6.21	-2	.82	-1.20	-4	.77	0.0	80	0.000
Medium Trucks:	77.72	-23.45		61	-1.2D	-4	89	9.8	00	0.000
Heavy Trucks	82.98	-27 41		.81	-1.2D	-5	16	9.0	89	0.000
Unmitigated Noise	Levels (with	out Topo and b	arrier at	enuation)						
VehicleType	Leg Peak Ho.	ur Leg Day	Leg	Evening	Leq!	lighi		Ldn	0	NEL.
Autos:	54	i.5 5	2.6	50.8		44.8		53.4		54.0
Medium Trucks	48	3.5 41	8 8	40 9		38.0		47.5		47.7
Heavy Trucks:			3.4	39.3		40.6		48.9		49.1
Vehicle Noise:	56	3.5 5-	4.8	51.5		46.9		55.5		55.9
Centerline Distanc	e to Naise C	ontour (in feet)								
			7	0 d8A	85.0	BA	6	0 dBA	55	dBA

Friday, November 08, 2013

Friday, Novembe

	rio: Year 2018 VV	ith Project						o Valley W	aimart	
	ne: Iris Avenue	_			Job Mu	mber:	9870			
Fioad Segme	inf: West of India	in Street								
	SPECIFIC INP	UT DATA						L INPUT	S	
Highway Data				Site Cor	rditions (	Hard >	10. Sc	#t = 15)		
Average Daily	Traffic (Adt). 11	,169 vehicles					Autos:	15		
Peak Hour	Percentage:	10%			olum Tru			15		
Peak F	Hour Volume: 1	,119 vehicles		He	eavy Truc	ks (3+ .	4xies):	15		
Ve	rhicle Speed.	49 roph	į	Vehicle	80iv					
Near/Fer La	ina Distance:	12 feet	1		ideTvae	-	Day	Eivening	Night	Daily
Site Data					A	ufas:	77.5%		8.6%	97 4 2%
D.	rrier Heiaht:	0.0 feet		56	edium Tri	acks:	84.8%	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0 rees			Heavy Tn		86.5%		10.6%	0.74%
Centediae Di		100.0 feet								
Centerline Dist		IGO C feet	į	Maise S	ource Ek			100)		
Barrier Distance		0.0 feet			Autos		000			
Observer Height		5.0 feet			m Trucks		287			
	ad Flevation	O.O. feet		Hea	ny Trucks	. 6	608	Grade Adj	ustment.	0.0
	ed Elevation	0.0 feet	1	Lane Ed	uivalent	Distan	ce (in	feet)		
	Road Grade	0.0%			Autos	99	945			
	Left View	-90.0 degrees		Mediu	m Trucks	99	856			
	Right View:	80.0 degrees		Hee	vv Trucks	. 99	386			
	-									
FHWA Naise Mad										
Verlicie Type			stance		Road	Fres		Barrier Afti		m Alten
Aulos	66.51	-0.95	-4.6		-1.20		-4.77	0.0		0.000
Medium Trucks:	77.72	-19.19	-4.6		-1.20		-4 88	0.0		0.000
Невгу Тлиска.	82.99	-22.15	-4 6	31	-1.20		-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (withou	at Topo and barr	ier atte	nuation)						
VehicleType	Leg Peak Hour	Lea Day		Vening	Lea?	light	T	Ldn	C	VEZ.
Aukos:	597	57.B		56.1		50.	)	59.8		59.3
Medium Trucks.	53.7	52.2		45.8		44.	3	52.8		53.0
Heavy Trucks:	55.0	53.6		44.6		45.	3	54.2		54.3
Vehicle Noise:	61.8	60.0		56.7		52.	2	60.7	,	81.3
Centerline Distan	ne to tiplea Con	tour (in fact)								
CONCERNIO DISCON	to	1007 (07 1000)	70	dBA	65.0	84	1 6	0 dBA	56	dB.A
		/ oh		74	55		, ,	112		41
		(26.57)		20				120		co.

Finday, November 69, 2013

Scenario: Year 201	8 VVith P	roject				Project I	Vame:	Moren	o Valley V	Asimsrt -	
Road Name: Iris Aven	ue					Job Nu	mber:	8876			
Fload Segment: East of F	erris Bou	levard									
SITE SPECIFIC	INPUT	BATA	****	******	*******	H	OISE	MODE	L INPUT	S	
ighway Data				S	ite Con	ditions (	Hard:	10. S	ařt = 15)		
Average Daily Traffic (Adt)	18,807	vehicles						Autos	15		
Peak Hour Percentage	10	96			Me	olurn Tru	O48 (2	Axies):	16		
Peak Hour Volume	1,881	vehicles			Ke	avy Truci	ks (3+	Axies):	15		
Vehicle Speed	65	roph		120	etric is i	Mile					
Near/Far Lane Distance	36	feet		-		iore/vae	-	Dav	Evenina	Night	Daire
ite Data					*****		ufas:	77.59		9.6%	97.429
Barrier Height	0.1	feet			5.0	edium Tri		84.89		10.3%	1 849
Barrier Tvoe (0-Wall, 1-Berm)						leavy Th		86.5%		10.6%	0.749
Centediae Det In Berder		) ) faet									
Centerline Dist. In Observer	100.	7 feet		10	aise So	ounce Ele			6 <i>8</i> \$)		
Barrier Distance to Observer		) feet				Autos	_	.000			
Observer Height (Above Pad)		) feet				m Trucks	-	.287	The state of a	4)	
Pad Elevation		) feet			Heat	y Trucks		890.	Grade Ac	gusument	0.0
Road Elevation	0.1	) feet		L	ane Eq	ulvalent	Distar	ce (in	feet)		
Road Grade	0.0	3%				Autos	98	.494			
Left View	-90.0	degree:	2		Mediu	m Trucks	96	404			
Right View	90.0	degree:	5		Heav	y Trucks	. 96	.413			
HWA Noise Model Calculati	oris										
VehicleType REMEL	Traffi	c Flow	Dista	9000	Finite	Pload	Fres		Barrier At	en Ber	m Alten
Aulos: 71.	-	-0.08		-4.52		-1.20		-4.77		000	0.00
Medium Trucks: 82	-	-17.32		-4.51		-1.20		-4 88		000	0.00
Heavy Trucks. 96 /	10	-21.27		-4 51		-1.20		-5.16	6.	080	9 90
nmitigated Noise Leveis (w	thout To	po and b	amer	attenu	ation)						
VehicleType Leg Peak i	COLV	Leg Day		Leg Eve	ening	Leg N	light	T	Ldn	C	NEZ.
Autos:	86.0	6	4.1		62.9		56	3	64.	9	66.
Medium Trucks.	59.4		7.9		61.6		60		56	4	56.
**********	59.4		9.0		49.0		50		58.		58.
Vehicle Naise:	67.E	6	5.8		62.8		58	0	66.	5	67.

Scenario: Year Road Name: Iris A		Vith Proje	ect			Project I Job Nu			c Valley Vv	almart	
Road Segment: East	of India	n Street									
SITE SPECI	IC IN	UTDA	TA	***************************************	************	N	OISE	MODE	LINPUT	5	*********
Highway Data					Site Con	ditions (	Hard	≈ 10, S	oft ≈ 15)		
Average Daily Traffic (	4d(): 14	,372 ve	nicles					Autos:	15		
Peak Hour Percent	age.	10%			Me	dium Tru	cks (2	Axles).	15		
Peak Hour Vols	me: '	,437 ve	hicles		He	вну Тлис	ks (J+	Axles):	15		
Venicle Sp	පෙර:	55 mg	ph		Vehicle I	Mir					
Near/Fat Lane Dista	nce.	36 fe	at			eleTvoe		Dav	Evening	Night	Daily
Site Data					4617	/ /	utos	77.5%			87 429
Barrier He		0.0 f			0.60	esteum Tri		84.9%		10.3%	
Barrier Type (0-Wall, 1-Ba		0.0 %	eet			teavy In		86.5%		10.8%	
Centerline Dist. to Ba		100.0 fe									
Centerline Dist. to Obse		100.0 6			Noise Sc	ource Ek			001)		
Barrier Distance to Obse		0.0.0				Autos		1.000			
Observer Height (Above F		5.0 fc				m Trucks		297			
Pad Flore		0.0 6			Heav	y Trucks	. 6	1.006	Grade Ad	ustment	0.0
Road Eleva		0.0 fe			Lane Eq.	uivalent	Dista	nce On	feat)		
Road Gr		B.0%	16:			Autos		1.494			
1 100 1		-90.0 d	isaros	,	Mediu	m Trucks		1 404			
Right Is		90.0 d				v Truchs		413			
. ngm v		0000	e-Sec-	,		,					
FHWA Noise Model Calcu											
VehicleTyne REM		Traffic F.		Distance		Road	Fres		Barrier Att		
Autos	71.78		1.25	-4.		-1.20		-4.77	0.0	000	0.00
	82.40	-1	9 49	-4.		-1.20		-4.58		100	0.00
Heavy Trucks:	66.40	-2	2.44	-4.	51	-1.20		-5.16	0.0	100	0.00
Unmitigated Noise Levels	(witho	ut Topo	and b	arrier atte	nuationi						
VehicleType Leg Pe	ak Hour	Lec	Day	Legi	Evening	Legi	light	Т	Lán	Ci	NEL
Autos	64.8	3	6	7.9	61.1		55	1	83	7	84
Medium Trucks:	58.3	2	58	3.7	5B.3		48	.8	57.3	3	57.
Heavy Trucks.	58.2	2	51	3.8	47.8		49	.0	57.4	1	57:
Vehicle Noise	66.4	,	71	4.6	61.7		56		65.4		65

Friday, November 86, 2013

Scenario: Ye	er 20 10 1	With Pro	siect				Project N	ame: M	oreno	Valley V	almart	
Road Name: Iris	Avenue						Job Nur	nber. 8	370			
Road Segment: We	st of Kit	ching St	reet									
SITE SPEC	IFIC IN	PUTD	ATA		*****	*******	NO.	ISF M	ODE	LINPUT	g	
Highway Data		.,			- 1	Site Cor	iditions (h					
Average Daily Traffic	(A:8): 1	22 121 1	veticles					A	utos:	15		
Peak Hour Perce.		10%				Mc	dium Truc	ks (2.4)	des).	15		
Peak Hour Vo		2,212	vehicles			He	any Truck:	s (3+ A)	des):	15		
Venicle S	need:	55	moh		-							
Near/Far Lane Dis	lance.	36 1	feat		H.	lehicle	ioleType	17	lav I	Eveninal	Night	Dally
Site Data						ver	acie rype Au		7.5%		74/gra 9 8%	
							ли edium Truc		4.8%	181 4174	10.3%	1.64
Barrier H			feet				eaam rac Heavy Irax		45% 85%		10.8%	0.74
Barrier Type (0-Wall, 1-I		0.0					icasy ita	ma. u	0.070	2.170	10.070	G.7-7
Centerline Dist. to E		100.0			1	Voise S	ource Elev	rations	(in fe	61)		
Centerline Dist. to Obs		100.0			- 1		Autos:	0.0	00			
Barrier Distance to Obs			feet			Mediu	m Trucks:	2.29	37			
Observer Height (Above			feet			Hear	ry Trucks	8.01	36	Grade Ad	ustment.	0.0
Pad Ele			feet		-							
Road Ele			feet		- 12	ane Eq	uivalent D			eeti		
Road C		0.09					Autos:	98.4				
	View:		degrees				m Trucks	98.4				
Right	View:	90.0	degrees			mean	ly Trucks:	98 4	13			
FHWA Noise Wodel Cale	vistion	ş										
VehicleType RE	MEL.	Traffic-	Flow	Date	90,00	Finite	Road	Fresne	/ :	Barrier All	en Ber	m Alter
Autos	71.78		0.83		-4.5	2	-1.20		4.77	0.0	100	0.0
Medium Trucks	82.40		-16 61		-4.5	1	-1.20	-	4.58	0.0	100	0.00
Heavy Trucks:	66.40		-20.57		-4.5	1	-1.20	-3	5.16	0.0	100	0.00
Unmitigated Noise Leve	is (with	out Top	o and b	errier	etten	uationi						
VehicleType   Leg P	eak Hou	w L	eq Day	-	Leg Ei	rening	Leg Ni	ght		Lán	Ci	VEL
Autos:	66	.7	8/	8		63.0		57.0		85	3	86
Medium Trucks:	60	.1	58	8.6		52.2		50.7		59.		59
Heavy Trucks	60	.1	58	1.7		49.7		50.9		59.	3	59
Vehicle Noise.	68	.3	86	.5		63.5		58.7		67.	2	67
Centerline Distance to I	loise Co	intour (	in feet)									
					70 c	£1A	65 dE	A	- 6	0 dEA	.55	dE:A
				h:	6	5	141			303		53
			CW		7		151			326		03

Road Nan	io: Year 2018 v ne: Iris Avenue nt: VVest of Per				Project Nar Job Numb		no Valley V	/almart	
SITE Highway Data	SPECIFIC IN	PUT DATA		Chi. Chi.	NOIS		EL INPUT	S	***********
<del>-</del>				Size Cor	mucos (na	Auto			
	Traffic (Adt): 1								
	Percentage:	10%			idium Trucks iavv Trucks i				
		1,497 vehicles		776	any mucha (	ar Axies	). 10		
	hicle Speed: ne Distance:	55 mph 38 feet		Vehicle					
Neavi-ar La	ne Distance:	30 reet		Vet-	icleType	Day	Evening		Daily
Site Data					Auto			9 636	97 4 2%
Ba.	rrier Keight:	0.0 feet		M	edium Truck			10.3%	1.84%
Barrier Type (0-VI	Aut 1-Sermi:	0.0			Heavy Truck	s: 86.6	% 2.7%	10.8%	0.74%
Centerline Di	at to Barrier.	100.0 feet		Maire S	ource Eleve	tions (in	foot		
Centerline Dist.	to Observer:	100.0 feet		7710750 27	Autos:	0.000	7000		
Barrier Distance	to Cibserver:	0.0 feet		full of a	m Trucks:	2.297			
Observer Height (	Above Pad).	5.0 heet			iv Trucks.	8 0 0 6	Grade Ad	liustment:	0.0
$p_i$	ad Elevation:	0.0 feet						,0 3	0.0
Roi	ad Elevation:	0.0 feet		Lane Eq	uivaient Dis	tance (ii	76et)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-80.0 degrees			m Trucks:	98.404			
	Right View:	90.0 degrees		Hear	ry Trucks:	98.413			
FHWA Noise Mod									
VehicleType			Distance			vesner	Barrier 4t		m Atten
Autos:	71.76	-1.07	-4.		-1.20	-4.7		300	0.00
Medium Trucks	82.40	-18.31	.4		-1.20	-4.8		300	0.00
Heavy Trucks	86.40	-22 28	-4.		-1.20	-5.76	3 0	300	0.00
Unmitigated Nois									
	Leg Peak How			Evening	Leq Nigi		Ldn		VEI.
Autos	65.			61.3		55.3	63.		64.5
Medium Trucks	58			50 5		490	57.		57.
Heavy Trucks: Vehicle Noise:	58. 86.			48.0 81.9		49.2 57.0	57. 65		57. 66 i
Centeriine Distani				01.5		W1.0			
Contoriale Distan	ca to waise Co	ntour (in feet)	76	d8A	65 dBA		60 dBA	55	dBA
		1 100		co	420		204	, L	

Friday, November 68, 2013

		**************	9007550	*******		******	2792727	27979000			
			****	*****	*****		****				******
		3 With Project							n Valley W	falmart	
	ne: Iris Avenu					Job Nu	mber: 6	3870			
Road Segme	wi: East of Ki	tching Streat									
	SPECIFIC I	NPUT DATA							LIMPUT	S	
Highway Data				S	ite Car	ditions (	Hard =	10, Sc	ft = 15)		
Average Daily	Traffic (Act):	23,621 vehocte	S				- 4	lutae:	15		
Peak Hou	Percentage:	10%			Me	edium True	cks (2 A	orles):	16		
Peak I	lour Volume:	2,302 vehicle	S		He	avy Truck	rs (3+ A	xles):	15		
Ve	shicle Speed:	55 mph		V	ahiata	0.81×					
Near/Far La	ane Distance:	98 feet		Η.		ideType		Osv	Evening	Night	Daily
Site Data					* 51			77.5%	12.8%	9 634	87.42%
	rrier Keight:	0.0 feet			h	edium Ta.		84.6%		10.3%	1.84%
Barrier Type (0-)		(I i)				Heavy Tru		86.5%		10.9%	0.74%
	ist to Barrier	100.0 feet		ļ							
Centerline Dust		100.0 feet		N	oise S	ource Ele			et)		
Barrier Distance		0.0 feet				Autos:					
Observer Herant		5 B Nee1				m Trucks:					
	(Above Pag). ad Elevation:	0.0 feet			Hear	у Тгиска.	8.0	106	Grade Ad	justment:	0.0
	ad Elevation ad Elevation	0.0 feet		17	ane Fe	ulvaient i	Distanc	e (in	(sez)		
	Foad Grade:	0.0 (ee)		-		Autos					
	Left View	-90.0 deare	20		Media	m Trucks:					
	Right View:	90.0 degre				y Trucks:					
		<u> </u>									
FHWA Noise Mod			-								
VehicleType	REMEL	Traffic Frow	LAS	tance	-inie	Road	Fresh		Barrier Alt		n Atten
Autos: Medium Trucks:				-3.74 -3.73		-1.20 -1.20		4.77		100 100	0.000
Heavy Trucks				-3 73		-1.20 -1.20		-9.00 -5.18		100	0.000
						-1.ZC		-c. re	91	100	0.000
Unmitigated Nois											
VehicleType	Leg Peak Ho			Leg Ev		Leg N			Ldn		ÆL.
Autos		7.8	95.7		84.0		57.8		68.		67.2
Medium Trucks		11.0	59 5		53 2		518		60.		60.3
Heavy Trucks:		11.1	59.7		50.6		51.9		60.		69.9
Vehicle Noise:	8	39.2	87.5		84.5		59.6		68.	2	69.7
Centerline Distan	ce to Naise (	Contour (in fee	þ								
				70 d	BA	85 d	BA	6	9 dBA	55	dBA

Friday, November 08, 2013

Friday, Nevernber 08, 20

	rio: Year 2018 V	ith Project				me: Morer	to Valley V	aimarr	
	ne: Iris Avenue				Job Murr	ber: 8870			
***************************************	nf: West of Lass	***************************************		***********					
Highway Data	SPECIFIC INP	UT DATA	-	Site Cor	NO Iditions (H		L INPUT	8	
	Traffic (Adt). 20	763 . o bioto o		one con	remona (**	Autos			
	Percentage:	18%		6.6	alum Truck				
		.078 vehicles			aw Trucks				
	etricile Sinead.	55 mph	ļ			(a. uvica)			
	ine flistance	SS feet	į	Vehicle.					
	Distance.			Veh	ideType	Day	Evening	Night	Daity
Site Date					Aut			9.6%	97.4.2%
	rrier Height:	0.0 feet			edium Truc			10.3%	1 94%
Barrier Type (0-V		9.0		,	Heavy Truc	As: 88.59	€ 2.7%	10.6%	0.74%
Centerline Di		100.0 feet		Noise S	ource Elev	ations (in t	'oee'		
Centertine Dist.		100.0 feat	1		Autos	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks:	2.287			
Observer Height		5.6 feet		Heat	n Trucks:	8.008	Grade Adj	ustment:	0.0
	ad Elevation.	0.0 feet	- 1		, ,				
	ed Elevation:	0.0 feet		Lane Eq	uivalent D		7661)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees			m Trucks:	87 214			
	Right View:	90.0 degrees		Heat	ry Trucks.	87.224			
FHWA Naise Mad	lei Calculations								
Vehicle Type			stance			Fresnel	Berner Afti		m Alten
Aulos	71.70	0.35	-3.7		-1.20	-4.77	0.0		0.000
Medium Trucks:	82 40	-16.89	-3.		-1 20	-4 88	0.0		0.000
Невуу Тrискв.	96.40	-20.85	-3 :	13	-1.20	-5.16	0.0	(09)	0.000
Unmitigated Nois			er atte	nuation)					
Versicle Type	Leg Peak How		Leq E	vening	Leg Nig		Ldn		WEZ.
Aidas	87.2			63.5		57.5	66.1		66.7
Medium Trucks.	8.08			52.7		51.2	59.6		59.9
Heavy Trucks:	60.8			50.2		51.4	59.8		58.9
Vehicle Noise:	68.6	67.0		64.1		58.2	87.7		89.3
Centerline Distan	ce to Noise Cor	itour (in feet)							
			70	dB.A	65 dB.	4	60 dBA	.55	dB.A
		Lahr.		71 76	152 184		326		07
		CMS7					969		60

Fitday, November 69, 2013

	o: Year 2018								o Valley Va	simart	
Road Nam	e: Krameria A	venue				Job Mu	imber:	0870			
Fload Segmen	f: West of Pa	rns Boulevard									
	SPECIFIC IN	PUT DATA	*****						L INPUT	S	
Highway Data				S	ite Cor	ditions (	Hard:	= 10. S	aft = 15)		
Average Daily	Traffic (Adt).	4,578 vehicle	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	olum Tru	chs (2	Алюс):	16		
Peak H	our Volume:	458 vehicle	S		He	avy Truc	4s (3+	Axies):	15		
Ve	hicle Speed.	48 mph		132	'e hic is	80iv					
Near/Far La	ne Distance:	12 feet		F*		iloteTvae	-	Dav	Evening	Night	Dairy
Site Data					*		utos:	77.59		9.6%	97.42%
	vier Heiaht:	3.0 feet			56	edium Tri		84.89		10.3%	1 84%
Barrier Type (0-W		0.0 rees				Heavy Th		86.5%		10.8%	0.74%
Centedine file		100 F feet		ļ							
Centerline Dist.	in Ohsenver	100.0 feet		70	oise S	ource Ek			695)		
Barrier Distance		0.0 feet				Autos		.000			
Observer Height (	Above Padi:	5.0 feet				m Trucks w Trucks		.287	Grade Ad	i colono de	0.0
Pe	d Elevation	0.0 feet			H601	иу птиско	: 6	.bt/o	Graue Au	uaunen.	0.0
Rice	d Elevation	0.0 feet		L	ane Eq	uivalent	Distar	ice (in	feet)		
1	Road Grade:	0.0%				Autos	92	.945			
	Left View.	-90.0 degre	es		Mediu	m Trucks	: 85	956			
	Right View:	90.0 degre	es		Hea	vy Trucks	. 86	.866			
FHWA Noise Mode											
Vehicle Type	REWEL	Traffic Flow	D	stance		Pload	Fres		Barner Att		n Alten
Aulos	68.51	-4.83		-4.62		-1.20		-4.77		000	0.000
Medium Trucks:	77 72	-22.07		-4.61		-1 20		-4 88		100	0.000
Heavy Trucks.	82.99	-26.03		-4 61		-1.20		-5.16	U.L	000	9 9 9 0
Inmitigated Noise						,				,	
	Leg Peak Hou			Leg Ev		Leg?		ــــــــــــــــــــــــــــــــــــــ	ldn		WEZ. 55.4
Autos: Medium Trucks	55 48		54.0 48.8		52.2 42.0		46		54.1 48.5		55.4 49.1
Heavy Trucks	46 51		49.3		42.0		41		46.5 50.3		49.1 50.4
Vehicle Major	57		48.7 58.1		52 B		41		56.9		57.3
								-		-	
Centerline Distanc	e to Noise Ci	orizaur (in feei	9	70 d	0.4	65.0					
									90 dB.4		d8.4

Scenario: Year 2016	With Project				Project is	iame:	Moren	Valley Vv	almart	
Road Name: Iris Avanu	Е				Job Nu	mbar.	8870			
Road Segment: East of La	sselle Street									
SITE SPECIFIC I	NPUT DATA				Pér	HSE	MODE	LINPUT	5	
Highway Data				Site Con	ditions (i	iard a	10, Sc	dt ≈ 15)		
Average Oally Traffic (Adl):	23,683 vehicles						Autos:	15		
Peak Hour Percentage.	10%			Ne	dium Tru:	ks (2 i	txles).	15		
Peak Hour Volume	2,368 vehicles			He	avy Truck	s (J+ .	Axles):	15		
Venicle Speed:	55 mph		-	Vehicle I	Wie					
Near/Far Lane Distance.	9B feat		- 1		eleType	Т	Day	Evening	Nigix	Daily
Site Data					ΑŁ	tos:	77.5%	12.9%	9.8%	87.42%
Barrier Height:	0.0 feet			Nic	edium Tru	cks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Berm):	0.0			F	leavy Inc	CNS.	88.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barrier	100.0 feat		-	Natas Ca	urce Ele		- 6-8			
Centerline Dist. to Observer:	100.0 feet		-	WOIST SE	Autos:		000	:01)		
Barrier Distance to Observer:	D O feat			& April 19	наю. п Тписка		297			
Observer Heighl (Above Pad):	5.0 feat				v Trucks			Grade Ad	iustment	0.0
Pad Elevation:	0.0 feet									
Road Elevation:	0 0 feet		L	Lane Eq.	uivalent i			(set)		
Road Grade	0.0%				Autos:		316			
Left View:	-90.0 degrees				n Trucks		214			
Right View:	90 0 degrees	9		Heav	y Truchs:	67	224			
FHWA Noise Model Catculation VehicleType REMEL	1 rothic Flow		fance	1 2 2	Road	Fresi		Barrier Att		447
VehicleTyne REMEL Autos 71.78		LAS	-3.7		-1.20	Fresi	-4.77		en   Ber 100	m Atten 0.000
Medium Trucks: 82.46			-3.7		-1.20		-4.77 -4.58		inn	0.000
Heavy Trucks: 68.40			-3.7	-	-1.20		-9.00 -5.16		100	0.000
					-1.20		-0.70			0.000
Unmitigated Noise Levels (with Vehicle Type Lea Peak Ho				vening :	Lea N	ioht	T	l dn	T - C	NE)
		5 9		64.1		581	1	86		87.3
Medium Trucks: 6	1.2 5	9.7		53.3		51.	,	90.0	2	90.4
Heavy Trucks. 6	1.2 5	9.8		50.7		52.	)	60.0	3	60.5
Vehicle Noise B	9.3 6	7.6		84.6		59		68.1		68.8

Friday, November 88, 2913

Scenario	: Year 2018	With Project				Proiect i	vame:	Moreno	Valley VV	almart	
	: Krameria A						mber				
Road Segmen	t: East of Per	ris Boulevard									
SITE 5	PECIFIC IN	STAG TUGS	*****		******	N.	DISE I	AODE:	INPUT	annonenenenenenenenenenenenenenenenenene	*******
Highway Data				8	ite Cone						
Average Cally I	coffic (AdS):	9.234 vehicl	es					Autos:	15		
Peak Hour I		10%			Med	Gum Yru	oks (2)	lx/es).	15		
	sur Volume	823 vehicl	es		Hes	uv Truci	ks (D+ )	lxies):	15		
Ver	icle Speed:	55 moti		-	'ahicle &						
Near/Far Lan	e Distance.	36 feat				neTvpe	_	Dav	Eveninal	Night	Dally
Site Data					vens		utos:	77.5%		F 8%	
						m dium Yn		64.9%	181 0770	10.3%	1.643
	rier Height:	0.0 feet				easv In		88 5%		10.8%	0.749
Barrier Type (0-Wo		0.0				easy m	ara.	60.070	2.176	10.0%	G.745
Centerline Dis		100.0 feat		ñ	ioise Sa	urce Ele	vation	s (in fe	6f)		
Centerline Dist. f		100.0 feet		-		Autos	0.	300			
Barrier Distance to		0 0 feet			Mediun	Trucks	. 2	297			
Observer Height (A		5.0 feet			Heav	Trucks	8.	300	Grade Adj	ustment.	0.0
	d Elevation:	0.0 feet			ane Equ		n/		A		
	d Elevation:	0.0 feet		1	ane Equ	Autos		484	neth		
F	load Grade	0.0%				Autos Trucks:		484 484			
	Left View:	-90.0 degr									
	Right View:	90 0 degr	395		meany	Trucks	. 98	413			
FHWA Noise Wode	l Catculation	ş									
VehicleType	REMEL	Traffic Flow	i De	dance	Finite I	Page of	Fresi	e/	Barrier Att	en Ber	rn Alten
Autos	71.78	-3.1	7	-4.52		-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40	-29.4	1	-4.51		-1.20		-4.53	0.0	100	0.00
Heavy Trucks:	66.40	-24.3	6	-4.51		-1.20		-5.16	0.0	100	0.00
Unmitigated Noise	Levels (with	out Topo an	d banh	er etten	uationi						
	Leg Peak Hou			Leg Ev		Legh	light	Τ	Lain	Ci	NEL
Autos	6.2	.8	81.0		58.2		53 2		81 6	1	82
Medium Trucks:	66	.3	54.8		48.4		46.8	1	55.3	3	66.
Heavy Trucks.	56	.3	54.9		45.9		47.1		55.5	5	55.
Vehicle Noise.	84	.5	82.7		59.8		54.9	3	63.4		63
Centerline Distanc	e to Noise Co	antaur (in fe	10								
Common Distance	~	erreen (Mr 194	"	70 a	84	65 a	EA.	T 6	0 dEA	.55	dE:A
			Ldn:	38	;	76	3		169	3	95

	io: Year 2018								o Valley W	almart.	
	e: Kramena A					Job N.	unxber	8870			
Road Segme	nt: East of Indi	an Street									
	SPECIFIC IN	PUT DATA							LIMPUT	S	
Highway Data					Site Con	ditions	(Hard	in 10, Se	oft = 15)		
Average Daily	Traffic (Adl)	3,502 vehicle	5					Autos:	15		
Peak Hour	Percentage:	10%		- 1	Me	dium Ta	icks (2	Axles):	15		
Peak h	laur Valume:	350 vehicle	s	- 1	He	avy Truc	ks (34	Axles):	15		
Ve	hicle Speed	45 mph			Vahiata i	970					
Near/Far La	ne Distance:	24 feet		H		delivoe	-	Dev	Evenno	Night	Darly
Site Data							lutos:	77.5%		9 636	
0.00 0.00	rrier Keight:	0.0 feet			5.0	edium Te		84 696		10.3%	1 84%
Barner Type (0-VI		0.0 reet				leavy Tr		86.6%		10.8%	0.74%
Centerline Di		100.0 feet									
Centerine Fuel		100.0 feet		L	Noise Sc	urce El			ret)		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Height (		6.0 heet		- 1		n Trucki		2.297			
	nd Finantian	0.0 feet		- 1	Heav	у Тгискі	8. 3	8 006	Grade Ad	justment	0.0
	ad Elevation	0.0 feet		-	Lane Eq.	avaiant	Dista	nce (in	faet)		
	Finad Grade:	0.0%		F		Autor		8 403			
	Left View	-90.0 deare	00	- 1	Mediu	n Trucia	. 9	9 314			
	Platt View:	90.0 degre			Heav	y Truck	7: 9	9.323			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	_ O	istance		Road	Fre	sner	Barrier 4tt		m Atten
Autos	68.46	-6.51		-4.5		-1.20		-4.77		100	0.00
Medium Trucks:	79.45	-23.75		-4.5		-1.20		-4.89		390	0.000
Heavy Trucks	84.25	-27 70		-4.5	17	-1.20		-5.18	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atte	suation)						
VehicleType	Leg Peak Hou	r Leg Daj	/	Leg E	vening	Leq.	Vigiti		Ldn		WEIL
Autos	58		54.3		52.5		48		55.		55.
Medium Trucks	49		49 4		42 1			15	49.1		49.3
Heavy Trucks:	50		49.4		40.3			.6	49.		50.0
Vehicle Noise:	59	.0	56.3		53.1		46	3.4	57.1	)	57.4
Centeriine Distan	e to Naise Co	ontour (in fee	9								
				70	d8A	85	1BA		00 dBA	55	d8A
			Loan		4	- 2			62		36

Friday, Nevernber 68, 2613

			****		<i>.</i>	***	*****			
Scenar	nor Year 2016	With Project			Pa	ojeci Na	ите: Мол	and Valley W	/almart	
Road Ner	ne: Harley Kn	ex Soulevard			J	ob Num	ber: 8870	)		
Road Segme	nž: VVest of V	Vebster Avenue								
	SPECIFIC I	NPUT DATA	******	-	******			EL INPUT	S	www
Highway Data				Site	Candib	ians (Hi	erd = 10,	Soft = 15)		
Average Daily	Traffic (Act):	33,191 vehocles					Auto	e: 15		
Peak Hour	Percentage:	10%			Media	m Truck	s (2 Arles	0: 16		
Peak i	lour Volume:	3,319 vehicles			Heavy	Trucks	(3+ Axles	): 15		
Ve	thicle Speed:	45 mph		1/04	cte Mix					
Near/Far La	ine Distance:	24 feet			venicle		Dav	Evening	strant	Daily
Site Data					v cracic	Anti			9.6%	
		0.0 feet			Marti	un Touc		1010	10.3%	1.84%
Barner Type (0-V	rrier Keight:	(III)				wy True			10.8%	0.74%
Centerline D.		100.0 feet								
Centerline Dust		100.0 feet		Nois			etions (in	feet)		
Barrier Distance		0.0 feet				Autos:	0.000			
Observer Herahi		5.0 test		1	edium T		2.297			
	ad Elevation:	0.0 feet		1 5	teavy T	rucis.	8 006	Grade Ad	justment:	0.0
	ad Elevation	0.0 feet		Lane	Equiv	alent Di	stonce (i	n feet)		
	Fload Grade:	0.0%		-		Autos:	99.403			
	Left View:	-90.0 dearce	S	A4e	edium T	rucks:	99,314			
	Right View:	90.0 degree		1	leavy T	rucks:	99.323			
FHWA Noise Moo	lei Calculatio	ns								
VehicleType	REMEL	Traffic Frow	Dista	oce F	inie Ro	ad .	Fresher	Barrier At	en Ber	m Atten
Autos	88.4	5 3.28		-4.58	-1	1.20	-4.7	7 0.	380	0.000
Medium Trucks:	79.4	5 -13.98		-4 57	-1	1.28	-4.8	9 0.	300	0.000
Heavy Trucks	84.2	5 -17.93		-4.57	-1	1.2D	-5.7	6 9	380	0.000
Unmitigated Nois	e Levels (wit	hout Topo and	barrier	attonuati	on)					
VehicleType	Leg Peak Ho	our Leg Day	1.	eq Evenir	10	Leg No.	hi	Ldn	C	WEIL
Autos	6	5.9	34.0		12.3		58.2	64.	в [']	65.4
Medium Trucks	6	9.7	8 2	8	18		503	68.	7	69.0
Heavy Trucks:	6	0.5 5	9.1		50.1		51.3	69.	7	59.6
Vehicle Noise:		7.8 8	0.88		32.9		58.2	66.	7	67.2
Centerline Distan	ce to Naise (	ontour (in feet)								
				70 d8A		85 dB	4 ]	60 dBA	55	dBA

Friday, November 08, 2013

Friday, Nevernber 08, 201

Scenario: Year 2011 Road Name: Hariey Kn Road Segment: East of Vi	ax Bauleva	arci			Project Na Job Numi		to Valley V	fainnart	
SITE SPECIFIC I	NPUT DA	TA		**********			L INPUT	5	
Highway Data				Site Con	ditions (Ha				
Average Daily Traffic (Adt).		shiclas				Autos			
Peak Hour Percentage:	10%				alum Trucki				
Peak Hour Volume:	3,350 W			He	avy Trucks	3 · Axies)	15		
Vehicle Speed.	45 m		1	Vehicle I	Wy				
Near/Fer Lane Distance:	24 fe	et			ideType	Day	Evening	Night	Daily
Site Data					Auto	s: 77.53	6 12.9%	9.6%	97.42%
Barrier Helaht:	0.0 f	eet		5A	edium Truck	s: 94.89	6 4.9%	19.3%	1 84%
Barrier Type (0-Wall, 1-Berm).	0.0			<i>+</i>	leavy Truck	s: 88.59	€ 2.7%	10.6%	0.74%
Centerline Dist. to Barrier:	100.0 f	eet		W-7 6	ource Eleva				
Centerline Dist. to Observer.	160.0 f	eat	- 1	MONE SE	Autos	0.000	end		
Barrier Distance to Observer	0.0 f	eet		A diameter	m Trucks:	2.287			
Observer Height (Above Pad):	5.0 f	set			n Frucks:	6.008	Grade Ad	i colonomi	0.0
Pad Elevation.	9.0 f	ise		moun	y Trocho.	0.000	Divide Au	prourris: n.	0.0
Road Elevation:	0.0 f	eet	- 1	Lane Eq	uivalent Di	tance (in	feet)		
Road Grade:	0.0%				Autos:	99.403			
Left View.	-90.0	degrees		Mediu	m Trucks:	99 314			
Right View:	80.0 (	tegrees		Heat	y Trucks.	99.323			
FHWA Naise Model Calculatio	ris		i						
VehicleType REMEL	Traffic F		tance			resnel	Barner Att		n Alten
Aulos: 68.4		3.30	-4.5	8	-1.20	-4.77	0.0	000	0.000
Medium Trucks: 79.4		13.94	-4.5		-1.20	-4 88		900	0.000
Heavy Truens. 94.2	6 -1	17.88	-4 (	57	-1.20	-5.16	0.0	300	0.000
Unmitigated Noise Levels (wit	hout Topo	and barri	r atte	nuation)					
VehicleType Leg Peak Hi	XV 1.6	q Day	Leg E	vening	Leg Nig.	of .	Ldn		ÆĽ.
	6.0	64.1		62.3		56.3	64.9		65.5
	9.7	58.2		51.9		60.3	56.8		59.0
***************************************	0.8	59.2		50.1		51.4	59.7		58.9
Vehicle Noise: 6	7.8	68.1		62.8		58.2	9.98	9	67.2
Centerline Distance to Noise (	Contour (ii	r řeet)							
		L		dBA	65 dB.4		60 dBA		dB.A
		Lon.		31	132		284		11
		ONEL:		36	141		304	6	66

Scenario: Yea									o Valley Va	simart	
Road Name: Har						Job Nur	nber: 6	1870			
Fload Segment: We:	st of Par	ns Bouleva	nd								
SITE SPECI	FIC IN	PUT DAT	A						L INPUT	8	
Highway Data				S	ite Con	ditions (f	iard = :	10. S	rit = 15)		
Average Daily Traffic (	(Adt). 1	3,274 vehic	des				A	utos:	15		
Peak Hour Percen	tage:	10%			Me	alurn Truc	48 12 A	x106):	15		
Peak Hour Vol	ume:	1,327 vehic	cies		He	avy Truck	s (3+ A	xies):	15		
Vehicle Sy	seed.	45 mph		12	ehicie i	My					
Near/Far Lane Dist	элсе:	24 feet		i i		ideTvae	- 1	Dav	Evenina	Night	Dairy
Site Data					*****			77.5%		9.6%	97.42%
Barrier He	1 - I-4	0.0 fee			5.0	edium Tria		34.8%		10.3%	1 94%
Barrier Type (0-Wall, 1-8		0.0 Yee	1	- 1		leavy Tru		36.5%		10.6%	0.74%
Genterline Dist. to Ba		100 ft faet									
Centerline Dist. In Ohse		100.0 feet		10	aise Sc	ource Ele			5 <i>9</i>		
Barrier Distance to Obse		0.0 feet	-			Autos.	0.0				
Observer Height (Above		5.0 feet				m Trucks	2.2		_		
Ped Elev		0.0 feet			Heat	y Trucks:	8.0	69	Grade Ad	usiment.	0.0
Sned Fieu		0.0 feet		17	ane Ea	uivalent E	istanc	e (in	feet)		
Road G		0.0%				Autos:	99.4				
109	View	-90.0 dec	reec		Mediu	m Trucks:	89.3	114			
Right	View:	90.0 deg			Heav	y Trucks.	99.3	23			
FHWA Noise Madel Calc	ulations										
VehicleType REN		Traffic Flow	v I I	Estadore	Finite	Photo:	Erecry	e) 1	Barrier Att	on Bev	m Allen
Aidne	88 48	-C	72	-4.58		-1.20		4 77	0.0	no.	0.000
Medium Trucks:	79.45	-17.5	96	-4.57		-1 20		4 88	0.0	00	0.000
Heavy Trucks.	94.25	-21.	92	-4 57		-1.20		5.16	6.0	60	9 9 9 0
Unmitigated Noise Level	= (with	nut Toos a	nd ban	riar attanı	erion						
	ak Hosa			Lea Ev		Lea Ni	oht		Ldn	C	WEZ.
Autos:	82	<u>-</u>	60.1	L	59.9		52.2		60.8		61.5
Medium Trucks.	55.	7	64.2		47.6		46.3		54.8	1	56.0
Heavy Trucks:	58.	8	55.1		48.1		47.4		55.7	,	55.8
Vehicle Noise:	63.	8	62.1		58.8		54.2		82.8		63.2
Centerline Distance to N	oise Co	megur (in re	eery	70 di	3.4	65 dE	3.4		60 dB.4	55	d8.4

	Year 2018 With	n Project		Projes	of Ivame:	Moren	<ul> <li>Valiey VV</li> </ul>	almart	
Road Name:	Harley Knox Bo	sulevard		iob	Number.	8970			
Road Segment:	West of Indian	Street							
SITE SP	ECIFIC INPU	T DATA	***********		NOISE	MODE	LINPUT	5	0000000000
Highway Data				Site Condition	s (Hard :	10, Sc	đt ≈ 15)		
Average Daily I'n	offic (Adf): 31,6	78 vehicles				Autos:	15		
Peak Hour Pe	roenlage.	18%		Medium 7	rucks (2	Axles).	15		
Peak Hou	r Volume: 3,1	68 vehicles		Heavy Tr	ucks (3+	Axles):	15		
Venic	le Speed:	55 mgh	-	Vehicle Mis					
Near/Fat Lane	Distance.	36 feat	-	VehicleTvi	· ·	Dav	Evenina	Nigix	Dally
Site Data				*CITCIC- yy	Autos	77.5%			87.429
	sr Height:	0 0 feet		Merseum	Trucks			10.3%	1.643
Barrier Type (0-Visil		0.0 1980		Heavy	Trucks.	88.5%	2.7%	10.8%	0.749
Centerine Dist		0.0 10.0 feet	L.						
Centerline Dist. to		10.0 feet 10.0 feet		Noise Saurce			101)		
Barrier Distance to		B.O. feet		Aut		.000			
Observer Height (At		5 ft feet		Medium Truc		297			
		B.O. feet		Heavy Truc	As: 8	.006	Grade Adj	ustment.	0.0
		B.O. feet	ŀ	Lane Equivale	nt Distar	ice (In t	Seat)		
	ad Grade	D 0%	- 1	Aui		494			
		0.0 degrees		Medium Truc	ke: 98	464			
		00 0 degrees		Heavy Truc	Ast 99	413			
	igini vion.	no or original							
FHWA Noise Wodel									
VehicleTyne			Distance	Finite Road			Barrier Att		
Autos	71.78	2.19	-4.5			-4.77		100	0.00
Medium Trucks	82.40	- 15 95	-4.5			-4.58		100	0.00
Heavy Trucks:	66.40	-19.01	-4.5	1 -1.26	)	-5.16	0.0	100	0.00
Unmitigated Noise L	evels (without	Topo and ba	mier otter	uation)					
VehicleType (J.	g Peak Hour	Leg Day	Leq E	vening Le	g Might	T	Lán	Cf	VEL
Autos:	68.2	86	3	84.6	58	5	87 1		87
Medium Trucks:	61.6	6D.	.1	53.8	52.	2	90.7	,	90.
Heavy Trucks	61.7	60.	.3	51.2	52.	5	60.8	3	60.9

| Contentine Distance to Moise Contour (in Reeg | 770 dBA | 65 dBA | 60 dBA | 55 dBA | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630 | 630

Friday, November 88, 2913

Scenari	c: Year 2018	With Pr	giect			Project is	iame: M	erene	Valley VV	almart	
	e: Ramona E						mber 89				
Road Segmen	t: West of Pr	erris Bou	levard								
SITE S	PECIFIC II	SPUTE	ATA			N C	HISE M	DDEL	INPUT	9	******
Highway Data					Site Co.	nditions (i	iard ≃ 1	n, So	ft ≈ 15)		
Average Cally i	raffic (Adl):	37 492	vehicles				A	itos:	15		
Peak Hour I		109			Mic	edium Yruc	ks (2 Ax	les).	15		
Peak Hi	sur Volume	3,749	vehicles		146	eany Truck	s (J+ Ax	(es):	15		
Ver	ricle Speed:	55	moh		Vehicle						
Near/Far Lar	e Distance.	98	feat			noleType	17	av i	Evenina	Night	Dally
Site Data					v (c)			7.5%	12 9%		87.423
						no ledium Tru		4.3% 4.3%	4.9%	10.3%	1.643
	rier Height:		feet			eaam ru Heavy Iru		4 5 70 3 5 %	2.7%	10.8%	0.749
Barrier Type (0-Vis		0.0				ricasy ria	una. u	3.370	2.170	10.076	6.747
Centerline Ois		100.0			Noise S	aurce Ele	vations	(in fe	61)		
Centerline Dist. t		100.0				Autos:	0.00	10			
Barrier Distance t			feet		Meralli.	m Trucks:	2.28	17			
Observer Height (r			fest		Hea	vy Trucks	8.00	is :	Grade Adj	ustment.	0.0
	d Elevation:		feet		7 7-	uivalent f		0			
	d Elevation		feet		Lane Ec	Anios:			ect)		
F	Road Grade	0.0				Autos: im Trucks:	87.2				
	Left View:		degrees			іт і гисня: vv Truchs:					
	Right View:	90.0	degrees		mese	vy 1700ns.	07.2	74			
FHWA Noise World	d Cateulation	0.5									
VehicleType	REMEL	Traffic	Flow	Distance	Finite	Road	Fresne	1 1 2	Barrier Atto	en Ber	rn Alten
Autos	71.78		2.82	-3.	74	-1.20	-2	.77	0.0	100	0.00
Medium Trucks	82.40		-14 32	-3.	73	-1.20	-4	1.68	0.0	100	0.00
Heavy Trucks:	66.40		-18.28	-3.	73	-1.20	-4	.16	0.0	100	0.00
Unmitigated Noise	Levels (with	out Top	oo and ba	nier ette	nuationi						
VehicleType	Leg Peak Ho	W L	eq Day	Legi	vening	Leg N	ight		Lán	Ci	NEL
Autos	61	3.8	67	9	86 1		80.0		88.7		89
Medium Trucks:	60	3.2	61	.6	65.3		53.7		62.2		62.
Heavy Trucks	6:	3.2	61	.8	52.7		54.0		62.3	3	62.
Vehicle Noise.	7	1.3	69	.6	66.6		61.8		70.3	3	79.
Centerline Distanc	e to Noise C	antour	In feeti								
				70	dBA	65 dt	5A T	- 6	0 dE/A	.55	dE.A
			£d		06	226	_		486	1	048
			CNE		100	625			40.9	1.9	

	io: Year 2018								o Valley W	'almart	
	e: Harley Kno					Job I	iumbei	8870			
Road Segme	nt: East of Indi	an Street									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard	n 10, S	oft = 15)		
Average Daily	Traffic (Adl)	13,274 vehicle	5	- 1				Autos	15		
Peak Hour	Percentage:	10%		- 1				2 Axles):			
Peak F	lour Volume:	1,327 vehicle	ŝ		He	avy Tru	icks (3-	Axles):	15		
	hide Speed	55 mph			Vahiate i	Wix					
Near/Far La	ne Distance:	36 feet		H	Veh	icle I vo	e	Dev	Evening	Shahé	Daily
Site Data				+		/	Autos:	77.5%		8 636	97.42%
Ra	rrier Keight:	0.0 feet			Att	edium i	rucks.	84.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0 1000		- 1	· ·	leavy i	rucks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	Noise Sc						
Centerline Dist.	to Observer:	100.0 feet		- 1	Moise 30	Aufr		0.000 0.000	a esti		
Barrier Distance	to Observer:	0.0 feet		- 1	Administration	ник т Тписі		2.297			
Observer Height (	Above Pad).	5.9 teet				ni i ruci v Truci		2.297 8.006	Grade Ad	inetmani	- 0.0
$p_i$	ad Elevation:	0.0 feet		L		*				, or see	. 0.0
Roi	ad Elevation:	0.0 feet		L	Lane Eq	uivaier	nt Dista	nce (in	feet)		
	Road Grade:	0.0%		i		Auto	28: 3	8.494			
	Left View:	-80.0 degree	es	- 1		m Truci		8.404			
	Right View:	90.0 dagre	es		Heav	y Truci	ks: 9	8.413			
FHWA Noise Mod	el Calculation	5									
VehicleType	REMEL	Traffic Flow	0	istance	Finite	Road	Fre	sner	Barrier 4tt	en Bei	nn Atten
Autos:	71.76	-1.69		-4.5	52	-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-18.83		-4.5	51	-1.20		-4.89	0.0	390	0.000
Heavy Trucks	86.40	-22 79		-4.5	51	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atte	nuation)						
	Leg Peak Hou				vening	Leq	Night		Ldn		NEIL
Autos	64		62.8		60.8			1.7	63.4		64.0
Medium Trucks	57		56 4		50.0		45		56.8		57.1
Heavy Trucks:	57		56.5		47.4		49		57.1		57.2
Vehicle Noise:	86	.0	84.3		81.3		54	5.5	65.1	)	66.6
Centeriine Distan	ce to Naise Co	ontour (in feet	)								
					d8A		dBA	1	50 dBA		dBA
			Lan:	- 4	16	1	99		216	- 4	165

Friday, Nevernber 68, 2613

		7279000000000000000	20000	**********		**********	correct	27270700			
	io: Year 2018	************	****	******	*****	******	*****	*****	a Valley M		*******
	norrearzuna ne:Ramona E:						ivame: umber		a valley in	raimart	- 1
	ne: Internoria a: na: East of Per					30D /4	unwer.	0010			
кова ъедте	va: East or Per	ns accievara	*****		00000000			00000000			
	SPECIFIC IN	PUT DATA							LINPUT	s	
Highway Data				8	ne Cor	ditions	(Hard				
Average Daily		34,695 vehocte	S	- 1				Autoe	15		
Peak Hour	Percentage:	10%			Me	idium Ta	icks (2	Arries).	15		- 1
Peak F	lour Volume:	3,489 vehicle	S	- 1	He	avy Truc	:ks (3+	Axles).	15		
	thicle Speed:	55 mph		v	ahiata	Mix					
Near/Far La	ine Distance:	98 feet			Ver	icleType	T	Osv	Evening	filight	Daily
Site Data							lutas:	77.59		9 636	87 42%
0-	rrier Keight:	0.0 feet			M	edium Ti	unks	84.69		10.3%	1.84%
Barner Twoe (0-V		0.0 rest				Heavy 7		86.59		10.9%	0.74%
Centerline Di		100.0 feet		ļ							
Centerine Dist		100.0 feet		A	oise 5	ource El	evatio	ns (in f	set)		
Barrier Distance		0.0 feet		-		Auto	S: E	0.000			- 1
					Mediu	m Truck	5: 2	2.297			
Observer Height		5.8 teet			Hear	y Trucki	s. S	8 0 0 6	Grade Ad	justmeni	0.0
	ad Elevation: ad Elevation:	0.0 feet		17	nna Ca	ulvaiem	Dine	neo (in	de ord		
		0.0 feet		-	ane ci;	Auto		318	reng		
	Fload Grade:	0.0%									- 1
	Left View:	-90.0 degree				т Тписк		7.214			- 1
	Right View:	90.0 degree	es.		near	ry Truck	2; 6,	.224			
FHWA Noise Mod	let Calculation	\$									
VehicleType	REMEL	Traffic Frow	Đ.	istance	Finite	Road	Fred	NOT	Barrier Alt	en Ber	m Atten
Autos	71.79	2.60		-3.74		-1.20		-4.77	0.0	100	0.000
Medium Trucks:	82.40	-14.63		-3.73		-1.2B		-4.89	9.0	300	0.000
Heavy Trucks	86.40	-18 59		-3.73		-1.2D		-5.16	9.0	300	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	ation)						
VehicleType	Leg Peak Hou	ir Leg Day	7	Leg Ev	ening	Leg	Nighi	T	Ldn	C	VEIL
Autos	69	Á	97.8		65.8		58	.7	687	4	68.0
Medium Trucks	62	.8	81.3		55.0		53	4	61.8	9	62.1
Heavy Trucks:	62	.9	81.5		52.4		53	.7	62.0	0	62.2
Vehicle Noise:	71	.0	89.3		86.3		61	.4	70.1	Ū.	70.5
Centerline Distan	ce to Naise Co	ontour (in feet	)								
				70 d		85			60 dBA	- 0.0	dBA
			Lan:	101	)	2	15		484	8	98

Friday, November 69, 2013
Friday, November 69, 2013

Friday, November 08, 2013

	io: Year 2018 W ne: Frederick Str					me: Morei ber: 8870	o Valley W	aimart	
Road Segme	nf: North of Cac	tus Avenue							
	SPECIFIC INP	UT DATA		***			LINPUT	S	
Highway Data				Site Cor	iditions (He				
	Traffic (Adt). 11					Autos			
	Percentage:	10%			okum Truck				
		,178 vehicles		He	avy Trucks	(3+ Axies)	15		
	thole Speed.	55 mph	1	Vehicle.	Mix				
Near/Fer La	ine Distance:	36 feet	ì	Veh	ideType	Day	Evening	Night	Daity
Site Date					Auto	ns: 77.53	6 12.9%	9.6%	97.42%
Ba	rrier Height:	0.0 feet			edium Truc			19.3%	1 84%
Barrier Type (0-V	Vall, 1-Berm).	0.0		- 1	Heavy Truci	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di	st. to Barrier:	100.6 feet		Maies S.	ounce Elevi	vione (in	(s.ar)		
Centertine Dist.	to Observer.	160.0 feat	1	770726 01	Autos	0.000	009		
Barrier Distance	to Observer	0.0 feet		Asacii:	m Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet			n Trucks:	6.008	Grade Ad	ustment:	0.0
	ad Elevation.	0.0 feet							
	ad Elevation:	0.0 feet		Lane Eq	uivalent Di		feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees			m Trucks:	98 404			
	Right View:	90.0 degrees		Heat	ry Trucks.	98.413			
FHWA Naise Mad	el Calculations		i						
Verlicie I ype			stance			Fresnel	Berner Att		m Alten
Aulos:	71.70	-2.14	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-19.38	-4.5		-1 20	-4 88	0.0		0.000
Невуу Тrискв.	98.40	-23.33	-4 5	51	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois			er atte	nuation)					
Versicle Type	Leg Peak How		Leg E	vening	Leg Nig		Ldn		WEZ.
Aidas	83.9			60.3		54.2	62.8		63.4
Medium Trucks.	57.3			49.4		47.9	56.4		56.8
Heavy Trucks:	57.3			48.9		48.1	56.5		56.6
Vehicle Noise:	65.5	63.7		60.8		55.9	84.5		84.9
Centerline Distan	se to Noise Cor	itour (in feet)							
				dBA	65 dB:	8	60 dBA		ав.А
		Loh).		13	92		196		27
		CM67 ·		68	00		919		60

Finday, November 69, 2013

	io: Year 2018								Valley W	simart	
	ne: Indian Stre					Job Mur	nber: 88	70			
Fload Segme	nt: North of Co	ittonwood Ave	nue								
	SPECIFIC IN	PUT BATA							LINPUT	S	
Highway Data				S	ite Cor	iditions (F	lard = 10	), Sc	itt = 15)		
Average Daily	Traffic (Adt).	8,843 vehicle	s				Ai	ios:	15		
Peak Hour	Percentage:	10%			Me	alurn Truc	48 12 Ax	66 <i>)</i> :	16		
Peak F	lour Volume:	864 vehicle	S		He	avy Trucki	3 (3+ Ax	(es):	15		
Ve	hicle Speed.	48 roph		1	le hic le	90/v					
Near/Far La	ne Distance:	12 feet		H		ideTvae	1 0	nu n	Evening	Night	Daiv
Site Data						Au		7 5%		9.6%	97.42%
	rrier Heiaht:	0.0 feet			54	edium Tria		1.8%		10.3%	1.84%
Barrier Type (0-V		0.0 rees				Heavy True		3.5%		10.6%	0.74%
Gentedine Di		100 fr feet									
Centerline Dist		100.0 feet		to	loise S	ounce Elev			et)		
Barrier Distance		0.0 feet				Autos.	0.00	-			
Observer Height		5.0 feet				m Trucks	2.29				
	ed Elevation	0.0 feet			Heat	ry Trucks:	8.00	6	Grade Ad	usiment:	0.0
	ad Elevation:	0.0 feet		L	ane Eq	ulvalent D	istance	(in i	(eet)		
	Road Grade:	0.0%				Autos:	99.94	5			
	Left View.	-90.0 degre	es		Mediu	m Trucks:	99.95	6			
	Right View:	90.0 degre			Heat	ry Trucks.	99.88	6			
FHWA Naise Mad	ei Calculation	s		i							
Vehicle Type	REWEL	Traffic Flow	Dis	dance	Finite	Pload	Fresnel		Barrier Att	en Ben	n Alten
Autos:	68.51	-1.97		-4.62		-1.20	-4	.77	0.0	68	0.080
Medium Trucks:	77 72	-19.21		-4.61		-1.20	-4	88	0.0	00	0.000
Heavy Trucks.	82.99	-23.17		-4 61		-1.20	-5	16	0.0	60	9 9 9 0
Unmitigated Nois	e Leveis (with	out Tops and	bani	er attent	ation)						
VehicleType	Leg Peak Hos	x Leg Day	/	Leg Ev	ening	Leg Ni	g/hf		Ldn	Cf	άΞΙ.
Autos	58	17	56.6		55.1		49.0		57.8		58.0
Medium Trucks.	52		61.2		44.6		43.3		51.7		52.0
Heavy Trucks:	54	.0	52.6		43.6		44.8		53.3		53.3
Vehicle Noise:	60	1.7	59.C		55.7		51.2		59.7		60.3
Centerline Distan	ce to Hoise C	ontour (in feet	3								
				70 d	3.4	65 dE	.4	6	0 dB.4	.55	dB.4

Road Segment: Nor		it dec Decite				Project i Job Nu		3970			
SITE SPEC			3!U								
Highway Data	IFIC IMP	SIUASA			ite Con-	re: Sitions (			LINPUT: dr≈15)	3	
Average Daily Traffic	(A-0): 17	220 venicles						lutos:	15		
Peak Hour Percer		10%			Me:	Sum Trus	ks (2 A	x/es).	15		
Peak Hour Vo		722 vehicles			Hee	ny Truck	s (3+ A	xles):	15		
Venicle S	perd:	55 mgh		-	lehiele f			<u>-</u>			
Near/Far Lane Dist	ance.	36 feat		- 1		aleTvoe	_	Dav	Eveninal	Niotx	Daliv
Site Data					1/61/4	77.		77.5%			87.42%
					0.60	esium Tri		71.5m 64.9%		10.3%	
Barrier H		0.0 feet 0.0				leavy In		88.5%		10.8%	
Berrier Type (0-Well, 1-E Centertine Dist. to B		0.0 00.0 feat									
Centerline Dist. to Obs		00.0 feet 00.0 feet		8	ioise Sa	urce Ele			101)		
Barrier Distance to Obs		B.O. feet				Autos:					
Observer Height (Above		5 ft feet				n Trucks:					0.0
Pad Flor		D.O. feet			Heav	/ Trucks	9.6	106	Grade Adj	ustment	0.0
Road Elev	ration:	0.0 feet		Ĩ.	ane Equ	ivalent i	Distant	e (In 1	set)		
Road C	irade:	0.0%		-		Autos	89.4	194			
Left	View: .	90.0 degrees			Mediun	n Trucks	98.4	104			
Right	View:	90 0 degrees			Heavy	: Trucks:	98 4	113			
FHWA Noise Model Cate											
VehicleTyne REI		raffic Flow	Data		Finite		Fresn		Barrier Att		
Autos	71.78	-0.46		-4.52		-1.20		4.77	0.0		0.000
Medium Trucks	82.40	-17 70 -21 86		-4.51 -4.51		-1.20 -1.20		-4.58 -5.16	0.0		0.000
Heavy Trucks:	66.40					-1.20		-5.76	0.0	IUU	0.000
Unmitigated Noise Leve VehicleType   Lea Pi		t Topo and bi			uation) rening	Lea N	See And		l dn		NF)
Autos:	65.6	Erry Every		ey ev	81.9	2007	55.9	L	84 5		85.1
Medium Trucks:	58.0	57			51.1		49.6		58.0		58.3
Heavy Trucks	59.0	57			48.6		49.8		58.2		58.3
Vehicle Noise.	67.2	66	.4		62.5		57.8		66.1		68.8

Friday, November 88, 2013

Scenario:	Year 2018	With Pn	piect			Project N	ame:	Moreno	Valley VV	almart	
Road Name:	Indian Stre	ta:				Job Nut	mber.	8970			
Road Segment:	North of Al	essandr	o Boutevan	d							
SITE SE	ECIFIC II	SPUTE	878			N.C	NSF	MODE	INPUT	annonenenenenenenenenenenenenenenenenene	reconstruction of
Highway Data		.,	*****		Site Cor	iditions (h					
Average Cally I n	effic (A:S):	11 747	vetricles					Autos:	15		
Peak Hour Pe		10%			Mo	dium Truc	ks /2 :	4xles).	15		
Peak Hou	i Volume	1.175	vehicles		146	anv Truck	s:0+,	Axles):	15		
Venic	le Speed:	55	mati	-	Vehicle			·			
Near/Far Lane	Distance.	36	feat	-		noieTvpe	_	Dav	Eveninal	Night	Dally
Site Data					ver		itos:	77.5%	12 9%		87.423
						ли ledium Tru		84.9%	4.9%	10.3%	1.643
	r Height:		feet			eaam ru Heavy Iru		88 5%	2.7%	10.8%	0.749
Barrier Type (0-Wall)		0.0				neavy ma	una.	60.070	2.176	10.0%	G.745
Centerline Dist.		100.0		İ	Noise S	aurce Ele	vation	s (in fe	6f)		
Centerline Dist. to		100.0		Ī		Autos:	0.	000			
Barrier Distance to			feet		Mediu	m Trucks:	2	297			
Observer Height (Ab			feet		Hea	vy Trucks	8.	006	Grade Adj	ustment.	0.0
	Elevation:		feet	-		uivalent L					
	Elevation:		feet	-	Lane Eq	Anins:		00 (III F 494	eeņ		
	ad Grade	0.0				110100					
	Left View:		degrees			m Trucke		404 413			
H	ight View:	90.0	degrees		mea	vy Trucks:	98	413			
FHWA Noise World	Satoviation	0.5									
VehicleType	REMEL	Traffic	Flow   E	) si ance	Finite	Road	Fresi	ne/ i	Barrier Att	en Ber	m Atten
Autos.	71.78		-2.12	-4.5	2	-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40		19.38	-4.5	1	-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	88.40		-23.32	-4.5	1	-1.20		-5.16	0.0	OD	0.00
Unmitigated Noise L	evels (with	out Top	o and ban	rier etter	nuation						
VehicleType Le	g Реак Но	W L	eq Day	Leq E	vening	Leg Ni	ight	T	Ldn	Ci	NEL
Autos:	6:	3.8	82 (	i	60 B		54	2	82 6		63
Medium Trucks:	6	2.3	55.6	j .	48.5		47.	ij	56.4	ŀ	56.
Heavy Trucks	51	7.4	55.9	3	46.9		48.	2	56.5	5	56.
Vehicle Noise.	65	5.5	63.8	3	60.8		55.	8	64.5		65.
Centerline Distance	to Noise C	antaur (	în feet)								
				70	αB/4	65 d£	3.4	T 6	0 dEA	.55	dE.A
			Ldn. CNEI		13	92 68			199	4	29

	io: Year 2018 W				Project Na		o Valley W	almart	
	e: Heacock Str				Job Numi	per: 8870			
Road Segme	nt: North of Caci	tus Avenue							
	SPECIFIC INP	UT DATA					L INPUT	S	
Highway Data				Site Cor	nditions (Ha				
	Traffic (Adt): 12	,657 vehicles				Autos	15		
Peak Hour	Percentage:	10%			edium Trucks				
		286 vehicles		He	eavy Trucks	(3+ Axles):	15		
	hicle Speed:	55 mph		Valuate	Mix				
Near/Far La	ne Distance:	36 feet		Vet	ricleType	Day	Evening	Stight	Daily
Site Data					Auto	s: 77.5%	12.9%	9 636	97 4 2%
Ra	rrier Keight:	0.0 feet		ħi.	ledium Truck	s. 84.6%	4.8%	10.3%	1.84%
Barrier Type (0-VI		0.0			Heavy Truck	s: 96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet							
Centertine First		100 0 feet		Noise S	ource Eleva		set)		
Barrier Distance	to Observer.	0.0 feet			Autos: m Trucks:	9.000 2.297			
Observer Height (	Above Padl.	5.9 teet			т і писка: vv Тrucка:	8 006	Grade Ad		0.0
Pi	ad Elevation:	0.0 feet		Hea	оу ттисня.	8 0 0 0	Orace Au	G SUTTES AL	0.0
Roi	ad Elevation:	0.0 feet		Lane Eq	uivaient Dis	tance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View:	-90.0 degrees		Mediu	m Trucks:	98.404			
	Right View:	90.0 degrees		Hea	vy Trucks:	98.413			
FHWA Noise Mod	et Calculations								
VehicleType			istance			vesner	Barrier 4tt		m Atten
Autos:	71.76	-1.60	-4.		-1.20	-4.77		100	0.00
Medium Trucks:	92.40	-19.04	.4		-1.20	-4.89		100	0.00
Heavy Trucks	86.40	-22 99	-4.	51	-1.20	-5.16	0.0	100	0.00
Unmitigated Nois			ier atte	nuation)					
	Leg Peak Hour			Evening	Leq Nigi		Ldn		VET.
Autos	64.3			8.08		54.5	63.		63.
Medium Trucks	57.7			49 9		492	56.		56.
Heavy Trucks:	57.7			47.2		48.5	56.		57.
Vehicle Noise:	85.0	84.1		81.1		56.9	64.1	1	66.
Centeriine Distan	e to Noise Con	tour (in feet)	,		,				
				d8A	85 dBA		50 dBA		dBA
				15	0.2		200		60

Friday, November 88, 2013

		****************	MM95500	*********	770000	*******	*******	10100000			
_			****	*****	*****	******	•	*****			******
	nlo: Year 2018						Name: Imber:		o Valley W	falmart	
	me: Indian Stre					JOD 74	ımper:	8670			- 1
нова гедтк	wit: North of C	actus Avenue	******	******		000000000	00000000	0000000		******	
	SPECIFIC I	NPUT DATA							L INPUT	s	
Highway Data				S	te Cor	nditions	Hard =	10, Se	oft = 15)		
Average Daily	Traffic (Act)	12,616 vehicle:	3					Autoe:	15		
Peak Hou	r Percentage:	10%		- 1	Me	edium Ta	icks (2	Arries):	15		- 1
Peak i	Hour Volume:	1,282 vehicle:	5		He	avy Truc	ks (3+	Axles):	15		
V	shicle Speed	55 mph		16	nhiete	387~					
Near/Far Li	ane Distance:	36 feet		-		iideTivoe	-	Dav	Evening	Night	Daw
Site Data					* 01		utos:	77.5%		9 536	97 42%
					1.0	edium Tr		84.6%		10.3%	1.84%
	rrier Keight:	0.0 feet		- 1		Heavy Tr		86.6%		10.8%	0.74%
Barrier Type (0-1	vail, 1-Serriy: Int to Barrier									10.010	0.1 170
Centerine Dist		100.0 feet 100.0 feet		N	oise S	ource El	evation	is (in f	eet)		
						Autos	: 0	.000			
Barrier Distance		0.0 feet 5.0 beet		- 1	Mediu	m Trucki	0 2	297			
Observer Height	Pad Elevation:	0.0 feet			Hear	чу Тгискі	. 8	906	Grade Ad	justment:	0.0
	rad Elevation rad Elevation	0.0 feet		17	ana Eo	ulvalent	Trioten	re Gn	(sat)		
7%	Foad Grade:	0.0 1991				Autor		494			
	Left View	-90.0 deares		- 1	Mark	т Тпискі		.404			- 1
	Right View:			- 1		w Trucki		419			- 1
	ragiz view.	90.0 degree	15		1754	ey mace	. 00	,410			
FHWA Noise Mod	let Calculation	75									
VehicleType	REMEL	Traffic From	Dist	ance	Finite	Road	Fres	161	Barrier Alt	en Ben	m Atten
Autos	71.78	-1.81		-4.52		-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	-19.05		-4 51		-1.20		-4.85	9.0	000	0.000
Heavy Trucks	86.40	-23.01		-4.51		-1.20		-5.16	9.0	188	0.000
Unmitigated Nois	e Levels iwiti	hour Tono and	barrie	r attenu	ation)						
	Lea Peak Ho			Leg Eve		Leg.	Viahi	T	I de	C/	WET
Autos	6		52.3		60.8		54.	5	63.3	Ź	63.8
Medium Trucks	- 5	7.6	58 1		49.8		48	2	68.	)	66.8
Heavy Trucks	. 5	7.7	56.3		47.2		49.	5	56.	3	56.9
Vehicle Noise	8	5.8	84.1		81.1		56.	2	€4.	3	65.3
Centeriine Distor	ice to Naise C	ontour (in feet									)
				70 d8	3A	85:	1BA		99 dBA	55	dBA

Friday, November 08, 2013

riday, November 08, 2013

Road Nar	rio: Year 2018 V ne: Indian Stree enf: South of Joh		8			ime: Morei ber: 8870	to Valley W	aimart	
	SPECIFIC IN	PUT DATA		************			L INPUT	5	
Highway Data				Site Cor	iditions (H				
Average Daily		9,348 vehiclas				Autos			
	Percentage:	10%			alum Truck				
	Hour Volume:	935 vehicles		He	avy Trucks	(3+ Axies)	15		
	rhicie Speed.	55 mph	1	Vehicle.	Mix				
Near/Fer La	ine Distance:	36 feet			ideType	Day	Evening	Night	Daily
Site Date					Auf	as: 77.59	6 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	G C feet		5/8	edium Truc	ks: 84.85	6 4.9%	10.3%	1 84%
Barrier Type (0-V		0.0		- /	Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline D		100.0 feet			ource Elev				
Centerline Dist.	to Observer.	100.0 feat	- 1	maise S	Autos	C DDD	eny		
Barrier Distance	to Observer	0.0 feet			Autos. m Taucks:				
Observer Height	(Above Padi:	5.6 feet				2.287	Grade Ad		0.0
2	ad Elevation	0.0 feet		Heat	ry Trucks:	8.008	State Au	ustriem.	0.0
Ro	ed Elevation:	0.0 feet	ì	Lane Eq	uivalent D	stance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0 degrees		Heat	ry Trucks.	98.413			
FHWA Naise Mag			i						
Vehicle Type	REWEL		stance			Fresnel	Berner Afti		nı Alten
Aulos	71.70	-3.12	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82 40	-20.35	-4.5		-1 20	-4 88	0.0		0.000
Heavy Trucks.	86.40	-24.31	-4 6	51	-1.20	-5.16	0.0	(09)	0.000
Unmitigated Nois	e Levels (witho	ut Tops and ban	ier atte	nuation)					
Vehicle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Autos:	82:	9 61.0		59.3		53.2	61.8	3	62.5
Medium Trucks.	58.			48.5		46.9	55.4		55.8
Heavy Trucks:	58.	4 55.0		45.9		47.2	55.5		55.6
Vehicle Noise:	64.	62.8		58.8		54.9	63.5	,	64.0
Centerline Distan	ce to Noise Co.	ntour (in feet)							
				dBA	65 dB.	Δ.	60 dBA		ав.А
		Loh).		37	79		17.1		66
		CMS7 :		40	2.0		18.0	9	9.0

Fitday, November 69, 2013

	b: Year 2018 V								o Valley Va	simart	
	e: Indian Stres					Job Nu	nber:	0870			
Fload Segmer	it: North of Kra	meria Avenue									
	SPECIFIC IN	PUT BATA							LINPUT	8	
Highway Data				S	ite Cor	iditions (I	iard =	10. Se	ift = 15)		
Average Delly	Traffic (Adt).	5,848 vehicles						Autos:	15		
Peak Hour	Percentage:	10%			Me	alum Truc	4812	Алюз):	15		
Peak H	our Volume:	585 vehicles			Re	avy Truch	s (3+ .	Axies):	15		
Ver	hole Speed.	48 roph		-	enicle.	naiv					
Near/Far La	ne Distance:	12 feet		·		ideTvae		Dav	Evenina	Night	Daire
Site Data							fos:	77.5%		9.6%	97.42%
	vier Heiaht:	0.0 feet			54	edium Tru		84.8%		10.3%	1 94%
Barrier Type (0-W		0.0 1001			- 1	Heavy Tru	cks	86.5%	2.7%	10.6%	0.74%
Centedine file		100 D feet									
Centerline Dist.		100.0 feet		10	oise S	ource Ele			et)		
Barrier Distance		0.0 feet				Autos.	_	.000			
Observer Height (		5.0 feet				m Trucks		287	Grade Ad		0.0
	d Elevation	0.0 feet			Heat	ny Trucks:	8	690.	Grade Aq	usunen.	0.0
Ros	d Elevation:	0.0 feet		L	ane Eq	uivalent l	Distan	ce (in	feet)		
1	Road Grade:	0.0%				Autos:	99	945			
	Left View.	-90.0 degree	S		Mediu	m Trucks:	89	956			
	Right View:	90.0 degree	s		Heat	ry Trucks.	99	866			
FHWA Noise Mode											
Vehicle Type	REMEL	Traffic Flow	Distar			Pload	Fres		Barrier Att		n Alten
Autos	66.51	-3.77		-4.62		-1.20		-4.77		60	9.986
Medium Trucks:	77.72	-21.01		-4.61		-1 20		-4 88		100	9.900
Heavy Trucks.	82.99	-24.96		-4 61		-1.20		-5.16	6.0	60	9 9 9 0
Unmitigated Noise											
	Leg Peak Hou			eq Ev		Leg N		1	Ldn		wEZ.
Autos:	56		5.0		53.3		47.		55.1		56.4
Medium Trucks.	50.	-	9.4		43.0		41.	-	49.5		50.2
Heavy Trucks:	52.		9.0		41.8		43.		51.4		51.5
Vehicle Noise:	58.	8 5	7.2		53.9		48.	4	57.9		59.4
Centerline Distanc	e to Noise Co	ntour (in feet)									
											dB4
			- 1	70 d	BA	65 d	3.4	1 (	i0 dB.4	35	OBA:

	Year 2018 With	Project				me: Moren	c Valley Vv	almart	
Road Name:					Job Num	ber: 8870			
Road Segment:	North of Gentia	n Avenue							
	ECIFIC INPU	T DATA				SE MODE		5	
Highway Data				Site Con	ditions (H	rd ≈ 10, Sc	aft ≈ 15)		
Average Daily Tra		72 venicles				Autos:	15		
Peak Hour Pe		10%			dium Truck		15		
Peak Hou	Volume: 7:	27 vehicles		He	avy Trucks	(3+ Axles):	15		
		10 mph	-	Vehicle I	Wie				
Near/Far Lane :	Distance.	12 feat	- 1		oleType	Day	Evening	Nigix	Daily
Site Data					Auto	s: 77.5%	12.9%	9.8%	87.42%
Barrie	r Height:	0 0 feet		0.6	edium Truci	ks: 64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall)		0.0		,	teavy Iruo	s. 86.5%	2.7%	10.8%	0.74%
Centerline Dist. I		0.0 feat	-	Naina C	super Flere	itions (in f			
Centerline Dist. to (	Daserver: 18	0.0 feet	-	MOIST 3	Autos:	0.000			
Barrier Distance to (	Observer:	0.0 feet		2 Acres in	m Trucks	2 297			
Observer Height (Abi	ove Pady	5.0 feat			v Trucks	8.006	Grade Ad	indmont	0.0
Pad t	Nevetion:	0.0 feet			*			autricin.	0.0
Road (	Revation:	0 O feet	L	Lans Eq	uivalent Di	stance (in:	feat)		
		0.0%			Autos:	89.945			
	.eft View: -9	0.0 degrees			m Trucks	99.856			
R	ght View: 9	0 0 degrees		Hear	y Trucks:	98 885			
FHWA Noise Wodel C	atculations								
			) af ance				Barrier Att		
Autos.	66.61	-2.82	-4.6		-1.20	-4.77	0.0		0.000
Medium Trucke	77.72	-20.08	-4.8		-1.20	-4.58		100	0.000
Heavy Trucks:	62.99	-24.02	-4.6	1	-1.20	-5.16	0.0	100	0.000
Unmitigated Noise L		Topo and ban							
	g Peak Hour	Leg Day		vening	Leg Mig		Lán		NEE.
Autos:	57.8	56 0		54.2		48.2	56 i		57 4
Medium Trucks:	51.8	5B.3		44.0		42.4	50.9		51.1
Heavy Trucks	53.2	51.7		42.7		44.0	52.3		52.4
Vahiola Kinica	50 g	50.0	1	54.0		50.9	50.0	)	50.2

Friday, November 88, 2913

Centerline Distance to Noise Contour (in feet)

Scenario:	Year 2019 1	With Pro	ject .			Project N	ame: Mon	ene Valley V	/almart	
Road Name:						Job Nur	mber: 8876	1		
Road Segment:	South of Kr	ameria A	Avenue							
SITE SE	ECIFIC IN	PUT D	ATA	***********		NO.	ISE MOS	EL INPUT	· S	******
Highway Data					Site Co.	nditions (h	iard = 10,	Soft = 15)		
Average Daily I n	affic (Adl):	3,476 v	etricles				Auto	s: 15		
Peak Hour Pe		10%			86	edium Yruc	ks (2 Axles	0. 16		
	v Volume:	348 v	ehicles		14	eavy Truck:	s (O+ Axle)	i): 15		
Venic	de Speed	40 r	ngh	-	Vehicle					
Near/Far Lane	Distance.	12.6		-			1.0	Evenina	A17-14	Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Contract Con
Site Data					V.E	holeType	tos: 77.5		Night	Daily
						ли Sedium True	1011		10.3%	87,429
	er Height:		fact			iedum irus Heavy Trus			10.3%	0.749
Barrier Type (0-Wal		0.0				невку пах	2MS. 80.0	96 Z.176	10.6%	0.749
Centerline Oist.		100.0		ŀ	Noise S	aurce Elev	rations (in	feet)		
Centerline Dist. to		100.0		f		Autos:	0.000			
Barrier Distance to		0.0			Medi.	ım Trucks:	2 2 9 7			
Observer Height (AL		5.0			Hea	vv Trucks	8,006	Grade Ad	ljustment.	0.0
	Elevation:	0.0		-						
	Elevation:	0.0		-	Lane E	quivalent D		n feet)		
	ad Grade	0.09				Autos:	89.945			
	Left View:		degrees			ım Trucke	99.856			
F	light View:	90.0	degrees		Hea	vy Trucks:	98 865			
FHWA Noise Wodel	Catoulation	s		L						
VehicleType	REMEL	Traffic:		siance		2 Fload	Fresne1	Barrier At		m Allen
Autos.	66.61		-6.03	-4.5		-1.20	-4.7		000	0.00
Medium Trucks	77.72		23.28	-4.8		-1.20	-4.5		000	0.00
Heavy Trucks:	62.99		27.22	-4.€	1	-1.20	-5.1	6 0.	000	0.00
Unmitigated Noise 1	evels (with			ier etter	nuationi					
VehicleType L	eq Peak Hou		ng Day	Leg E	vening	Leg Ni		Lan		NEL
Autos:	54		52.8		51 (		45.0	53		54
Medium Trucks:	48	.6	47.1		40.6		39.2	47.		47.1
Heavy Trucks	50	.0	40.5		39.5	5	40.8	49.	1	49.
Vehicle Noise.	56	.7	54.9		51.7	ī	47.1	55.	7	58.
Centerline Distance	to Noise Co	intour ()	n feet)							
					dB/A	65 dE	3.4	60 dBA		dE.A
			£do:	1	3	24		51	3	11
			CNH:		2	28		55		18

	io: Year 2018 : se: Indian Strei				Project Na Job Num		reno Vailey ' '0	Malmart	
Road Segme	nt: South of Iris	s Avenue							
SITE Highway Data	SPECIFIC IN	PUT DATA		Ch. C.	NOI ditions (Ho		DEL INPU	rs	
<del>-</del>				SHE COL	nuncins (m	Aut			
Average Daily		5,386 vehicles							
	Percentage:	10%			eium Trucki				
	laur Valume:	539 vehicles		File	avy Trucks	(3+ Axie	s): 15		
	hide Speed	40 mph		Vohicle	Mix				
Near/Far La	ne Distance:	12 feet		Vet	icleType	09	y Evening	Stight	Daily
Site Data				ļ	Auto	s: 77.	5% 12.99	9 636	97.42%
Ba.	rrier Kelaht:	0.0 feet		M	edium Truci	cs. 84.	6% 4.8%	10.3%	1.84%
Barrier Two (0-W		0.0		1 4	Heavy Truck	s: 96.	6% 2.79	10.8%	0.74%
Centerline Di		100.0 feet		N-7-5	ource Eleva				
Centerline Dist.	to Observer:	100.0 feet		Motse 3					
Barrier Distance	to Observer.	0.0 feet		l	Autos: m Trucks:	0.000			
Observer Herafit i	Above Padl.	5.9 teet		1		2.297		diustmeni	
Pi	ad Elevation:	0.0 feet		Hear	y Truces.	8 000	Orace A	ojo su resu	1. 0.0
Roi	ad Elevation:	0.0 feet		Lane Eg	ulvaient Di	tence	in feet)		
	Road Grade:	0.0%			Autos:	99.945			
	Left View:	-90.0 dearees		Mediu	m Trucks:	99.856			
	Right View:	90.0 degrees		Hear	ry Trucks:	99.868			
FHWA Noise Mod				1					
VehicleType	REMEL		Distance			resner	Barrier 4		rm Atten
Autos:	86.51	-4.13		.82	-1.20	-4.		.000	0.00
Medium Trucks	77.72	-21.37		61	-1.20	-4.		.000	0.00
Heavy Trucks	82.99	-25 32		.81	-1.20	-5.	16 (	000	0.00
Unmitigated Nois			rrier att	enuation)					
	Leg Peak Hou			Evening	Leq Nig		Ldn		NEIL
Autos	58			52.8		46.8	55		58.
Medium Trucks	50			42 7		411	48		49.
Heavy Trucks: Vehicle Noise:	51			41.4 53.6		42.7 49.0	51 51		51. 59.
			.0	0.1.0		45.0		.0	50.
Centerline Distan	ce to Naise Co	intour (in feet)	7	) dBA	85 dB/		60 dBA	1 56	dBA
				/ 1/OA	01/116/	- 1	00/08/4		1.00

Friday, Nevernber 08, 2013

	*****	*****		******	*********	***********	*******	********
Scenario: Year 2018						no Valley W	/almart	
Road Name: Indian Stre				Job Nui	mber: 8870			
Road Segment: South of F	iariay Knox Boul	evard						
SITE SPECIFIC I	APUT DATA					EL INPUT	s	
Highway Data			Site Can	ditions (f	dard = 10, S	oft = 15)		
Average Daily Traffic (Act):	7,796 vehicles		1		Autos	15		
Peak Hour Percentage:	10%		Me	dium Truc	ks (2 Axles)	15		
Peak Hour Volume:	780 vehicles		He	avy Truck	s (3+ Axles)	15		
Vehicle Speed	55 mph		Vehicle i	1870				
Near/Far Lane Distance:	36 feet			icleType	Oav	Evening	Shahi	Daily
Sita Data			2014		tos: 77.51		9 634	87.42%
				odium Tou			10.3%	1.84%
Barrier Keight:	0.0 feet		1	eolum Tra Jeann Tra	E1100		10.3%	0.74%
Barner Type (0-Walt, 1-Bern):	0.0		- 1 '	nearly 110	uno. ero.u	2.170	10.076	0.7490
Centerline Dist to Barrier.	190.0 feet		Noise Sc	urce Ele	vations (in	feet)		
Centerline Dist. to Observer:	180.0 feet			Autos:	0.000			
Barrier Distance to Observer.	0.0 feet		Medius	n Trucks:	2.297			
Observer Height (Above Pad).	5.0 heet		Heav	y Trucks.	8.006	Grade Ad	justment:	0.0
Pad Elevation:	0.0 feet							
Road Elevation:	0.0 feet		Lane Eq.		Nistance (ir	reetj		
Road Grade:	0.0%			Autos:	98.494			
Left View:	-90.0 degree			n Trucks:	98,404			
Pight View:	90.0 degree	s	Heav	y Trucks:	98,413			
FHWA Noise Model Calculation	75							
VehicleType REMEL	Traffic From	Dista	ince   Finite	Road	Fresher	Barrier Alt	en: Ber	n Atten
Autos: 71.76	-3.90		-4.52	-1.20	-4.77	9.0	380	0.000
Medium Trucks: 82.46	-21.14		-4 51	-1.2B	-4.88	9.0	300	0.000
Heavy Trucks: 86.46	-25 10		-4.51	-1.2D	-5.16	9.0	300	0.000
Unmitigated Noise Levels (with	hout Topo and t	arrier	attenuation)					
VehicleType Leg Peak Ho	ur Leg Day	7	Leg Evening	Leg N	ghi	Ldn	Ci	Æi.
Autos: 6	2.2	0.3	58.5		52.4	61.	1	61.7
Medium Trucks: 5	6.6	4.0	47.7		461	54.9	6	54.B
Heavy Trucks: 5	5.6 5	4.2	45.1		46.4	54.1	7	54.9
Verticle Noise: 8	3.7 8	2.0	59.0		54.1	62.	7	€3.2
Centerline Distance to Noise C	ontour (in feet)							
			70 d8A	85 d£	3.4	69 dBA		dBA
	ŧ	cto:	33	70		151	3	28

Friday, November 08, 2013

Friday, Nevernber 08, 201

	: Year 2018 VV :: Perris Boulev				Project Na Job Num		eno Valley V	łaimart	
	f: North of SR-6				20019011	DEV. GGT	-		
	PECIFIC INP			***************************************	NO	SE MOI	EL INPUT	·S	
Highway Data		0.22.12	s	ite Con	titions (He				
Average Dally 1	roffic (Adt). 34	.931 vehicles				Auto	s: 15		
Peak Hour I	Percentage:	10%		Med	lurn Truck	s (2 Axies	sJ: 15		
Peak Ho	our Volume: 3	,493 vehicles		Hea	vy Trucks	(3+ Axie:	s): 15		
Vet	nale Speed.	65 roph							
Near/Fer Lar	e Distance:	S3 feet	١,	etiicie A	na deType	Day	Evening	Night	Daity
Site Data				V C.F.	Auto			9.6%	
Do.	rier Heiaht:	0.0 feet		Me	dium Truc			10.3%	1 849
Barrier Type (0-W		0.0 1661		H	eavy Truci	er 86.6	96 2.7%	10.6%	0.74%
Centerline Dis		100.0 feet	ļ.,						
Centerline Dist. (		160.0 feet	10	ioise So	unce Elevi		7690		
Barrier Distance f	o Observer	0.0 feet	- 1		Autos. Trucks	2.287			
Observer Height (/	Above Pad):	5.6 feet			Trucks:	6.008	Grade Ac	ti valenanat	- 0.0
Pa	d Elevation	D.C feet						уиои неги.	0.0
Ros	d Elevation:	0.0 feet	1	ane Equ	ivalent Di	stance (i	n feet)		
P	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees			Trucks:	87 214			
	Right View:	90.0 degrees		Heavy	Trucks.	87.224			
FHWA Naise Made	i Calculations		<del>-</del>						
Verlicie Type	REMEL 1		tance	Finite i		resnel	Barrier At	en Ber	m Alten
Autos	71.70	2.61	-3.74		-1.20	-4.7	7 0.	000	0.00
Medium Trucks:	82 40	-14.83	-3.73		-1.20	-48		000	0.00
Heavy Trucks.	86.40	-16.6B	-3 73		-1.20	-5.1	6 0.	000	9.000
Unmitigated Noise	Levels (withou	it Topo and barrie	r atten	vation)					
Vehicle Type	Leg Peak Hour		Leg Ev	ening	Leg Nig		Ldn	C	WEZ.
Autos:	89.5	67.6		65.8		59.7	68.		69.1
Medium Trucks.	62.8	61.3		55.0		63.4	61.		62.
Heavy Trucks:	62.8	61.5		52.4		53.7	82.		82.
Vehicle Noise:	71.0	69.3		66.3		61.4	70.	0	70.
Centerline Distanc	e to Noise Con	tour (in feet)							
			70 d		65 dB.	1	80 dBA		dBA
		Loh).	19		215		484		000
		CNEL	10		232		499		0.75

Finday, November 69, 2013

Scenario: Year 20		Project					eno Valley W	simart	
Road Name: Perris B					Job Nun	nber: 8870			
Road Segment: North of		000000000000000000000000000000000000000		**********	***************************************		***********	******	***************************************
SITE SPECIFIC	INPUT	BATA					EL INPUT	S	
Highway Data				Site Con	ditions (H				
Average Daily Traffic (Adt,						Auto			
Peak Hour Percentage		196			akum Truci				
Peak Hour Volume		vehicles		He	avy Trucks	i (3+ Axies	): 15		
Vehicle Speed		roph		Vehicle !	Mix				
Near/Far Lane Distance	9: 36	i feet		Veh	ideType	Day	Evening	Night	Dairy
Site Data					Aut	as: 77.5	% 12.9%	8.6%	97.42%
Barrier Heigh	t- 0	C feet		5/8	edium Truc	4s: 84.8	% 4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm				+	leavy Truc	ks: 86.5	% 2.7%	10.6%	0.74%
Centerline Dist. to Sarrie		D faet			ource Elev				
Centerline Dist. to Observe	r. 100	0 feet		moise Sc	Autos	anons (in	reey		
Barrier Distance to Observe	r 0	0 feet			m Taucks:	2 287			
Observer Height (Above Pad	g: 5	0 feet			m i nucks: v: Trucks:	8.008	Grade Ad	i i olimani	6 6.0
Ped Elevation	n 0	0 feet			,			uratri ita: n	. 0.0
Road Elevation	v: 0	0 feet		Lane Eq	uivalent D	istance (ii	n feet)		
Road Grade		.0%			Autos:	98.494			
Left View	v90	C degrees			m Trucks:	98 404			
Right View	v: 90	0 degrees		Heav	y Trucks.	98.413			
FHWA Noise Madei Calculat Vehicle Type REMEL		ic Flow	Distance	Finite	rav i	Fresnei	Barner Att	and file	m Alten
Autor 71		1.11	_4 :		-1.20	-4.7			0.000
Medium Trucks: 87		-16.13	-4.3		-1.20	-4.5			0.000
Heavy Trucks. 96		-20 DB	-4:		-1.20	-5.0			0.000
Unmitigated Noise Levels (w		ooc and ba	mier atte	nuation)					
VehicleType Leg Peak i		Leg Day		-vening	Leg Ni	o/hf	Ldn	C	NEZ.
Autos:	87.2	65	.9	63.5		57.5	66.1	A	66.7
Medium Trucks.	80.8	59	.1	62.7		61.2	59.6	1	59.9
Heavy Trucks:	60.8	59	.2	50.1		51.4	58.7	,	58.9
Vehicle Noise:	68.8	67	.C	64.0		59.2	87.7		88.2

		***********				*************			
	b: Year 2018 V						ene Valley V	Valmart	
	e: Perris Boule				Job Nu	mbar: 8870	1		
Road Segmen	x: SR-60 VVB I	Ramps to Sunn	yme ad Bo	uleyard					
	SPECIFIC IN	PUT DATA					EL INPUT	19	
Highway Data				Site Cone	iitions (	Hard ≈ 10,	Soft ≈ 15)		
Average Daily .	Traffic (Adl): 3	9,260 vehicles				Auto	s: 15		
Peak Hour.	Percentaga.	10%		Med	ium Tru	oks (2 Axles	). 15		
Peak H	our Volume	3,926 vehicles		Hee	ly Truci	ks (3+ Axle)	): 15		
	vicle Speed:	55 mph		Vehicle #	Ve				
Near/Fat Lai	ne Distance.	38 feat			deType	Day	Evening	Night	Dally
Site Data					Α.	utos: 77.5	% 12.8%	9.8%	87.42%
Flat	rier Height:	0 0 feet		Me	dum Tre	zeks: 64.9	% 4.9%	10.3%	1.64%
Bernier Type (0-W		0.0		Н	eavy In	ACAS. 86.5	% 2.7%	10.8%	0.74%
Centerline Die		100.0 feat		W-4 B-		vations (in	A0		
Centerline Dist. I	o Observer:	100.0 feet		NOIST SU	Autos		recij		
Barrier Distance :	o Observer:	0.0 feet		A Annah	Autos Trucks				
Observer Height (	Above Pad):	5.0 feat			Trucks		Grade A	disstracat	0.0
Pa	d Elevation:	0.0 feet		ricary	Truchs	0.000	Oleac A	agarati norn	. 0.5
Roa	d Elevation:	0.0 feet		Lane Equ	ivalent	Distance (i	n feet)		
f.	Road Grade:	0.0%			Autos	87.316			
	Left View:	-90.0 degree:	s	Mediun	Trucks	87.214			
	Right View:	90 0 degree	S	Heavy	Trucks	67 224			
FHWA Noise Wood									
VehicleTyne		Traffic Flow	Distance			Fresnel	Barrier Al		
Autos	71.78	3.12	-3		-1.20	-4.7		.000	0.000
Medium Trucks	82,40	-14.12		.73	-1.20	-4.8	9 ()	000	0.000
Heavy Trucks:	66.40	-18.08	-3	.73	-1.20	-5.1	s 0	.000	0.000
Unmitigated Noise									
	Leg Peak Hou			Evening	Leg N		Lán		NEL
Autos:	7 B.		B 1	86.3		60.2	88		89 5
Medium Trucks:	63.		1.8	55.5		53.9	62		92.8
Heavy Trucks	63.		2.0	52.9		54.2	62		62.7
Vehicle Noise.	71.	5 6	9.8	66.8		62.0	70	.5	71.0

Friday, November 06, 2013

Centerline Distance to Noise Contour (in feet)

Scenario: Year 2	0.18 With	Project			Project Na	vne: Mer	enc Valiev V	/almart	
Road Name: Perris						bec 8071		- 011110112	
Road Segment: South									
SITE SPECIFI	O IMPILI		**********	*****		AP 14 A	EL INPUT	**********	******
Highway Data	C IMP ID	DA JA		Site Cor	iditions (H			a	
Average Cally Traffic (A	40. 99.er	O consiste a				Auto			
Peak Hour Percenta		P%		Mo	dium Truck				
Peak Hour Volum		0 vehicles			any Trucks				
Venicle Spe		6 mati				; 3 · AMO	ay. 10		
Near/Far Lane Distan		E feat	L	Vehicle					
		1500		Veh	ioleType	Day		Nigix	Daily
Site Data					Aut			9.8%	
Barrier Heig	he (	.0 feet			edium Truc			10.3%	
Barrier Type (0-Wall, 1-Ber.	nji t	0.0		,	Heavy Truc	NS. 88.5	i% 2.7%	10.8%	0.749
Centerline Dist. to Barr.	er: 100	0.0 feat	ŀ	Noise S	ource Elev	ations (ir	feet)		
Centerline Dist. to Observ	er: 100	0.0 feet	-	110/31 0	Autos	0.000	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
Barrier Distance to Observ	er: (	0 feet		Martin	m Trucks	2 297			
Observer Height (Above Pa	o): (	.0 feet			n Trucks	8.006	Grade As	Gustment	0.0
Pad Elevati	on: (	0.0 feet							
Road Elevali		0 feet	L	Lane Eq	uivalent D		in feet)		
Road Gra		0.0%			Autos:	88.484			
Left Vic		0.0 degrees			m Trucks	98,404			
Right Vie	w: 90	0 degraes		Hear	ly Trucks:	98 413			
FHWA Noise World Calcula	rhicun's								
VehicleType REME	. Tra	flic Flow D	siance	Finite	Road	Fresnel	Barrier At	en Bei	m Atten
Autos 7	1.78	0.92	-4.5	2	-1.29	-4.7	7 0.	000	0.00
Medium Trucks: B	2.40	-16.31	-4.5	1	-1.20	-4.8	8 9	000	0.00
Heavy Trucks: B	6.40	-20.27	-4.5	1	-1.20	-5.1	6 0.	900	0.00
Unmitigated Noise Levels	without 1	ope and ban	ier etter	nuationi					
VehicleType Leg Peak	Hour	Leg Day	Leq E	vening	Leg Nig	th	Ldn	C	NEL
Autos:	67.0	85 1		83.3		57.3	85	9	86
Medium Trucks:	60.4	58.9		52.5		51.0	59.	4	59.
Heavy Trucks	60.4	59.0		50.0		51.2	59	8	59.
Vehicle Noise.	69.6	66.8		63.8		59.0	67	5	68.
Centerline Distance to Noi	e Conta	ir (în feet)							
			70	αĐ/4	65 dE	4	60 dBA	55	dE.A
		Ldn: CNEL		18	147		318	- 6	184

	nio: Year 2018 ne: Perris Boul					Project I Job No			n Valley W	falmart.	
Road Segme	vić: South of Si	innymead Bou	levard								
	SPECIFIC IN	PUT DATA		-	**********				LINPUT	S	**********
Highway Data					Site Con	ditions (	Hard	a 10, Se	ft = 15)		
	Traffic (Adl): 1	28,688 vehicle	5					Autos:	15		
	Percentage:	10%				dium Tru			15		
Peak F	laur Valume:	2,889 vehicle	S	- 1	He	avy Truc	ks (3+	Axles):	15		
Ve	thicle Speed	55 mph		-	Vehicle i	New York					
Near/Far La	me Distance:	36 feet		- 1		icleType	- 1	Day	Evening	Night	Daily
Site Data				+			utos:	77.5%		9 6%	97 42%
Pa	rrier Keight:	0.0 feet			An.	edium To	ucles.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0 1000				leavy 7s	ucks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-							
Centerline First	In Chaerver	100 0 feet		-	Noise Se				(et)		
Barrier Distance	to Observer	0.0 feet				Autos		.000			
Observer Herahli	(Above Pad).	5 S teet		- 1		m Trucks		.297	Grade Ad	S	0.0
P	ad Elevation:	0.0 feet		- 1	Heav	y Truces	. 8	006	Grace Ac	jusanenc.	0.0
Ro	ad Elevation:	0.0 feet			Lane Eg	uivaient	Distar	ice (în	est)		
	Road Grade:	0.0%		- [		Autos	: 98	.494			
	Left View:	-90.0 deare	es		Mediu	m Trucks	98	.404			
	Right View:	90.0 degre	es		Heat	y Trucks	98	.413			
FHWA Noise Mod	let Calculation	5									
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Free		Barrier 4tt		m Atten
Autos:	71.76	1.75		-4.5		-1.20		-4.77		300	0.00
Medium Trucks:	92.40	-15.48		-4.5		-1.20		-4.89		390	0.00
Heavy Trucks	86.40	-19 44		-4.5	11	-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo and	barrie	atter	suation)						
Ve hicle Type	Leg Peak Hou	r Leg Day	7	Leg E	vening	Leq /			Ldn		WEIL
Autos	67	.8	65.8		64.2		58	.1	68.	7	67.3
Medium Trucks	61		59 7		53 3		51	4.5	69.3		60.5
Heavy Trucks:	61		59.8		50.8		52		60 /		60.
Vehicle Noise:	89	.4	87.6		84.7		59	.0	69.4	4	66.0
Centerline Distan	ce to Naise Co	intour (in feet	; ;								
					d8A	85.0			0 dBA		dBA
			firta:	- 7	9	12	7		281	7	7.7

Friday, November 08, 201;

Scenar	io: Year 2016	With Project				Project N	ате: і	Moren	a Valley W	almart	
	e: Perris Bo					Job Nur	nber: 1	8870			
Road Segme	nt: North of C	Cettenwood Aven	us								
	SPECIFIC I	NPUT DATA							L INPUT	S	
Highway Data				Site	Jane	litions (F	lard =	10, S	oft = 15)		
Average Daily	Traffic (Act):	28,090 vehicles						áutae:	15		
Peak Hour	Percentage:	10%			Med	ium Truc	ks (2 A	orles):	15		
Peak h	lour Volume:	2,800 vehicles	;		Hea	wy Trucki	s (3+ A	ixles):	15		
Ve	hicle Speed:	55 mph		Votic	160 00	Fly					
Near/Far La	ne Distance:	36 feet				delivoe	$\neg$	Osv	Evening	Night	Daily
Site Data						Au		77.5%		9 534	
Sa.	rrier Kelaht:	0.0 feet			Me	dium Truc	hs.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-W		0.0			Н	eavy Trus	2A51	86.6 W	2.7%	10.8%	0.74%
Centerline Di		100.0 feet				urce Elev					
Centerline Dist.	to Observer:	100.0 feet		240156	3 250	Autos		100	eet)		
Barrier Distance	to Observer.	0.0 feet				Trucks:		197			
Observer Height (	Above Pad).	5.0 heet		1		i Trucks: i Trucks:		197	Grade Ad,	inetman	e o p
P	ad Elevation:	0.0 feet								O SKITTERIN	. 0.0
Ro	ad Elevation:	0.0 feet		Lane	Equ	ivalent E	istono	e (în	feet)		
	Road Grade:	0.0%				Autos:	38.4	494			
	Left View:	-90.0 degree	S			э Тлискв:	96.4	404			
	Right View:	90.0 dagrea	S	H	eavy	Trucks:	98.4	413			
FHWA Noise Mod	el Calculatio	ns									
VehicleType	REMEL	Traffic Frow	Distar		vie i	Poad	Fresh	J	Barrier Att		
Autos:	71.7			-4.52		-1.20		-4.77		180	0.000
Medium Trucks:	82.4			4 51		-1.28		-4.85		100	0.000
Heavy Trucks	86.4	D -19 55		-4.51		-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo and i	barrier s	ttenuatic	in)						
	Leg Peak Ho			q Evenin		Leg N			Ldn		NEL.
Autos	6		15.8		4.0		58.0		68.6	3	67.2
Medium Trucks	-		9 6		3 2		51 ?		60.1		60.4
Heavy Trucks:			9.7		0.7		51.9		0.09		60.4
Vehicle Noise:	8	9.3	37.5	8	4.6		59.7		68.3	3	69.7
Centerline Distan	ce to Naise (	Contour (in feet)									
				70 d8A		85 dE	iA	1	0 dBA	55	dBA
						196			320		344

Eriday, November 08, 2013

Friday, Nevernber 08, 201:

	rio: Year 2018 W						o Valley V&	simarr	
	ne: Parris Boulev				Job Nutt	ber: 8870			
Fload Segme	nt: South of Cet	tonwood Avenue							
	SPECIFIC INP	UT DATA					L INPUTS	;	
Highway Data				Site Con	ditions (H	erd = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 25	,963 vehicles				Autos			
Peak Hou	Percentage:	10%				s (2 Axies)			
Peak I	lour Volume: 2	585 vehicles		He	avy Trucks	(3+ Axies)	15		
Ve	stricle Speed.	55 roph	- }	Vehicle !	iniv				
Near/Fer Le	ine Distance:	36 feet	1		ideTvae	Day	Evening	Night	Daity
Site Date					Auf	as: 77.51	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		5/8	edium Truc	ks: 84.89	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0		<i>+</i>	leavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline D		100.0 feet		W-7 6		ations (in t			
Centertine Dist.	to Observer.	100.0 feat	-	maise Sc			eng		
Barrier Distance	to Observer	0.0 feet		A discontinue	Autos. m Trucks:	2.287			
Observer Height	(Above Padi:	5.6 feet					Grade Adji		0.0
	ad Elevation.	0.0 feet		Hear	y Trucks:	8.008	Graue Aug	JOHN ICTN.	0.0
Ro	ed Elevation:	0.0 feet	- 1	Lane Eq	uivalent D	stance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0 degrees		Heav	y Trucks.	98.413			
FHWA Naise Mag	lei Calculations		i						
Verlide Type	REWEL	Traffic Flow   Di	stance	Finite	Road	Fresnel	Barner Afte	n Ben	m Alten
Autos	71.78	1.32	-4.6	52	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	82.40	-15.92	-4.5	51	-1.20	-4 88	0.0	00	0.000
Неву Тrucкв.	98.40	-19.87	-4 6	51	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois			ier atte	nuation)					
Versicle Type	Leg Peak Hour		Leg E	vening	Leg Nig		Ldn		νEΣ.
Aukos:	87.4	65.5		63.7		57.7	66.3		66.9
Medium Trucks.	50.8	59.3		52.9		51.4	59.8		60.0
Heavy Trucks:	60.8	59.4		50.3		51.6	80.0		60.
Vehicle Noise:	69.0	67.2		64.2		58.4	87.9		69.4
Centerline Distan	ce to Noise Cor	ntour (in feet)							
		Į.		dBA	65 dB.	٥	SO dBA		dBA
		/ obj		73	157		337		27
		(26.57)		70	107		000		00

	o: Year 2018		nject						o Valley VV	simart	
	e: Perris Bou					Job Mui	nber: i	3876			
Fload Segmen	f: North of C	actus Av	enue								
	PECIFIC I	NPUT	ATA		-				LINPUT	8	
Highway Data					Site Cor	iditions (f	dard =	10, Sc	itt = 15)		
Average Delly 1	roffic (Adt).	23,878	vehicles		T		/	lutos:	15		
Peak Hour F	Percentage:	189	6		Me	oburn Truc	48124	steet:	16		
Peak Ho	our Volume:	2,388	vehicles		Re	avy Truck	s (3+ A	xies):	15		
Veh	nole Speed.	65	roph		Vehicie	66iv					
Near/Far Lan	e Distance:	36	feet			ildeTvae		Dav	Evening	Night	Daire
Site Data								77 5%		8.6%	97.42%
Dex	der Helaht:	0.0	feet		1 M	edium Tru	cks:	84.8%	4.9%	10.3%	1 94%
Barrier Type (0-W)		0.0				Heavy Tru	cks	86.5%	2.7%	10.8%	0.74%
Genterline Dis		100.0			ļ	·					
Centerline Dist. to		100.0			Moise S	ource Ele			197)		
Barrier Distance for			feet			Autos.		360			
Observer Height (A	Above Padi:	5.0	feet			m Trucks		97 108	Grade Ad	olana on f	0.0
Pa	d Elevation.	0.0	feet		160	ny Trucks:	6.0	)LO	State Muj	uaunen.	0.0
Ros	d Elevation:	0.0	feet		Lane Eq	uivalent L	distant	e (in i	leet)		
F	Road Grade:	0.0	96			Autos:	98.	194			
	Left View.	-90.0	degrees		Mediu	m Trucks:	88	104			
	Right View:	90.0	degrees		Hea	vy Trucks.	98.4	113			
HWA Noise Made	10-1-1-1-				<u> </u>						
VehicleType	HEIMEI	ns Traffe	Charle I	Distance	- Emile	- Physid	Freezo	ei I	Barrier Att	on Boy	m Alten
Autor	71 7	A	0.96		52	-1 20		4.77	0.0		0.000
Medium Trucks	82.4	_	-16.2B		51	-1.20		-4.88	0.0		0.000
Heavy Trucks.	96.4	3	-20.24	-4	61	-1.20		5.16	0.0	69	0.000
Inmitigated Noise	/ access for forcing										
	Lea Peak Ho		ea Day		Evenina	Lea N	ia/nf	·	1 dn	C	viF7
Autos		7.0	65		63.4	Congra	57.3	i	65.8		66.5
Medium Trucks.	6	0.4	59	.9	52.5		61.0		59.6		59.
Heavy Trucks:	6	0.4	59	1.0	60.0		51.2		58.6		58.7
Vehicle Noise:	6	8.6	68	.8	63.9		58.0		87.5		69.6
	e to Noise C	Contour	(in feet)								
Centerline Distanc											
Centerline Distanc				71	2 dBA	65 dl		6	0 dB.4		dB.4
Centerline Distanc			Lo		0 dBA 69	65 dl		6	0 dBA 319	55	

	3 With Pr	oject .			Project N	ame: I	Moreno	: Valley Vv	almart	
Road Name: Perris Bo					Job Nu:	mbar. I	3870			
Road Segment: North of A	Messandr	o Bouleva	rd							
SITE SPECIFIC I	NPUTE	ATA						LINPUT	9	
Highway Data				Site Con	ditions (i	iard =	10, Se			
Average Daily Traffic (Adl):							lutos:	15		
Peak Hour Percentage.	109				dium Truc			15		
Peak Hour Volume:	-,	vehicles		He	avy Truck	s (3+ A	ixies):	15		
Venicle Speed:		mph		Vehicle I	Wix					
Near/Far Lane Distance.	36	feat		Veh	ideType		Day	Evening	Nigix	Daily
Site Data					Au	ios:	77.5%	12.8%	9.8%	87.42%
Barrier Height:	0.0	feet		1/6	edium Tru	oks:	64.9%	4.9%	10.3%	1.64%
Bernier Type (0-Wall, 1-Berm):	0.0			,	teavy Inv	DNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barrier	100.0	feat		Marina S.	ource Ele					
Centerline Dist. to Observer.	100.0	feet		NO1517 3	Autos:		100	(i)		
Barrier Distance to Observer:	0.0	feet		2 Annalis	т Тписка:		97			
Observer Height (Above Pad):	5.0	feat			v Trucks			Grade Ad	iustment	0.0
Pad Elevation:	0.0	feet								
Road Elevation:	0.0	feet		Lane Eq	uivalent L			9at)		
Road Grade	0.0				Autos:					
Left View:		degrees			m Trucks					
Right View:	90.0	degrees		Hear	y Trucks:	99	413			
FHWA Noise World Catculation VehicleType REMEL		Flow .	Distance	1	Road	Fresn	. ,	Barrier Att		447
VehicleTyne REMEL  Autos 71.7		0.89		52 Finte	-1.20		e) -4.77		en   Ber 100	m Atten 0.000
Autos (1.7 Medium Trucks: R2.4		-16.25		.52	-1.20 -1.20		-4.77 -4.58		100	0.000
Heavy Trucks: 68.4		-20.20		.51	-1.20		-4.00 -5.16		100	0.000
					-1.20		-0.70		100	0.000
Unmitigated Noise Levels (with VehicleType   Lea Peak Hi		ea Day		Evening	Lea N	isht		I do		NE)
	7.1	65		63.4	12017111	57.3	L	86 (		86.6
Medium Trucks: 6	D.4	58.	g	52.6		51.0		59.5	5	59.7
Heavy Trucks 6	0.5	59.	1	50.0		51.3		59.8	3	59.8
Vehicle Noise F	3B B	86	9	63.9		59.0		67.5		68.1

Friday, November 06, 2013

Scenario: Year 2018 With Project			Project Na	me: More	ne Valley VV	almart	
Road Name: Perris Boulevard				ber 8070		an rion c	
Road Segment: South of Cactus Avenue							
SITE SPECIFIC INPUT DATA	******			~~~~~~	EL INPUT	annannana c	MANAGA ANA
Highway Data		Site Con	reus Sitions (He			i#	
Average Cally Traffic (Adl): 26,955 vehicles				Auto			
Peak Hour Percentage. 10%		0.00	Sum Truck				
Peak Hour Volume: 2.806 vehicles			ear Trucks				
Verticle Speed: 55 mph				(a. wyod	y. 10		
NearFar Lane Dislance 98 feet		Vehicle f					
		Vehi	aleType	Day	Evening	Night	Dally
Site Data			Auti			-91.000	87.42%
Barrier Height: 0.0 feet			dium Truci			10.3%	1.64%
Barrier Type (0-Wall, 1-Berm): 0.0		F	leavy Invo	ss. 88.5	% 2.7%	10.8%	0.74%
Centerline Dist. to Berner: 100.0 feet	-	Noise So	urce Elevi	stions (in	feed)		
Centerline Dist. to Observer: 100.0 feet			Autos	0.000			
Barrier Distance to Observer: 0 0 feet		Medius	n Trucks	2 297			
Observer Height (Above Pad): 5.0 fest		Heav	/ Trucks	8.006	Grade Ad	ustment.	0.0
Pad Elevation: 0.0 feet							
Road Elevation: 0.0 feet	-	Lane Eq	iivalent Di		r feet)		
Road Grade: 0.0%			Autos:	87.316			
Left View: -90.0 degrees			n Trucks	87.214 87.224			
Right View: 90.0 degrees		меач	/ Trucks:	67 224			
FHWA Naise Model Catavistians							
VehicleType REMEL Traffic Flow	Distance	Finite	Road .	Fresnel	Barrier All	en Ber	m Atten
Autos 71.78 1.34	-3.	74	-1.20	-4.7	0.0	100	0.000
Medium Trucks: 82.40 -15.90	-3.1	73	-1.20	-4.EX	3 00	100	0.008
Heavy Trucks: 66.40 -19.86	-3.	73	-1.20	-5.76	3.0	100	0.009
Unmitigated Noise Levels (without Tope and be	miar atta	nuntioni					
VehicleType   Leg Peak Hour   Leg Elay		venina	Leg Nig	H	Lda	T	NF)
Autos: 68.2 SE		84.5		58.5	87 1		87
Medium Trucks: 61.6 60	.1	53.7		52.2	80.8	3	60.8
Heavy Trucks. 61.6 60	.2	51.2		52.4	60.8	3	60.9
Vehicle Noise. 89.8 69	.0	85.0		60.2	68.7	7	69.3
Centerline Distance to Noise Contour (in Net)	70	AD /	05.45	ZT	60.257	7.5	251
Centerline Distance to Noise Contour (in feet)		d8/4 ∏	65 dE	4	60 dBA 382		dE/4 22

	io: Year 2018 te: Perris Soul					Project N	ame: Mo ober: 88		Vailey W	almart	
	ne: iPerris Blour nt: South of Al		ourand			300 (40)	moer: 86	70			
*************			craiu						***************************************		~~~~
Highway Data	SPECIFIC IN	PUT DATA		-	Clas Cas	ME ditions (f			INPUT	s	
<del>-</del> <del>-</del>					one con	CHEROTIS (7		fos:	15		
Average Daily		25,438 Verocie 18%	5			dium Truc			15		
	Percentage:										
		2,544 vehicle	s	- 1	He	avy Truck	5 (3+ AX)	63):	15		
	hicle Speed	55 mph			Vehicle i	Mix					
Neavi-ar La	ne Distance:	36 feet			Ven	icleType	Do	4 3	Evening	Stight	Daily
Site Data						Au	tos: 77	.5%	12.9%	9 636	97 4 2%
Ba	rrier Keight:	0.0 feet				edium Tru		.8%	4.9%	10.3%	1.84%
Barrier Type (0-VI	Aut 1-Sermi:	0.0			i	чевчу Тти	:As: 96	.6%	2.7%	10.8%	0.74%
Centerline Di	at to Barrier.	100.0 feet		-	Maira S	ource Ele	estione (	in for			
Centerline Dist.	to Observer:	100.0 feet		H	770700 01	Autos	0.00		·		
Barrier Distance	to Cibserver:	0.0 feet			full of it	m Trucks:	2.29				
Observer Height (	Above Pad).	5.9 heet				v Trucks.	8.00		irade Adi	iustment:	0.0
$p_i$	ad Elevation:	0.0 feet		L		-					
	ad Elevation:	0.0 feet		L	Lane Eg	uivaient E	istance	(in fe	et)		
	Road Grade:	0.0%				Autos:	98.49				
	Left View:	-80.0 degre				m Trucks:	98.4D				
	Right View:	90.0 degre	es		Heat	y Trucks:	98.41	3			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Ois	stance		Road	Fresher		arrier 4tti		m Atten
Autos:	71.76	1.23		-4.5		-1.20		77	0.0		0.00
Medium Trucks	92.40	-18.01		-4.5		-1.20		88	0.0		0.00
Heavy Trucks	86.40	-19 96		-4.5	1	-1.20	-6.	18	0.0	190	0.00
Unmitigated Nois											
	Leg Peak Hou			Leg E	vening	Leq N			_dn		VEI.
Autos	67		65.4		63.6		57.8		68.2		68.
Medium Trucks	60		59 2		52 8		513		59.7		69.1
Heavy Trucks:	80		59.3		50.3		51.5		59.8		69.1
Vehicle Noise:	88	-	87.1		84.2		69.9		67.6		66.
Centeriine Distan	ce to Noise Co	ontour (in feet	)								
			L		d8A	85 d£			dBA		dBA
			1150		2	155			233		17

Friday, November 08, 261

Spens	in Vasr 2016	With Project		**********	- Droieri	Marna:	ido rez	n Valley W	almount	
	ne: Perris So:					mber:			CHILI SCHOOL	
		ohn F. Kennedy E	riva							
SITE	SPECIFIC I	NPUT DATA	******	-	N	DISE	MODE	LIMPUT	······································	*********
Highway Data				Site Cor	nditions (					
Average Deby	Traffic (Act):	23,554 vehicles					Autos:	15		
	Percentage:	10%		Me	edium Tru	cks (2)	Apriles):	16		
Peak F	lour Volume:	2.355 vehicles		He	avv Truc	ks (3+ ,	4x/es):	15		
Ve	hicle Speed	55 mph		Vehicle						
Near/Far La	ne Distance:	98 feet			nicleType	-	Dav	Evening	stight	Daily
Site Data				V 67		utos:	77.5%		9 5%	97.42%
					edium 75	141-343	84.6%		10.3%	1.84%
	rrier Keight:	0.0 feet			Heavy Tr		86.5%		10.3%	0.74%
Barner Type (0-V Centerline D.		0.0							10.076	0.1470
Centerine Dist		100.0 feet		Noise 5	ource Ele	vation	s (in f	eet)		
Earrier Distance		100.0 feet 0.0 feet			Autos	0.	000			
Observer Hexant		0.0 reet 6.0 beet		Mediu	m Trucks	2.	297			
	(Above Pad). ad Elevation:	0.0 feet		Hea	cy Trucks	. 8	900	Grade Ad,	iustment:	0.0
	ad Elevation. ad Elevation	0.0 feet		Lana Ec	ulvaient	Clietan	ea Gn	faat!		
	au zievanon. Finad Grade:	0.0 reet		Luit Ci	Autos		318			
	Left View	-90.0 dearces		Medica	т Тписка		214			
	Right View:	90.0 degrees			w Trucks		224			
	ragin tion.	30.0 4091601			.,					
FHWA Noise Moo										
VehicleType	REMEL	Traffic From	Distanc	e Finite	Road	Frest		Barrier Alt	en Ber	m Atten
Autos	71.7			3.74	-1.20		-4.77	0.0		0.000
Medium Trucks:	82.4			3 73	-1.2D		-4.85	9.0		0.000
Heavy Trucks	86.4	D -20 30	-	3.73	-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo and b	arrier at	tenuation)						
VehicleType	Leg Peak Ho	our Leg Day	Le	7 Evening	Leq!	lighi	T	Ldn	C	VEIL
Autos:	6	7.7 6	8	64.1		58.0	)	68.6	3	67.3
Medium Trucks	6	1.1 5	9.6	53.3		51	7	60.3	2	60.4
Heavy Trucks:	6	1.2 59	9.8	50.7		52.0	)	69.0	1	60.4
Vehicle Noise:		9.3 8	7.6	84.6		59.	7	63.	-	8.83
Centerline Distan	ce to Noise i	Control (in feet)								
		- one our far tond		70 d84	85.0	70.4	,	0 dB4	,	dBA

Friday, November 69, 2013
Friday, November 69, 2013

Frid:

	tio: Year 2018 W						to Valley Was	narr
	ne: Parris Boulev				Job Nut	nber: 8870		
Road Segme	nt: South of Joh	n F. Kennedy Dr	ive					
SITE	SPECIFIC INP	UT DATA					L INPUTS	
Highway Data				Site Cor	rditions (f	lard $= 10.3$	oft = 15)	
Average Daily	Traffic (Adt). 29	3,160 vehicles				Autos	15	
Peak Hour	Percentage:	10%		Ms	alum Truc	hs (2 Axies)	15	
Peak F	lour Volume: 2	9,918 vehicles		He	eavy Trucki	s (3+ Axles)	15	
	rhole Speed.	55 mph		Vehicle	Miv			
Near/Fer La	ne Distance:	SB feet			ideTvae	Day	LEivening A	tiaht Dain
Site Data					Au	las: 77.51	6 12.9%	8.6% 97.42
n-	rrier Height:	0.0 feet		54	edium Tra			10.3% 1.84
Barrier Type (0-V		0.0 1001			Heavy Truc	ks: 86.59	6 2.7%	10.6% 0.74
Centedine Di		100.0 feet						
Centerline Dist		160 C feet		Noise S		ations (in:	(ent)	
Barrier Distance	to Observer	0.0 feet			Autos.	0.000		
Observer Height	(Above Padi:	5.0 feet			m Trucks	2.287	Grade Adjus	describe C.O.
2	ad Elevation.	0.0 feet		Hea	ny Trucks:	8.008	Grade Adjus	arrieni. U.U
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent C	istance (in	feet)	
	Road Grade:	0.0%			Autos:	87.316		
	Left View.	-90.0 degrees		Mediu	m Trucks:	87 214		
	Right View:	90.0 degrees		Hea	vy Trucks.	87.224		
FHWA Noise Mad	ai Calculations							
Vervicie I voe	REWEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barner Aften	Berm Alter
Aulos	71.76	1.83	-3.	74	-1.20	-4.77	0.003	0.0
Medium Trucks:	82.40	-15.41	-3.	73	-1.20	-4 88	0.008	0.0
Неачу Тrueнв.	38.40	-19.37	-3	73	-1.20	-5.16	0.009	0.0
Unmitigated Nois	e Levels (withou	ut Topo and ba	mier atte	nuation)				
VehicleType	Leg Peak Hour	Leg Day	Legi	Evening	Leg Nij	ght	Ldn	CNEL.
Aistas:	88.7	66.	B	65.0	k	59.0	67.6	66
Medium Trucks.	82.1	60.	.6	54.2		62.7	61.1	61
Heavy Trucks:	62.1	60.	.7	51.6		52.8	81.2	81
Vehicle Noise:	70.3	68.	.5	66.5		60.7	68.2	85
Centerline Distan	ce to Noise Car	tour (in feet)						
				σBA	65 dE	1,4	60 dBA	55 dBA
		Lob	1.	89	181		412	887

Scenario: Year 1							eno Valley VV	simart	
Road Name: Perris					Job Nu	mber: 8870			
Road Segment: Drivey	vay 3 to D	riveyvay 4							
SITE SPECIF	C INPUT	DATA		1			EL INPUT	S	
Highway Data				Site Co.	nditions (	Hard = 10,	Saft = 15)		
Average Daily Traffic (A	dt). 24,36	6 vehicles				Auto	s: 15		
Peak Hour Percente	ge: 1	0%		5/5	ealurn Trui	жв (2 Алюс	J: 16		
Peak Hour Volui	ne: 2,43	9 vehicles		B	eavy Truct	s (3+ Axies	): 15		
Vehicle Spe	ed. 5	6 mph		Vehicle	60iv				
Near/Far Lane Distar	ce: 8	8 feet			hideTvae	Dav	Evening	Night	Daily
Site Data				+		tos: 77 E		9.6%	97.42%
Barrier Heic		C feet		1 4	tedium Tri			10.3%	1 84%
Barrier Type (0-Wall, 1-Ber		10			Heavy Tr.	cks: 86.5	% 2.7%	10.8%	0.74%
Centedine Set In Ren		) D faet							
Centerline Dist. to Obsert		0.0 feet		Noise S		vations (in	feet)		
Barrier Distance to Obsert		).O feet			Autos.				
Observer Height (Above Pa	od: 8	D feet			um Trucks	2.287	Grade Ad		
Ped Elevet		0.0 feet		Hea	ny Trucks:	8.008	Grade Adj	usunen.	0.0
Road Elevat	on: (	).0 feet		Lane Ed	quivalent :	Distance (i	n feet)		
Road Gra	de: (	0.0%			Autos	87.316			
Left VI	ow90	0.0 degree:	2	Media	ım Trucks:	87 214			
Right VI	:w: 98	).0 degree:	5	Hea	ny Trucks.	97.224			
FHWA Noise Model Calcul				- <del></del>					
Verlicie Type REME		file Flow	Distanc		9 Fload	Fresne!	Barrier Atte		m Alten
	1.78	1.05		1.74	-1.20	-4.7			0.000
	2.40	-16.18		3.73	-1 20	-4.8		100	9.800
,	6.49	-20.15		173	-1.20	-5.1	8 6.0	60	9 9 9 0
Unmitigated Noise Levels									
VehicleType Leg Pea		Leg Day		Evening	Legh		Ldn		WEZ.
Autos:	87.9		6.0	64.3		58.2	8.99		67.4
Medium Trucks.	81.9		9.6	69.4		61.9	60.3		60.8
Heavy Trucks:	61.3		9.8	50.9		52.1	60.5		80.6
Vehicle Noise:	69.5	6	7.7	64.8	3	58.9	68.4		88.9
Centerline Distance to Noi	se Conto	ır (in feet)							
			7	C dBA	65 d	8.4	80 d84	.55	d8.4

Medican Trucker   12.40   15.97   15.73   1.20   15.96   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.000   0.0					100000000000000000000000000000000000000					
Road Name   Penns Boulevard   Job Number: 8810	Seazanis:	Veez 70.18 WW	n Project		Droise	of hiams	. Moran	o Maliav W	almart	*******
								G 1 Miles 21	un.igi t	
SITE SPECIFIC INPUT DATA   NOISE NODEL INPUTS					,,,,,		0313			
	***************************************			***********				**********		
Peak Hour Percentage		ECIFIC IMPU	TDATA		Site Condition				9	
Peak Hour Percentage	Average Cally Lo	offic-(Adf): 28-2	46 venicles				Autos:	15		
Pears   Facus   Volume   2,825   vehicles   Vehicle Misc   Vehic					Medium 7	rucks /	2 Axles).	15		
Vehicle Name			25 vehicles		Heavy Tr	ucks (3	+ Axles):	15		
Site Data   Description   De										
Sile Defa										
Barrier Height   0.0 feet   Heavy Trucks   84 8 9 4 49 6 10.3%   18   Heavy Trucks   10.00   Heavy Trucks   10.0					Vehicle (y)					
Benist Type (U-Next - 15em)										
Moise Source Elevations (in Real)   Centerine Del. 10 Berner   100.0 feet   Centerine Del. 10 Berner   100.0 feet   Autos   0.000   Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Centerine Del. 10 Cent										
Centerfere Det 10 Classered   100 D etc					Heavy	I TUCKS.	80.0%	2.7%	10.6%	0.74%
Centerline Det 10 Observer   100 0 feet   Autoe: 0.000				ı	Noise Source	Ele vati	ons (in f	:013		
Choesiver Height (Above Paight   5.1 feet   Medium Trucks   2.99   Verde Adjustment   0.0 feet   Lene Equivalence (Interest   1.00 feet   Lene Equivalence (Interest   1.00 feet   Lene Equivalence (Interest   1.00 feet   Lene Equivalence (Interest   1.00 feet   Lene Equivalence (Interest   1.00 feet   Lene Equivalence (Interest   1.00 feet   1.00 feet   Lene Equivalence (Interest   1.00 feet   1.00				1						
Classified Property   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00   1-00					Medium Truc	ks:	2 297			
Road Severation:   0.0 feet					Heavy Truc	hs:	9.006	Grade Ad	justment.	0.0
Pond Grade   D.PM										
Let   View: -90.0 degrees								feet)		
Fifty   Rept   View										
FFHVA Noise Model Calculations   Verbeck*   Press   Section   Press   Section   Press   Pres										
Verbick* Prec   Petholic   Trathe Flow   Desirice   Favier Robert   Barrier Altern   Barr	F	light View: 9	30 O degrees		Heavy Truc	As: E	37 224			
Asces   17.18   137   3.74   -1.25   4.77   0.000   0.1										
Holesty Trucks										0.000
Dismitigated Moise Levels (without Topo and barrier stternustion)         Celebraty (see 1)         Leg New Hour (see 2)         Leg Repair (see 2)         Leg New Hour (see 2)         Leg New Hour (see 2)         Leg New Hour (see 2)         Leg New Hour (see 2)         See 3         68 6         58 6         97 1         8           Medium Trucks         81 f.         60.1         56 7         52 2         90 7         9           Heavy Trucks         81 f.         60 2         51 2         52 4         50 8         6										0.000
VehicleType         Leg Peak Hour         Leg Eay         Leg Evening         Leg Noth         Lon         CNEL           Autos         68.7         68.2         69.5         69.5         67.1         87.1           Medatum Trucks         61.6         60.1         56.7         52.2         90.7         9           Heavy Trucks         61.6         60.2         51.2         52.4         60.9         6	Heavy Trucks:	66.40	-19.83	-3.	73 -1.26	)	-5.16	0.0	100	0.000
Autor         68.2         68.3         84.5         58.5         97.1         8           Medium Trucks         81.6         60.1         58.7         52.2         90.7         8           Heavy Trucks         61.6         60.2         51.2         52.4         60.8         6									,	
Medium Trucks         61.6         60.1         53.7         52.2         90.7         9           Heavy Trucks         61.6         60.2         51.2         52.4         60.8         6										
Heavy Trucks 61.6 60.2 51.2 52.4 60.8 6						-				87 7
										50.3
Vehicle Noise. 68.8 68.0 65.1 60.2 68.8 6										8.09
	Vehicle Noise.	69.8	66.0		65.1	6	0.2	60	3	69.2

Friday, November 08, 2013

Centerline Distance to Noise Contour (in feet)

Road Nan	nio: Year 2018 ne: Pernis Boul nt: Drivaway 4		ve				ivame: imber		ne Valley W	almart	
SITE Highway Data	SPECIFIC IP	PUT DATA	*****		ite Cone				L INPUT	9	
	T coffic ( dell):	34,144 vehicles						Autos			
	Percentage.	10%			to discover	Sum Yru					
	rercentage. four Volume:	2.414 vehicles				iw Truc					
	tricle Speed:	55 moti					10101	marcoy.	. 10		
	ne Dislance	98 feat		V	ehicle #						
					Vens	deType			Evening	Night	Dally
Site Data							utos:	77.59			87.42%
Đạ	rrier Height:	0.0 feet				dium Tr		64.8%		10.3%	1.64%
Barrier Type (0-V		0.0			н	easy In	WW.	88.59	6 2.7%	10.8%	0.74%
Centerline D		100.0 feat		N	oise Sa	urce Ele	vation	15 (in f	est)		
Centerline Dist.		100.0 feet		-		Autos	: 0	.000			
Barrier Distance	10 000000000	0.0 feet			Mediun	7 Trucks	: 2	297			
Observer Height		5.0 fest			Heav	Trucks	- 8	.006	Grade Ad	ustment.	0.0
	ad Elevation: ad Elevation:	0.0 feet		-,	ane Equ	Contour.	Dietor	on On	for and		
	aa Erevasion: Road Grade:	0.0 feet 0.0%		-	one aqu	Autos		.316	1000		
	riolau ciralue Left View	-90.0 degree			Magiun	Trucks:		.214			
	Right View:	90.0 degree				: Trucks		224			
	right view.	an or unfilled	5		- 1501	110000		200			
FHWA Noise Woo											
VehicleType	REMEL	Traffic Flow	Ds	iance	Finite I		Fres.		Barrier Att		
Autos	71.78	1.01		-3.74		-1.20		-4.77		100	0.00
Medium Trucks				-3.73		-1.20		-4.59		100	0.008
Heavy Trucks:	88.40	-20.19		-3.73		-1.20		-5.16	0.0	100	0.009
inmitigated Nois	e Levels (with	out Topo and I	oanie	er etteni	ation)						
VehicleType				Leg Ev		Legi		1	Lán		VEL
Autos	67		6 0		84.2		58		86 :		87
Medium Trucks:	61		9.7		53.4		51.		60.0		60.8
Heavy Trucks	61		9.9		50.8		52.		60.4		60.9
Vehicle Noise.	69	.4 8	37.7		84.7		53.	8	68.4	+	68.9
Centerline Distan	ce to Noise C	antour (în feet)									
				70 di	9/4	650	(BA	T :	60 dEA	.55	dE:A
			.dn:	78		16	8		363	7	91
			<i>(2)</i>						390		

	io: Year 2018		oject							n Valley W	almart	
	te: Perris Sou						Job Nur.	ber: t	3879			
Road Segme	nt: Gentian A	renue to	Drivewa	/ 3								
	SPECIFIC I	UPUT D	ATA	*******						LINPUT	S	**********
Highway Data					S	lite Con	ditions (h	ard o	10, Sa	ft = 15)		
Average Daily	Traffic (Adl)	25,605	vehocies						lutos:	15		
Peak Hour	Percentage:	10%	5			Med	ium Truc	cs (2 A	orles):	15		
Peak F	laur Valume:	2,581	ehicles			Hee	avy Trucki	(3+ 4	xles):	15		
Vs	hicle Speed	55 :	nibh		-	ahiata k	270					
Near/Far La	ne Distance:	98 1	eet		H		deType	-	Ow	Evening	Strate	Darly
Site Data					+		Aug	os:	77.5%	12.8%	9 636	97.42%
Pa	rrier Keight:	0.0	feet		-	Me	dium Truc	les.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-V		0.0	reac			H	leavy Truc	ks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0	teet		-							
Genterline Fiel		180.0			A	loise So	urce Elev			et)		
Barrier Distance	to Observer	0.0	feet				Autos:	0.0				
Observer Herahli	Above Padl.	5.0	teet				n Trucks:	2.2		Grade Ad.		0.0
P	ad Elevation:	0.0	feet			Heavy	Trucks.	8.0	106	Grade Ad,	GSIMENI.	0.0
Ro	ad Elevation:	0.0	feet		L	ane Equ	rivaient D	istano	e (in i	6et)		
	Road Grade:	0.99	16				Autos:	87.3	318			
	Left View:	-90.0	degrees			Mediun	п Тишска:	87.3	214			
	Right View:	90.0	degrees			Heavy	/ Trucks:	87.3	224			
FHWA Noise Mod	el Calculation	 :s										
VehicleType	REMEL	Traffic	Flow	Distan	ce	Finite .	Road	Fresh	e/	Barrier 4tt	en Ber	m Atten
Autos:	71.70		1.29		3.74		-1.20		4.77	0.0	100	0.00
Medium Trucks:	82.40		-15.94		3 73		-1.20		4.89	0.0	100	0.00
Heavy Trucks	86.40		-18 90		3.73		-1.20		-5.16	0.0	100	0.00
Inmitigated Nois	e Levels (witi	out Top	o and b	arrier a	tten	uation)						
VehicleType	Leg Peak Ho	ur L	eg Day	Le	q Ev	ening	Leg Ni			Ldn		WEIL
Autos		3.1		3.2		64.5		58.4		67.0		67.
Medium Trucks		1.5	-	0.0		53 7		521		69.6		60.1
Heavy Trucks:		1.6		1.1		51.1		52.4		69.7		60.
Vehicle Noise:	8	9.7	81	0.0		85.0		60.1		69.7		69

Friday, November 08, 261

	io Year 2018								no Valley M	falmart	
	e: Perris Boul					Job Ni	imber.	8670			
кова Segme	nz: Santia ge D	Irive to Iris Aver	ue		**********		******		0000000000	********	
	SPECIFIC IN	IPUT DATA							EL INPUT	s	
Highway Data				1.5	lite Car	ditions	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 1	24,281 vehicle:	3					Autos	15		
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2	Arries)	15		
Peak F	lour Volume:	2,420 vehicle:	5		He	avy Truc	ks (3+	Axles)	15		
Ve	hicle Speed	55 mph		-	/ohiete	3.87~					
Near/Far La	ne Distance:	98 feet		H.		icleType	-	Oav	Evening	Shahi	Daily
Site Data							utos:	77.59		9 636	
	rrier Kelght:	0.0 feet			h	edium Tr		84.69		10.3%	
Barrier Twoe (0-V		() ()				Heavy Tr		88.68		10.8%	
Centerline Di		100.0 feet									
Centerline Dust		100.0 feet			loise 5	ource Ek			(set)		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Height		5.0 test				m Trucks		2.297			
	ad Elevation:	0.0 feet			Hear	у Тгиска	: 5	3 0 0 6	Grade Ad	justmeni	0.0
	ad Flevation	0.0 feet		12	ane Eg	ulvalent	Disto	nce (in	feet		
	Fload Grade:	0.0%		-		Autos	: 8	7.318			
	Left View:	-90.0 deares	2.5		Mediu	т Тписке	87	7.214			
	Rigiti View:	90.0 degree			Head	n Trucks	80	7.224			
				- 1							
FHWA Noise Mod											
VehicleType	REMEL	Traffic From	Ω	stance		Road	Fred		Barrier Alt		nn Atten
Autos:	71.78	1.02		-3.74		-1.20		-4.77		300	0.000
Medium Trucks:	82.40			-3 73		-1.2B		-4.85		300	0.000
Heavy Trucks	86.40	-29 18		-3.73		-1.20		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	uation)						
VehicleType	Leg Peak Hou	ur Leg Day	-	Leg Ev	ening	Legi	lighi		Ldn	0	NEL.
Autos	67	.9	68.0		64.2		58	. 1	68.1	3	67.4
Medium Trucks	61	.3	59 ?		53.4		51	8	60.0	3	60.6
Heavy Trucks:	61	.9	59.9		50.0		52	.1	60.4	4	89.69
Vehicle Noise:	89	1.4	87.7		84.7		59	.9	63.4	4	9.93
Centerline Distan	ce to Naise Co	ontour (in feet									
				70 a	8A	851	BA	7	60 dBA	55	dBA
			Lan:	78		18			363		83

Friday, November 69, 2013 Friday, November 69, 2013

Friday,

	o: Year 2018 VV					no Valley V	simarr	
	e: Parris Boulev			Job Nun	ber: 6870			
Fload Segmer	nt: South of Iris A	lvenue						
	SPECIFIC INP	UT DATA				EL INPUT	S	
Highway Data			Site	Conditions (H				
	Traffic (Adt). 22				Auto			
	Percentage:	10%		Mealurn Truck				
		,268 vehicles		Heavy Trucks	(3+ Axies	): 15		
	hole Speed.	65 roph	Vet	nie le Mix				
Near/Fer La:	ne Distance:	SB feet		VehideType	Day	Evening	Night	Daity
Site Date				Aul	as: 77.5	% 12.9%	9.6%	97.42%
Bar	vier Heiaht:	0.0 feet		Medium Truc	ks: \$4.8	% 4.9%	19.3%	1 84%
Barrier Type (0-W	all, 1-Berml.	0.0		Heavy Truc	ks: 88.5	% 2.7%	10.6%	0.74%
Centerline Dis	at to Barrier:	100.0 feet	No.	ise Source Elev	otione (in	de and		
Centerline Dist.	io Observer.	IGO.C feet	700	Autos	0.000	7619		
Barrier Distance	to Observer	0.0 feet		Autos. Aedium Trucks:	2.287			
Observer Height (	Above Pad):	5.0 feet	"	Heavy Trucks:	6.008	Grade Ad	i referent	0.0
Pe	d Elevation.	0.0 feet					pourrio:n.	0.0
Ros	d Elevation:	0.0 feet	Laz	se Equivalent D	istance (i	n feet)		
1	Road Grade:	0.0%		Aulos:	87.316			
	Left View.	-90.0 degrees		Aedium Trucks:	87 214			
	Right View:	90.0 degrees		Heavy Trucks.	87.224			
FHWA Naise Made	i Calculations		i					
Verlicie Type	REMEL 1	raffic Flow   Dis	tance	Finite Road	Fresnel	Barrier Ait	en Ben	n Alten
Aulos	71.70	0.79	-3.74	-1.20	-4.7	0.0	000	0.000
Medium Trucks:	82 40	-16.51	-3.73	-1.20	-48	0.0	000	0.000
Heavy Trucks.	36.40	-20.46	-3 73	-1.20	-5.11	9 0.0	900	0.000
Unmitigated Noise	Levels (withou	t Topo and barri	r attenua	tion)				
	Leg Peak Hour		Leg Even			Ldn		wEZ.
Aufas:	87.6	65.7		63.9	57.9	66.3		67.
Medium Trucks.	61.0	59.5		53.1	51.6	80.0		60.3
Heavy Trucks:	61.0	59.6		50.5	51.8	80.3		60.3
Vehicle Noise:	69.2	67.4		64.4	58.6	. 88	l	69.6
Centerline Distant	e to Noise Con	tour (in feet)						
		L	70 dB/		A	60 dBA		dB.A
		Lah.	75	161		346		49
		CNEL	81	174		974		06

Finday, November 69, 2013

Scenario: Year 201	8 With Pi	roject			Project N	ame: Morei	no Valley Va	simarr	
Road Name: Perris Bo	ulevard				Job Nut	nber: 8876			
Fload Segment: North of	San Mich	ala Road							
SITE SPECIFIC	INPUT	BATA		-		ISE MODE		S	
lighway Deta				Site Cor	iditions (f	fard = 10, S	ařt = 15)		
Average Daily Traffic (Adt).	23,145	vehicles				Autos	: 15		
Peak Hour Percentage:	109	%		Me	alum Truc	hs (2 Axies)	15		
Peak Hour Volume:	2,315	vehicles		He	avy Truck	s (3+ Axies)	: 15		
Vehicle Speed.	65	roph		Vehicle	90/v				
Near/Far Lane Distance:	88	feet		Veh	ideTvae	Dav	Evening	Night	Dairy
ite Data				-		foe: 77.59		9.6%	97.429
Barrier Height	0.0	feet		5.0	edium Trui	oks: 84.89	6 4.9%	10.3%	1.849
Barrier Type (0-Wall, 1-Berm).				1	Heavy Tru	rks: 86.59	6 2.7%	10.6%	0.749
Centerline Dist, to Barrier.		feet		l		ations (in			
Centerline Dist. to Observer.	100.0	feet		100/se Si	Autos	n nee	689		
Barrier Distance to Observer	0.0	feet		A Constitution	m Trucks:	2 287			
Observer Height (Above Pad).	5.0	feet			n Trucks:	8 008	Grade Ad	i colomant	0.0
Pad Elevation	9.0	feet							
Road Elevation	0.0	feet		Lane Eq		listance (in	feet)		
Road Grade.					Autos:	87.316			
Left View.		degree:		1	m Trucks:	87 214			
Right View.	90.0	degree:		Heat	ry Trucks.	87.224			
HWA Noise Model Calculate	oris			.L					
VehicleType REMEL	Traffic	Flow	Distance	: Finite	Floard'	Fresnei -	Barner Att	en Ben	m Allen
Aulos: 71.1	18	0.82	-3	.74	-1.20	-4.77	0.0	360	0.00
Medium Trucks: 82.4	-	-16.42	_	.73	-1.20	-4 88		000	0.00
Heavy Trucks. 96.4	10	-20.37	-3	73	-1.20	-5.16	6.0	000	9 9 9
Inmitigated Noise Levels (wi	thout To	oc and b	amier att	enuation)					
VehicleType Leg Peak t:	CON I	.eq Day	Leq	Evening	Leg Ni	ght	Ldn		WEZ.
Autos:	87.7	6	5.6	64.0		57.9	66.6	3	67.
Medium Trucks.	81.1		9.6	69.2		51.6	60.1		600
***************************************	61.1		9.7	50.6		51.9	6C.1		6C.
Viehicse Maiser	68.2	6	7.5	64.5		58.7	88	7	88

Scenario: Year	20 16 VVi	th Project			Project	vame:	Moren	c Valley W	almart	
Road Name: Perris					Job No.					
Road Segment: North	of Kram	eria Avanue								
SITE SPECIF	IC INP	IT DATE		***********	Pd.	OISE	MODE	LINPUT	5	naaannaaa
Highway Data				Site Con					-	
Average Daily Traffic (A	df): 21,	533 vehicles					Autos:	15		
Peak Hour Percenta	198.	18%		Me	dium Tru	oks (2	Axles).	15		
Peak Hour Volu	mer 2,	153 vehicles		He	ally Truc	ks (J+	Axles):	15		
Venicle Spe	10°	55 mph		Vehicle I	Mie					
Near/Far Lane Distar	ICE.	3B feat	ŀ		eleType		Day	Evening	Night	Daily
Site Data						utos	77.5%		9.8%	
Barrier Heig	- dee:	0.0 feet		NE	dium Tr	ucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Bei		0.0 1981		F	leavy In	ACAS.	86.5%	2.7%	10.8%	
Centertine Dist. to Ban		00.0 feat								
Centerline Dist to Obser		00.0 feet		Noise Sc				101)		
Barrier Distance to Obser		B.O. feat			Autos		000			
Observer Height (Above P.	30):	5.0 feat			n Trucks		297	Grade Ad		0.0
Pad Elevat	1071:	0.0 feet		Heav	y Trucks	. 8	900.	Orace Ac	usimeni	0.0
Road Eleval	ion:	0.0 feet		Lane Eq.	uivalent	Distar	ce (In	feet)		
Road Gra	ade:	0.0%			Autos	: 87	318			
Left Vi	ew: .	90.0 degrees	s	Mediu	n Trucks	- B7	.214			
Right Vi	ew:	90 0 degrees	S	Heav	y Trucks	: 67	224			
HWA Noise Wodel Calcul	ations									
VehicleType REME	Z. 7	raffic Flow	Distance	Firite	Road	Fres	ne/	Barrier Att	en Bei	m Atten
Autos	71.78	0.51	-3.7	4	-1.20		-4.77	0.0	000	0.000
Medium Trucks: 1	92.40	-16.73	-3.7	81	-1.20		-4.58	0.0	100	0.000
Heavy Trucks: 1	68.40	-20.89	-3.1	8	-1.20		-5.16	0.0	100	0.009
Inmitigated Noise Levels	(withou	t Topo and b	arrier atte	nuationi						
VehicleTyps Leg Pes	ik Hour	Leg Day	Leq 8	vening	Legi	light	T	Lán	C	NEL
Autos:	67.4		5.5	83 7		57		86 :		86.9
Medium Trucks:	60.7	5	8.2	52.9		51.	3	59.3	3	90.0
Heavy Trucks	60.6		9.4	50.3		51.		59.1	3	60.1
Vehicle Noise	88.9		7.2	64.2		59.		67.5		68.4

Friday, November 88, 2013

Scenario: 1	Year 2018 V	/ith Project				Project i	iame.	Moren	e Valley W	/almart	
Road Name: 1	Perris Boule	vard				Job Nu	mber	8970			
Road Segment:	San Michaia	Road to Nan	dina Av	enue							
SITE SPI	ECIFIC INF	UT DATE	*********		*********	N.	NEF	MADE	LINPUT	g G	reconstruction of
Highway Data				S	ite Con-	ditions (					
Average Cally Trai	ffic (Adf): 20	9 SSI2 vehicle	s					Autos	15		
Peak Hour Per		10%			Mes	Kum Yru	oko (2	Axles).	15		
Peak Hour		2.269 vehicle	s			nv Truci					
	e Saesa'	55 moti									
Near/Far Lane L	Distance.	98 feat			ehicle f	aleTvpe	_	<i>P</i>	I consideration	KU-10	en en
av					ven		بــــــــــــــــــــــــــــــــــــــ	Day 77.5%	Evening	Night	Dally
Site Data						a dun Tri	itos:	84.9%			87.42%
	r Height:	0.0 feet				aum in Ieavy In		88 5%		10.3%	1.64% 0.74%
Barrier Type (0-Wall)		0.0			74	easy in	ecres.	80.0%	2.7%	10.8%	0.74%
Centerline Dist. to		100.0 feat		N	oise Sa	urce Ele	vatio	ns (in f	est)		
Centerline Dist. to C		100.0 feet		-		Autos	. (	0.000			
Barrier Distance to C		0 0 feet			Mediur	n Trucks	- 1	2 2 9 7			
Observer Height (Abo		5.0 fest			Heav	/ Trucks	. 8	300.6	Grade Ad	justment.	0.0
	Bevation: Revolina	0.0 feet				ivalent	n/		fA		
	d Grade:	0.0 feat			one Eqt	Autos		7.316	ineti		
	o Grade eff View	0.0%			Administra	ников Тписке		7.216			
-	en view: aht View:	-90.0 degre				н тиске г Тrucке		7.274			
PA	grit view:	90 0 degre	es		mean	/ Truchs		224			
FHWA Noise Wodel C	alculations										
VehicleType 1	REMEL.	Traffic Flow	Dele	9000	Firite -	Road	Fres	sne/	Barrier All	en Ber	m Alten
Autos.	71.78	0.74		-3.74		-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	-16 50		-3.73		-1.20		-4.59	0.0	100	0.003
Heavy Trucks:	85.40	-20.46		-3.73		-1.20		-5.16	0.0	100	0.009
Unmitigated Noise Le	vels (with a	ut Topo and	barrier	ettenu	ationi						
VehicleType Lec				Leg Eve		Legi	light	7	Lan	C	NEL.
Autos	67.6		85 7		63.9		57	9	86 5	5	87
Medium Trucks:	61.0	)	59.5		58.1		61	.6	80.8	0	80.0
Heavy Trucks	61.0	)	59.8		50.8		51	.8	60.3	2	60.0
Vehicle Noise.	89.3	?	67.4		84.4		59	.8	68.	1	68.9
Centerline Distance t	o Noise Car	staur (in feet	9								
		,777 1.00		70 d£	3/4	65 a	5A	T :	0 dEA	.55	dE.A
			Ldn:	75		16	2		348	7	50

	no: Year 2018 W							n Valley W	almart	
	me: Perris Souleva end: South of Kram				Job Nui	mer:	8670			
rous seyme	72. SUUIN UI KIAN	ieria Averiue								
SITE Highway Data	SPECIFIC INP	IT DATA		Oh. O.	NE nditions (f			LINPUT	S	
<del>.</del>				SHE COL	maions (r		iutos:	15		
	Traffic (Adt): 22,							15		
		10%			edium Truc					
		211 vehicles 55 mph		Fie	eavy Truck	S (3+ )	vxie s):	15		
	shiole Speed: ane Distance:		1	Vohicle						
Neat/I-ar La	ane Distance:	98 feet	- 1	Vet-	ricleType		Day	Evening	Thight	Daily
Site Data					Au	tos:	77.5%	12.9%	9 636	97.42%
Ba Ba	rrier Keight:	0.0 feet		M	ledium Tru	les.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-V	Velt, 1-Sennt:	0.0			Heavy Tru	sks:	96.6%	2.7%	10.8%	0.74%
Centerline D	list to Barrier. 1	00.0 feet	-	Maire F	ource Ele		· Conto			
Centerline Dist.	. to Observer: 1	00.0 feet	1	70160 3	Autos	0.0		104		
Barrier Distance	to Observer:	0.0 feet	- 1	full of a	m Trucks:	2.0				
Observer Height	(Above Pad).	5.9 heet			ov Trucks.			Grade Ad.	iretmani	0.0
p	ad Elevation:	0.0 feet							o surroun.	. 0.0
Ro	ad Elevation:	0.0 feet	- 1	Lane Eq	ulvaient L	istand	e (în i	leet)		
	Road Grade:	0.0%	- 1		Autos:	87.	318			
	Left View: -	90.0 degrees			т Тицека:	87.	214			
	Right View:	90.0 degrees		Hear	vy Trucks:	87.	224			
FHWA Noise Mod	del Calculations									
VehicleType				Finite		Fresh		Barrier 4lt		
Autos:		0.62	-3.		-1.20		4.77		100	0.000
Medium Trucks:		-18.61	-3 '	73	-1.20		-4.89	0.0	100	0.000
Heavy Trucks	86.40	-20 67	-3.	73	-1.20		-5.18	0.0	190	0.000
Unmitigated Nois	e Levels (withou	t Topo and barr	ier atte	nuation)						
Ve hicle Type	Leg Peak Hour	Leg Day	Legi	vening	Leg N		I	Ldn	0	NEIL
Autos	67.5	65.8		63.8		57.8		68.4		67.0
Medium Trucks	60.9	59 4		53.0		51.4		59.9	3	69.1
Heavy Trucks:	60.9	59.5		50.4		51.7		60.0	3	60.3
Vehicle Noise:	99.0	87.3	******	84.3		69.5		.69	)	66.5
Centeriine Distan	ice to Naise Cont	our (in feet)								
				d8A	85 d8		6	0 aBA		dBA

Friday, November 08, 261

		77.8			S	320	18633			
Scena	nior Year 2018	With Project		*******		Project N	lame: More	no Valley M	(almart	**********
	ne: Perris Sou						mber: 8870			
Road Segme	wit: South of N	iandina Avenue								
SITE	SPECIFIC I	MPUT DATA	*******		******	N/	DISE MOD	EL INPUT	S	***************************************
Highway Data	************			Sit	te Can		dand = 10, 1			
Average Distr	Tridlic (Act):	28,448 vehicle:	s				Auto	e: 15		
	Percentage:	10%		- 1	Me	olum Truc	ks (2 Axles	0: 15		
Peak I	laur Valume:	2 845 vehicle:	s	İ	He	avv Truck	s r3+ Axles	0: 15		
V	shicle Speed	55 mph			hicto i					
Near/Far La	ne Distance:	98 feet		Ve.		ideTvoe	Oav	Evening	Night	Daily
Sita Data					2 677		tos: 77.5		9.0%	
					1.0	nı edium Tra			10.3%	1.84%
	rrier Keight:	0.0 feet		- 1		гошт та чевич Ти			10.3%	
Barner Type (0-V		0.0		- 1	,	neary me	uno. ou.u	2.170	10.076	0.7490
	ist to Barrier.	190.0 feet		No	ise Se	ource Ele	vations (in	feet)		
Genterline Dist.		100.0 feet				Autos:	0.000			
Barrier Distance		0.0 feet		- 1	Mediu	m Trucks:	2.297			
Observer Height		6.0 teet		- 1	Heav	y Trucks.	8.006	Grade Ad	justment	0.0
	ad Elevation:	0.0 feet		-			Nistance (li	- 22		
Ho	ad Elevation:	0.0 feet		2.0	ne cış			11000		
	Fload Grade:	0.0%				Autos:	87.318			
	Left View:	-90.0 degree		- 1 '		m Trucks:				
	Right View:	90.0 dagrea	BS.		Heat	y Trucks:	87.224			
FHWA Noise Mod										
VehicleType	REMEL	Traffic From	Dista		Finite		Fresher	Barrier Alt		m Atten
Autos	71.78			-3.74		-1.20	-4.7		300	0.000
Medium Trucks				-3 73		-1.2B	-4.88		300	0.000
Heavy Trucks	86.40	-19 48		-3.73		-1.2D	-5.76	8 9:	300	0.000
Unmitigated Nois	e Levels (witi	hout Topo and	barrier	attonua	tion)					
VehicleType	Leg Peak Ho			eq Ever		Leg N		Län		NEL.
Autos:	6	8.6	68.7		64.8		58.8	67.	5	68.1
Medium Trucks			80 4		54 1		526	61.	3	61.2
Heavy Trucks:	6	2.0	6.08		51.5		52.0	61.	1	61.3
Vehicle Noise:	7	0.1	88.4		85.4		60.6	69.	1	69.6
Centerline Distan	ce to Naise C	ontour (in feet	)							
				70 d8	A	85 d	3/	69 dBA	55	dBA .

Friday, November 08, 2013

Friday, Neveraber 08, 2013

	io: Year 2018 V						no Valley VVa	imarr	
	e: Parris Boule				Job Nur	nber: 6870			
Road Segme	nf: North of Har	iey Knox Boulev	ard						
SITE	SPECIFIC IN	PUT DATA					EL INPUTS	*****	**********
Highway Data				Site Cor	nditions (F	lard $= 10.3$	Soft = 15)		
Average Daily	Traffic (Adt). 3	2,140 vehicles				Auto	: 15		
Peak Hour	Percentage:	10%		Ms	alum Truc	ks (2 Axies	J: 15		
Peak F	lour Volume:	3,214 vehicles		He	eavy Trucki	s (3+ Axies	): 15		
Ve	hicie Spead.	45 mph		Vehicle	aniv				
Near/Fer La	ne Distance:	24 feet			ideTvae	Day	LEvenina	Niaht I	Daity
Site Data					Au			9.6%	97.42%
	rrier Heiaht:	0.0 feet		5.6	edium Tra			10.3%	1 84%
Barrier Type (0-V		0.0 reet			Heavy Tru			10.6%	0.74%
Centediae D		100.0 feet							
Centerline Dist		IGO C feet		Maise S		ations (in	fest)		
Ramier Distance		0.0 feet			Autos.	0.000			
Observer Height		5.6 feet			m Trucks	2.287			
	nd Elevation	D.D. feet		Hea	ny Trucks:	8.008	Grade Adju	istment:	0.0
	ed Elevation	0.0 feet		Lane Ec	uivalent D	istance (ii	feet)		
	Road Grade:	0.0%			Autos:	99.403			
	Left View	-90.0 degrees		Mediu	m Trucks:	99 314			
	Right View:	90.0 degrees		Hea	vy Trucks.	99.323			
	-								
FHWA Naise Mad									
Vehicle Type	REWEL	Traffic Flow	Distance		Road	Fresnel	Barrier Afte		m Alten
Aulos	68.46	3.12	-4.		-1.20	-4.7			0.000
Medium Trucks:	79 45	-14.12	-4.		-1.20	-4 88			0.000
Невгу Ілисня.	84.25	-16.07	-4	67	-1.20	-5.16	0.00	39	0.000
Unmitigated Nois	e Levels (with	ut Topo and be	mier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	vening	Leg Nij	ght	Ldn	Ci	WEZ.
Aukos:	85	8 63	.9	62.1		56.1	64.7		65.3
Medium Trucks.	59.	6 58	.0	61.7		50.1	58.6		58.8
Heavy Trucks:	60.	4 59	.C	49.9		51.2	58.6		59.7
Vehicle Noise:	67.	6 65	.8	62.7		58.1	6.98		67.
Centerline Distan	ce to Noise Co.	ntour (in feet)							
			70	dBA	65 dE	1.0	60 dBA	.55	dBA
		In		59	128		27.6		94

Finday, November 69, 2013

Scenario: Year 20	18 VVith P	roject				Project I	lame:	Moren	o Valley Vi	/simart	
Road Name: Perris B	oulevard					Job Nu	mber:	0870			
Fload Segment: South of	Ramona	Express	way								
SITE SPECIFIC	INPUT	BATA	*****		www	N	DISE	MODE	LINPUT	S	
lighway Data				S.	ite Con	ditions (	Hard >	10, S	ořt = 15)		
Average Daily Traffic (Adt)	25,768	vehicles						Autos:	15		
Peak Hour Percentage	: 10	%			Mex	durn Tru	chs (2)	4 <i>xi</i> es):	16		
Peak Hour Volume	2,578	vehicles	3		Hee	avy Truct	s (3+ .	4 <i>xies</i> ):	15		
Vehicle Speed	. 65	roph		12	etric la f	(file					
Near/Far Lane Distance	: 88	feet		-		deTvae	-	Dav	Evenina	Night	Dain
ite Data					*0.11		ufae:	77.5%		9.6%	97.429
Barrier Helah	. 0	feet			M	dium Tri		84.8%		10.3%	1 849
Barrier Tvoe (0-Wall, 1-Berm						leavy Th		86.5%		10.6%	0.749
Centediae Stat to Barrier		i faet		ļ							
Centerline Dist. to Observe		feet		N	aise Sa	urce Ele			B9 <b>()</b>		
Barrier Distance to Observe		feet				Autos.	_	000			
Observer Height (Above Pad		feet				n Trucks		297	The state of a	No otrono e e	0.0
Ped Elevation		feet			Heav	y Trucks:	8	689	Grade Aq	јизитет.	0.0
Road Elevation	0.0	feet		L	ane Equ	ilvalent i	Distan	ce (in	feet)		
Road Grade	0.0	396				Autos	87	316			
Left View	-90.0	degree	8		Mediur	n Trucks:	87	214			
Right View	90.0	degree	s		Heav	y Trucks.	97	224			
HWA Noise Model Calculat											
VehicleType REMEL		Flow	Die	tance	Finite	Floard'	Fres		Barrier Att		m Allen
Aulos: 71.		1.29		-3.74		-1.20		-4.77		000	0.00
Medium Trucks: 82		-15.95		-3.73		-1 20		-4 88		300	0.000
Heavy Trucks. 96.	40	-19.9D		-3 73		-1.20		-5.16	G.I	369	0.000
nmitigated Noise Leveis (w	ithout To	po and	bani	r attenu	ation)						
VehicleType Leg Peak i	four	Leg Day		Leg Eve	ening	Leg A	lig/hf	T	Ldn	C	WEZ.
Autos:	891		98.2		64.5		58.	1	67.	0	67.
Medium Trucks.	61.5		0.08		69.7		62.		60.0		60.3
Heavy Trucks:	61.8		0.1		51.1		52.		6C.		6C.
Viehicie Mnise:	68.7	6	38 B		65 B		80	1	88	7	891

	o: Year 2018							valley VV	almart	
	e: Perris Boul				M doi.	imbar.	8970			
Road Segmer	x: South of H:	arley Knox Bou	levard							
	SPECIFIC IN	SPUT DATA						LINPUT	5	
Highway Data				Site Con	ditions (	riard :	10, Sc	đt ≈ 15)		
Average Oally .	raffic (Adl): 1	26,986 vehicle	S				Autos:	15		
Peak Hour.	Percentage.	10%		Me:	dium Tru	aks (2	Axies).	15		
Peak H	our Volume	2,897 vehicle	s	Hei	вну Тгис	ks (J+	Axles):	15		
	vicle Speed:	45 mph		Vehicle f	Wie					
Near/Far Lar	ne Distance.	24 feat			ole?voe		Dav	Evening	Night	Dally
Site Data					A	utos:	77.5%		9.8%	87.42%
Far	rier Height:	0 0 feet		No	edium Tri	ueks:	64.9%	4.9%	10.3%	1.64%
Bander Type (0-96		0.0		E	leavy In	ACNS.	88.5%	2.7%	10.8%	0.74%
Centertine Die		100.0 feat								
Centerline Dist. I	o Observer:	100.0 feet		Noise Sc				on		
Barrier Distance	o Observer:	0.0 feet			Autos n Trucks		297			
Observer Heighl (	Above Fad):	5.0 feat			n i rucks v Trucks			Grade Ad	icationnat	0.0
Pa	d Elevation:	0.0 feet		Heav	y irocns	8	.000	Oracle Au	uou nem.	0.0
Roa	d Elevation:	0.0 feet		Lane Equ	uivalent	Distar	ce (in i	(set)		
f	Road Grade:	0.0%			Autos	. 89	.403			
	Left View:	-90.0 degree	es	Mediur	n Trucks	- 99	.314			
	Right View:	90 0 degree	es	Heav	y Trucks	: 59	323			
HWA Noise World	d Catculation	5								
VehicleTyne	REMEL	Traffic Flow	Distance	Firite	Road	Fres		Barrier Att	en Ber	
Autos	69.48	2.36	-4.:	50	-1.20		-4.77	0.0	100	0.000
Medium Trucks	79,45	-14 98	-4.	57	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	64.25	-18.84	-4.	57	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise	Levels (with	out Topo and	barrier atte	nuation)						
Vehicle Lype	Leg Peak Hou	ir Leg Day	Legi	vening	Legi	light	T	Lán	Ci	VEL
Autos:	6.5	.G	63 1	61.4		55	3	83 9	3	84 5
Medium Trucks:	58	3.1	57.3	50.9		49.	4	57.8	3	58.1
Heavy Trucks	59	.6	58.2	49.2		50.	4	58.8	3	58.9
Vehicle Noise	RB	. 0	65.1	62.0		57.	0	65.8		68.3

Friday November 88, 2013

Road Name: K	ear 2019 VVI			,	rojeci ivam Job Numba		ic Valley VVal	mart	
Road Segment: N					JOD TYGH BO	2. 6010			
	******	***************************************		***********	62.52.5	- 44 - 5 -	LINPUTS		******
Highway Data	CIFIC INP	BIUAIA		Site Cand	tions (Han				
Average Daily Fraff	ie-(4-0) - 9	107 vehicles				Autos			
Peak Hour Perc		10%		Medi	um Yrucks i				
Peak Hour i		811 vehicles			v Trucks (C				
	Speed	55 moti	-						
Near/Far Lane D	istance.	36 feat	L.	Vehicle M	•	1 //	I more dead of	num I	Contract of
a				veno	еТуре	Day 77.59		Wight	Daily
Site Data					Autos Ium Yrucka			10.3%	87.42% 1.64%
Barrier		0.0 feet			ит тиска avv Такана			10.3%	0.74%
Barrier Type (0-Wall, 1		0.0		750	avy Hamo	. 60.07	0 2.176	10.090	G.749
Centerline Dist. to		00.0 feat	17	Noise Sau	rce Elevati	ons (in f	eet)		
Centerline Dist. to O.		00.0 feet	- 1		Autos:	0.000			
Barrier Distance to O.		0.0 feet		Medium	Trucks:	2 297			
Observer Height (Abor		5.0 feet		Heavy	Trucks	8.006	Grade Adju	stment.	0.0
Pad El Road El	evetion:	0.0 feet	-	one Emi	valent Dist	owen du	for and		
	evasion: (Grade:	0.0 feet 0.0%	H.	cone aqui		RR 494	1000		
				Medium	110100	98.404			
		90.0 degrees 90.0 degrees				98 413			
Mg	A VIEW.	an n dediese		ricery	rruche.	00 410			
FHWA Noise Wodel Ca	teviations								
VehicleType R			Distance	Finite R		esnel	Barrier Aller	Berr	
Autos.	71.78	-3.73	-4.5	2	1.20	-4.77	0.00	Ü	0.000
Medium Trucks	82.40	-20.97	-4.5	1	1.20	-4.58	0.00	B	0.003
Heavy Trucks:	86.40	-24.93	-4.5	1	1.20	-5.16	0.00	C	0.009
Unmitigated Noise Le	rels (withou	t Topo and ba	nier etter	uationi					
VehicleType Lea		Lea Day		venina	Lea Night		Ldn	C/V	EL
Autos	62.3	80	4	58 7	5	2.6	81.2		81
Medium Trucks:	65.7	54	.2	47.8	4	6.9	54.8		66.8
Heavy Trucks.	55.0	54	.3	45.3	4	6.5	54.9		55.3
Vehicle Noise.	63.9	82	.1	59.2		4.3	62.8		63.
Centerline Distance to	Noise Can	tour (in feet)							
			70 (	1B/4	65 dEA		50 dBA	55 (	ZEA
		Ld	n: 3	3	72		166	93	35

Road Segment:	Perris Soulev								
					Job Nui	mber: 8870	)		
SITE SP	Martin as Lycell	ona Expressivi	ay						
	ECIFIC INP	UT DATA					EL INPUT	S	
Highway Data				Site Con	ditions (f	lard = 10,	Soft = 15)		
Average Daily Tro	iffic (Adl): 25	165 vehicles				Auto	s: 15		
Peak Hour Pe	rcentage:	10%				ks (2 Axles			
Peak Hou	: Volume: 2,	517 vehicles		He	avy Truck	s (3+ Axles	): 15		
Vehic	ie Speed	55 mph		Vahiate i	1970				
Near/Far Lane	Distance:	36 feet			icleType	Day	Evening	Night	Daily
Site Data						tos: 77.5		9 636	
	r Keiaht:	0.0 feet		An	edium Tox			10.3%	1 84%
Barner Type (0-Wall		0.0 reec		1	leavy Tru	oks: 86.6	% 2.7%	10.9%	0.74%
Centerline Dist		100.0 feet							
Centerline Fiel In		100.0 feet		Noise Sc		vations (in	feet)		
Barrier Distance to		0.0 feet			Autos:	0.000			
Observer Herahl (Ab	ove Pacifi	5.0 beet			n Trucks:	2.297	Grade Ad		
Pad	Elevation:	0.0 feet		Heav	y Truces.	8 006	Grade Ad	GSIMENI.	0.0
Road	Elevation:	0.0 feet		Lane Eq.	uivaient L	listance (i	n feet)		
Ro	ed Grade:	0.0%			Autos:	98.494			
	Left View:	90.0 degrees		Medius	т Тинска:	98.404			
R	ight View:	90.0 degrees		Heav	y Trucks:	98,413			
FHWA Noise Model (	Calculations								
VehicleType		raffic Flow	Distance		Road	Fresher	Barrier Att		m Atten
Autos:	71.76	1.19	-4.		-1.20	-4.7		100	0.00
Medium Trucks:	92.40	-18.05	.4		-1.20	-4.8		100	0.00
Heavy Trucks	86.40	-20 01	-4.		-1.20	-5. 1	6 00	100	0.00
Inmitigated Noise L									
	q Peak Hour	Leg Day		Evening	Leg N		Ldn		VEIL
Autos: Medium Trucks:	67.2 60.6	65 59		63.8 52.9		57.5 51.2	68. 59		68.I
Nedium Fucks	60.5 60.7	55		50.2		51.5	59.		59.1
Vehicle Noise	80.7 88.9	87		84.1		59.9	67 I		59.0 66.0

Friday, November 08, 261

Road Name: Road Segment. SITE \$1 Highway Data Average Daily Ti Peak Hour P Peak Hol	PECIFIC IN raffic (Act): ercentage: ur Volume: cie Speed:	eat ictus Avenua				Job Nui <b>N</b> E	nber: 8870			NO CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTOR OF THE CONTRACTO
Road Segment SITE SI Highway Data Average Dally Ti Peak Hour P Peak Hol Vehi	South of Ca PECIFIC IN raffic (Adl) ercentage: us Volume: cle Speed: e Distance:	PUT DATA  9,797 vehicle: 10% 977 vehicle: 40 mph				N E	NSE MOD	oft = 15)	S	
SITE SI Highway Data Average Delly Ti Peak Hour P Peak Holl Vehi	PECIFIC IN raffic (Ad): ercentage: ur Volume: ole Speed: e Disfance:	9,797 vehicle: 10% 977 vehicle: 40 mph					dand = 10, S	oft = 15)	S	
Highway Data Average Daily Ti Peak Hour P Peak Hoi Vehi	raffic (Act) ercentage: ur Volume: cle Speed e Distance:	9,767 vehicle: 10% 977 vehicle: 40 mph					dand = 10, S	oft = 15)	s 	
Average Daily Ti Peak Hour P Peak Hoi Vehi	ercentage: ur Volume: de Speed e Distance:	10% 977 vehicle: 40 mph				ramons (				
Peak Hour P Peak Ho Vehi	ercentage: ur Volume: de Speed e Distance:	10% 977 vehicle: 40 mph			Me					
Peak Ho Vehi	ur Volume: cle Speed e Distance:	977 vehicle: 40 mph	5		Me					
Vehi	cie Speed Distance:	40 mph	5				ks (2 Anles)			
	Distance:				He	avý i ruck	6 (3+ Axles)	1: 15		
Near/r-ar Lane		12 reet		1	Vohicte i	<i>Mix</i>				
	er Keight				Veh	icleType	Day	Evening	Night	Daily
Site Data	er Kelaht					As.	tos: 77.51	% 12.9%	9 6%	87 42%
Barri		0.0 feet			l/A	edium Tru	chs. 84.61	4 9%	10.3%	1.84%
Barrier Type (0-Wa		0.0			÷	Heavy Tru	oks: 86.61	% 2.7%	10.8%	0.74%
Centerline Dist	to Barrier.	100.0 feet		-	0-1 F.	Fil-	vetions (in	z		
Centerline Dist. to	Observer:	100.0 feet		1	10156 20	Auton	n ngn	iaeti		
Barrier Distance to	Observer.	0.0 feet			Calmark's and	Autos: m Trucks:	2.297			
Observer Height (A.	bove Pad).	5.0 heet				ит гиска. м Тгиска.	9.006	Grade Ad	ivetmani	0.0
Pac	Elevation:	0.0 feet							G SKITTERINE	0.0
Roac	Elevation:	0.0 feet		1	ane Eq	ulvaient L	Vistance (ir	feet)		
Fit	oad Grade:	0.0%				Autos:	98.945			
	Left View:	-90.0 degree	es.		Mediu	m Trucks:	99,856			
1	Rigizi View:	90.0 degree	s		Heav	ry Trucks:	99.865			
FHWA Noise Model	Calculation	3								
VehicleType	REMEL	Traffic Frow	Oi	stance	Finite	Road	Fresher	Barrier Alt	en Ber	m Atten
Autos:	86.51	-1.54		-4.82	2	-1.20	-4.77	0.0	00	0.000
Medium Trucks:	77.72	-18.78		-4 61	1	-1.20	-4.85	9.0	100	0.000
Heavy Trucks	82.98	-22 74		-4.81	1	-1.2D	-5. 76	9.0	100	0.000
Unmitigated Noise										
	eq Peak Hov.			Leg Ev		Leq N		Ldn		WEIL
Autos	59		57.3		55.5		48.4	58.		58.7
Medium Trucks	53		51 6		45 3		43 ?	62.		62.4
Heavy Trucks:	54		59.0		44.0		45.2	63.1		63.7
Vehicle Noise:	81	.2	59.4		56.2		51.6	69.		80.6
Centerline Distance	to Naise Co	intour (in feet		70 a	20 K 1	85 di		60 dBA	1	dBA
			Lan:	70.0		80.00	2/1	102		28

Friday, November 08, 2013

Frid

Scenar	io: Year 2018 VV	ith Project			Project N	lame: More	no Valley V	simart	
Road Nan	ne: Kitching Stre	et			Job Mur	nber: 9870			
Fload Segme	nt: North of John	F. Kennedy Drivi	е						
SITE	SPECIFIC INP	UT DATA			NC	ISE MOD	EL INPUT	3	
Highway Data				Site Cor.	iditions (f	tard $= 10.3$	io#t = 15)		
Average Daily	Traffic (Adt). 9	,303 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Ms	alum Truc	hs (2 Axies,	15		
Peak F	lour Volume:	930 vehicles		He	avy Truck	s (3+ Axies,	): 15		
	rhicle Speed.	49 roph	ŀ	Vehicle.	Miv				
Near/Fer La	ine Distance:	12 feet	- 1		ideType	Day	Evening	Night	Daity
Site Date						las: 77.5		9.6%	97.42%
D-	rrier Heiaht:	0.0 feet		5/3	edium Tru	cks: 94.8°	% 4.9%	10.3%	1 84%
Barrier Type (0-V		0.0 1661			Heavy Tru	cks: 86.5	% 2.7%	10.6%	0.74%
Centerline Di		100.0 feet	- 1						
Centerline Dist		IGO C feet	1	Maise S		vations (in	feet)		
Barrier Distance	to Observer	0.0 feet	- 1		Autos.	0.000			
Observer Height	(Above Padi:	5.6 feet			m Trucks	2.297 6.008	Grade Adi		0.0
	ad Elevation	0.0 feet		Heal	ry Trucks:	6.000	State Aug	DOLLIETA.	0.0
Ro	ad Elevation:	0.0 feet	ſ	Lane Eq	uivalent L	Distance (ir	feet)		
	Road Grade:	0.0%			Autos:	99.945			
	Left View.	-90.0 degrees	- 1	Mediu	m Trucks:	99 856			
	Right View:	90.0 degrees		Heat	ry Trucks.	99.865			
FHWA Noise Mod	el Calculations		<u>-</u>						
Verlicie I ype	REMEL	Traffic Flow   D	stance	Finite	Road	Fresnel	Barner Afte	en Ben	m Alten
Aulos	68.51	-1.75	-4.6	2	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	77 72	-18.98	-4.6	1	-1.20	-4 88	0.0	00	0.000
Неву Тлиска.	82.99	-22.95	-4 F	1	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois	e Levels (withou	it Topo and barr	ier atter	wation)					
VehicleType	Leg Peak How	Leg Day	Leq E	vening	Leg N	ight	Ldn	CI	νEΣ.
Aukos:	58.9	57.0		55.3		48.2	57.8		58.5
Medium Trucks.	52.9	51.4		45.0		43.5	52.0		52.3
Heavy Trucks:	54.2			43.8		45.D	53.4		53.5
Vehicle Noise:	61.0	59.2		55.8		51.4	58.9		60.4
Centerline Distan	se to Noise Con	tour (in feet)							
				dB.A	65 di	8.4	60 dBA		dB.A
		Ldo.	- 5	11	46		339	2	13
			-		40		-00		00

Scenar	b: Year 2018	With Project				Project N	lame: N	doren	o Valley Va	simart	
Road Narr	e: Kitching St	reet				Job Mus	nber: 6	1876			
Road Segme	nf: South of In	s Avenue									
SITE	SPECIFIC IN	PUT DATA				NC	ISE M	GDE	LINPUT	S	*********
lighway Data				S	ite Con	ditions (f	iard = :	10, Sc	ift = 15)		
Average Daily	Traffic (Adt).	9,327 vehic	85				A	lutos:	15		
Peak Hour	Percentage:	10%			Me	atum Truc	48 12 A	stes):	16		
Peak H	our Volume:	933 vehic	es		He	avy Truck	s (3+ A	xies):	15		
Ve	hicle Speed.	45 mph		-	enicie i	Miles					
Near/Far La	ne Distance:	36 feet		ř		ideTvae		Dav	Evening	Night	Daire
ite Data					V G 2			77 5%		8.6%	97.42%
		0.0 feet			5.0	edium Tru		94.8%		10.3%	1 94%
Barrier Type (0-V-	nier Height:	0.0 rees				leavy Tru		86.5%		10 8%	0.74%
Gentediae file		100 D feet									
Centerline Dist		100.0 feet		10	oise Sc	ounce Ele	vations	(in fe	et)		
Barrier Disfance		0.0 feet				Autos.	0.0	69			
Observer Height (		5.0 feet				m Trucks:	2.2				
	ad Elevation	0.0 feet			Heat	y Trucks:	6.6	69	Grade Ad	usiment:	0.0
	ed Fieuation	0.0 feet		17	ene Fa	uivalent L	Vistano	e (in	leet)		
	Road Grade	0.0%		1	H-77- Party	Autos	98.4				
	Left View	-90.0 dear	sec.		Mediu	m Trucks:	88.4				
	Right View:	90.0 degr			Heav	y Trucks.	98.4	118			
HWA Naise Mad	si Calculation	s									
Vehicle Type	REWEL	Traffic Flow	1 0	stance	Finite	Floatd	Fresh	9/	Barner Att	en Ben	n Aiten
Autos:	68.46	-2.2	5	-4.52		-1.20		4.77	0.0	000	0.000
Medium Trucks:	79 45	-19.4	8	-4.51		-1.20		4 88	0.0	900	0.000
Heavy Trucks.	94.25	-23.4	5	-4 51		-1.20		5.16	6.0	000	9.990
Inmitiaeted Nois	Leveis (with	out Topo an	d ban	ier attenu	ation)						
VehicleType	Leg Peak Ho	w Leg D	91/	Leg Ev	ening	Leq N	ig/nf		Ldn	Ci	wEZ.
Autos:	86	5	59.6		58.8		50.0		59.4	<i>i</i>	60.0
Medium Trucks.	54	.2	62.7		48.4		44.6		53.1	3	53.5
Heavy Trucks:	55	.1	53.7		44.6		45.8		54.3		54.
Vehicle Noise:	63	.3	8.C0		57.4		52.8		61.3	,	81.
Centerline Distan	e to Voise C	antour (in fo	200								
			-	70 d	B.4	65 dl	3.4	6	i0 dB.4	5.5	d8.4

Scenario: Year Road Name: Kitch						hiame: umber:		ic Valley W	almart	
Road Segment: Sout			Drive		30274	umuer.	0010			
SITE SPECIA	IC IN	UT DATA	************	***************************************	ř.	IOISE	MODE	L INPUT	5	
Highway Data				Site Con	ditions	(Hard	× 10, S	oft ≈ 15)		
Average Daily Traffic (	4d(): 10	1,160 vehicles					Autos	15		
Peak Hour Percent	age.	10%		Mc	dium Tr	ucks (2	Axles)	. 15		
Peak Hour Volu	me: '	1,016 vehicles		He	ary Tru	oks (J+	Axles)	15		
Venicle Sp	පෙර:	40 mph		Vehicle	Mir					
Near/Fat Lane Dista	nce.	12 feat			oleTvoc		Dav	Eveninal	Niotx	Daily
Site Data						Autos:	77.58			97.42W
Barrier Hei	a be	0.0 feet		0.6	edium T	rucks:	64.93		10.3%	
Barrier Type (0-Wall, 1-Ba		0.0		,	teasy I	rucks.	88.59	6 2.7%	10.8%	0.74%
Centerline Dist. to Bar		100.0 feat								
Centerline Dist. to Otise	nver.	100.0 feet		Noise S				een		
Barrier Distance to Obse		0.0 feet			Auto		.000			
Observer Height (Above F	ad:	5.0 feat			m Truck v:Truck		297	Grade Ad		0.0
Pad Eleve	tion:	0.0 feet		Hear	y rock	5 6	.000	Orace As	wanten	0.0
Road Eleva	tion:	0.0 feet		Lane Eq	uivalen	Dista	ice (In	feet)		
Road Gr	ade	0.0%			Auto	s: 95	.945			
Left V	iew:	-90.0 degree	s	Mediu.	m Truck	s 98	.856			
Right V	iew:	90 0 degree	S	Hear	у Тгиск	s: 99	865			
FHWA Noise Model Calcu	lations			L						
VehicleTyne REM		Traffic Flow	Distance		Road	Fres		Barrier Att		
Autos	66.61	-1.37	-4.	62	-1.20		-4.77	0.0	000	0.000
	77.72	- 18 61	-4.	81	-1.20		-4.58	0.0	100	0.003
Heavy Trucks:	62.99	-22.56	-4.	61	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Levels			oarrier atte	nuationi						
VehicleType Leg Pe-	ak Hour	Leg Day	Leq:	Evening	Leg	Night	T	Lán		NEL
Autos:	58.3		7.4	55 7		49		58 .		58 6
Medium Trucks:	53.3		51.8	45.4		43		52.3		52.8
Heavy Trucks	54.6		3.2	44.2		45		53.5		53.8
Vehicle Noise	81.2		59 B	56.3		- 51	0	60.3		60.8

Friday, November 88, 2013

Scenario: Yea			yect							o Valley V	/almart	
Road Name: Las							Job Nu	mber.	8970			
Road Segment: Nor	tn of Ins	Avenue	9 999999999		~~~		**********	******	******	*********	**********	
SITE SPECI	FIC IN	PUTD	ATA							LINPUT	S.	
Highway Data					S.	te Cor	iditions (			dt ≈ 15)		
Average Daily Traffic	(Adl): 1	9,565	vehicles						Autos:	15		
Peak Hour Percen	łage.	10%					dium Tru			15		
Peak Hour Vo	lume	2,057 >	zehicles.			He	ally Truck	s (J+	Axles):	15		
Venicle Si		55 (	ngh		14	e hicle	Miz					
Near/Far Lane Dist	ance.	36 1	eat		H		iole?Vpe		Dav	Evenina	Night	Elally
Site Data								itos:	77.5%			87.42%
Barrier He	i e ten	0.0	feet		-	0.6	edium Yri	cks:	64.8%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-B		0.0	,			- 1	Heavy In	SERS.	88.5%	2.7%	10.8%	0.749
Centerline Dist. to B.		100.0	faut									
Centerline Dist to Ohs		100.0			N	oise S	ource Ele			61)		
Barrier Distance to Obs	enver		feet				Autos:	_	000			
Observer Height (Above			feet				m Trucks:		297			
Pad Elev	etion:	0.0	feet			Heat	ry Trucks	8	900.	Grade Ad	yusuneni	0.0
Road Elev	alion:	0.0	feet		L	ane Eq	uivalent i	Distan	ce (in i	(set)		
Road G	rade	0.05	Ve		-		Autos	98	.484			
Left	View:	-90.0	dearee:	s		Mediu	m Trucks	98	404			
Right	View:	90.0	degrees	5		Hear	y Trucks	99	413			
			·									
FHWA Noise Model Cate												
VehicleType REI	71.78	Traffic	n 31	Distan	4 52	Finte	-1.20	Fres.	-4 77	Barrier All		ro Alten B BB
Autos											100	
Medium Trucks	82.40		16.93		4.51		-1.20 -1.20		-4.58 -5.16	-	100	0.00
Heavy Trucks:	86.40		-20.89		4.51		-1.20		-0.70	0.0	100	6.66
Unmitigated Noise Leve.	s (with	out Top	e and b	anier e	itenu	ation)						
VehicleType Leg Pe			eq Day		g Eve	ening	Leg N			Lán		NEL
Autos:	66			4.5		82.7		56		85		85
Medium Trucks:	59			8.9		51.9		50.		58.	-	59.
Heavy Trucks	59	G	5	9.4		49.3		50.	6	50.		59.1
Vehicle Noise.	67	9	6	6.2		63.2		58.	4	66.	8	67.
Centerline Distance to N	oise Co	ntour I	in feeti									
					70 di	3/4	65 d	5.4	1 6	0 dEA	.55	dE.A
				do:	62		13		-	989	-	22

	io: Year 2018		jec:			Project N	'ялте: М	areno	n Valley W	almart	
Road Nan	se: Kitching St	reat				Job Nui	nber: 81	370			
Road Segme	nt: North of Iri	s Avenua									
	SPECIFIC II	O TUP	ATA						L INPUT	S	******
Highway Data					Site Cor	nditions (f	land in 1	0, Sa	ft = 15)		
Average Daily	Traffic (Adl)	7,501 v	rehoctes					stos:	15		
Peak Hour	Percentage:	10%			100	edium Truc	ks (2 A)	les):	15		
Peak H	laur Valume:	750 v	ehicles		Ffe	eavy Truck	s (3+ A)	ile s):	15		
Vs	hicle Speed	55 :	riph		Valuate	ASS					
Near/Far La	ne Distance:	36 f	eet			victe I ype	1.0	lg//	Evening	Strate	Daily
Site Data					<del> </del>	Au	tos: 7	7.5%	12.8%	9 6%	97.42%
Sa.	rrier Kelaht:	0.0	feet		. Ad	leolium Tru	cfos. 8	4.6%	4.8%	10.3%	1.84%
Barner Type (0-VI	Aut. 1-Bernit	0.0				Heavy Tru	cks: 8	6.6%	2.7%	10.8%	0.74%
Centerline Di		100.0	feet		Maire C	ource Ele		Con Se			
Centerline Dist.	to Observer:	100.0	feet		MOISE 3	Autos	0.00		104		
Barrier Distance	to Observer.	0.0	feet		2.4	m Trucks:	2.26				
Observer Height	Above Pad).	5.9	teet			vy Truess.	8.00		Grade Ad.	iu atanomi:	0.0
p.	ad Elevation:	0.0	feet		nea	ty mucho.	o ut	10	Orace Ho	varrorn.	0.0
Ro	ad Elevation:	0.0	feet		Lane Eq	juivaient L	listance	(in i	est)		
	Road Grade:	0.09	ić.			Autos:	98.49	34			
	Left View:	-90.0	degrees			т Тписка:		34			
	Right View:	90.0	degrees		Hea	vy Trucks:	98.4	13			
FHWA Noise Mod	el Calculation	5			1						
VehicleType	REMEL	Traffic .	Flow	Distance		- Road	Freshe		Barrier 4tt		m Atten
Autos:	71.76		-4.67	-4	.52	-1.20	-4	1.77	0.0	100	0.00
Medium Trucks:	82.40	-	21.31	.4	51	-1.20	-4	1.89	0.0	100	0.00
Heavy Trucks	86.40		25.27	-4	.51	-1.20	-4	. 18	0.0	190	0.00
Unmitigated Nois	e Levels (with	out Top	o and be	rrier att	enuation)						
Vehicle Type	Leg Peak Ho.	ur Le	eg Day	Leg	Evening	Leg N			Ldn	O/	WEIL
Autos	63	2.0	60	.1	58.3		52.3		60.9	3	61.5
Mediam Trucks	55	5,4	53	8	47.5		46.0		54.4		54.
Heavy Trucks:	55		54		45.0		46.2		54.6		54.
Vehicle Noise:	83	0.6	81	.8	59.9		54.0		62.5	2	63.1
Centeriine Distan	ce to Naise C	ontour (	in feet)			,					
				78	0 d8A	85 d8	9.4	6	10 dBA		dBA
					12.0	20			447		10

Friday, November 08, 261

								3352			
	nio Year 2018								o Valley M	/almart	
	ne: Lasselle St					Job Ni	ımber.	8870			
Road Segme	vz: South of iri	s Avenue									
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				8	ne Cor	ditions	Hard				
	Traffic (Adt):		S	- 1				Autos:	15		
	Percentage:	10%				edium Tru					- 1
	dour Volume:	2,832 vehicle	S		He	avy Truc	ks (3+	Axles):	15		- 1
	shicle Speed	55 mph		v	atilete	Alix					
Near/Far La	ne Distance:	36 feet		H	Ver	iicleType	- 1	Day	Evening	stight	Daily
Site Data							utos:	77.5%	12.8%	9 6%	97 4 2%
Ra	rrier Keight:	0.0 feet			M	edium Tr	uchs.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-V		0.0 1000				Heavy Tr	U0A5:	86.6%	2.7%	10.8%	0.74%
	ist to Barrier	100.0 feet									
Centerline Dust		100.0 feet		A	oise S	ource El			9 <b>et</b> )		
Barrier Distance		0.0 feet		- 1		Autos		0.000			
Observer Height		5.0 test				ın Trucki		2.297			
	ad Elevation	0.0 feet			Hear	vy Trucis	: 8	006	Grade Ad	yustmeni	0.0
	ad Elevation	0.0 feet		1	ane Eg	uivaient	Disto	nce (in	feet)		
	Finad Grade:	0.0%				Autos	: 38	3.494			
	Left View	-90.0 deare	29		Mediu	m Trucks	98	1.4D4			
	Right View:	90.0 degre			Heat	w Trucks	- 90	3.413			
						,					
FHWA Noise Mod											
VehicleType	REMEL	Traffic From	0	istance	Finite	Road	Fred		Barrier Alt		m Atten
Autos:	71.78	1.70		-4.52		-1.20		-4.77		300	0.000
Medium Trucks				-4 51		-1.2B		-4.85		300	0.000
Heavy Trucks	86.40	-19 50		-4.51		-1.2D		-5.16	9:	300	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	iation)						
VehicleType	Leg Peak Hou			Leg Ev		Leq I			Ldn		NEIL
Autos	67	.8	95.8		64.1		58		68.		67.3
Medium Trucks	61		59 6		53.3		51		60.		60.4
Heavy Trucks:	61	.2	59.0		50.7		52	.0	60.	3	60.5
Vehicle Noise:	89	1.3	87.6		84.6		59	.7	63.	3	8.83
Centerline Distan	ce to Naise Co	ontour (in feet	)								
				70 d		851			50 dBA		dBA
			Lan:	77		16	6		358	7	70

Friday, November 69, 2013 Friday, November 69, 2013

Friday

Fload Nan	tio: Year 2035 \ ne: Sunnymead nf: Perris Boule	Bouleva	and	On-Rar	пр		me: Morei ber: 9870	to Valley V	aimart	
	SPECIFIC IN	PUT D	ATA		****			EL INPUT	5	
Highway Data					She Cor	iditions (He				
	Traffic (Adt). 2						Autos			
	Percentage:	10%				alurn Truck				
		2,960 v			He	avy Trucks	(3+ AXIES)	: 15		
	rhicle Speed. Ine Distance	65 n			Vehicle.	N9ix				
ream-er La	ine Distance:	36 16	360		Veh	ide?ype	Day	Evening	Night	Daily
Site Date						Auto			9.6%	97.42%
Ba	rrier Height:	0.0	feet			edium Truc			10.3%	1 84%
Barrier Type (0-V	Vall, 1-Berm).	9.0			,	Heavy Truci	ks: 86.59	6 2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	100.0	feet		Maise S	ource Elevi	rtions (in :	(a ez)		
Centertine Dist.		100.0				Autos	0.000			
Barrier Distance		0.0			Mediu	m Trucks:	2.287			
Observer Height		5.0			Heat	n Trucks:	8.008	Grade Ad	ustment:	0.0
	ad Elevation	0.0								
	ad Elevation:	0.0			Lane Eq	uivalent Di		7861)		
	Road Grade:	0.09			44	Autos: m Trucks:	98.494 98.484			
	Left View. Right View:		degrees			m i rucks: n: Trucks.	98 413			
	ragin view:	883.0	degrees		near	ry Trucns.	80.413			
FHWA Naise Mad	ei Calculation	 5								
Vehicle Type	REWEL	Traffic I	Flow D	stance	Finite	Road	Fresnel	Berner Aft	en Ben	m Alten
Aulos	71.70		1.00	-4		-1.20	-4.77		00	0.00
Medium Trucks:	82.40		15.44	-4.5		-1 20	-4 88		00	0.00
Невуу Тrискв.	36.40	-	19.39	-4 :	51	-1.20	-5.16	0.0	600	0.00
Unmitigated Nois	e Levels (with	out Top	and bar	er atte	nuation)					
VehicleType	Leg Peak Hou	/ Le	g Day	Leg E	- Vening	Leg Nig	hf	Ldn	Ci	WEZ.
Airlas:	87	9	66.6		64.2		58.1	66.6	3	67.4
Medium Trucks.	61.	3	59.7		53.4		51.6	60.3		60.5
Heavy Trucks:	61.	3	59.9		50.8		52.1	80.4		80.6
Vehicle Noise:	69.	4	67.7		64.7		58.9	. 88		69.9
Centerline Distan	ce to Noise Co	ntour (i	n řeet)							
				70	dBA	65 dB:	5,	60 dBA	55	dB.A
			Lan.		78	169		363		83
			CMS7 ·		9.4	181		901		49

Scenario: Year 203	5 Withou	t Project				Project N	lame:	Moren	o Valley Va	simart	
Road Name: Cottonwo	od Aven	ue				Job Mus	nber:	0876			
Fload Segment: East of In	ndian Stre	et									
SITE SPECIFIC	INPUT	DATA	*****			NO	ISE	MODE	L INPUT	S	***************************************
lighway Data				S.	ite Con	ditions (f	dard =	10, 3	ařt = 15)		
Average Delly Traffic (Adt).	13,048	vehicles	;					Autos	15		
Peak Hour Percentage:	101	%			Me	diurn Truc	4812	4 <i>xi</i> es):	16		
Peak Hour Volume:	1,365	vehicles	3		Ke	avy Truck	s (3+ i	4 <i>xies</i> ):	15		
Vehicle Speed.	45	roph		12	etric la l	Miv					
Near/Far Lane Distance:	24	feet				ide/vae	-	Dav	Evening	Night	Dairy
ite Data					***************************************		ifas:	77.59		8.6%	
Barrier Height:	0.0	feet			5/8	edium Tru		84.89		10.3%	
Barrier Tvoe (0-Wall, 1-Berm).						leavy Tru		86.5%		10.6%	
Centedine flist to Serder		i faet		ļ							
Centerline Dist. to Observer.	100.0	feet		N	aise Sc	unce Ele			684)		
Barrier Distance to Observer		feet				Autos.	-	000			
Observer Height (Above Pad).		feet				n Trucks		297	The state of all		
Ped Elevation		feet			Heav	y Trucks:	8.	699	Grade Ad	usunen	0.0
Road Elevation	0.0	feet		L	ane Eq	ilvalent L	Vistan	ce (in	feet)		
Road Grade.	0.0	396				Autos:	99	403			
Left View.	-90.0	degree	8		Mediur	n Trucks:	89	314			
Right View.	99.0	degree	s		Heav	y Trucks.	89	323			
HWA Noise Model Calculation	oris										
VehicleType REMEL		Flow	£X5	tance	Finite	Road	Fresi		Barrier All		nn Ailen
Aulos: 68.4	-	-C.80		-4.58		-1.20		-4.77		000	0.00
Medium Trucks: 79.4	-	-18.03		-4.57		-1 20		-4 88		900	0.00
Heavy Trucks. 94.3	25	-21.98		-4 57		-1.20		-5.16	0.0	000	9.99
Inmitigated Noise Levels (wi	thout To	oc and	bamie	r attenu	ation)						
VehicleType Leg Peak is	our .	Leg Day	7	Leg Eve	ening	Leq N	ig/hf	T	Ldn	C	NÆL.
Autos:	819		90.0		58.2		52.	2	0.08	3	61.
Medium Trucks.	55.8		4.1		47.6		46.	2	54.		54.5
***************************************	58.5		55.1		48.C		47.		55.5		55.1
Vietirše Algise:	63.7		52 B		58.8		54	2	82 3	y	831

Road Name: Eucalypt Road Segment: East of F	us Avenu					vame: ixore imbar: 8870	enc Valley Vv	almart	
SITE SPECIFIC	INPUT	DATA					EL INPUT	5	
Highway Data				Site Con	ditions (	Hard ≈ 10,			
Average Daily Traffic (Adl)		venicles:				Auto			
Peak Hour Percentage						cks (2 Axles			
Peak Hour Volume	1,500	vehicles		He	вну Тгисі	ks (3+ Axles	): 15		
Venicle Speed		mphi		Vehicle I	Mix				
Near/Far Lane Distance	12	feat		Veh	eleTvpe	Dav	Eveninal	Nigiti	Dally
Site Data					Α.	utos: 77.5	% 12.8%	9.8%	87.42%
Barrier Height	0.0	feet		N/G	edium Tre	ucks: 64.9	% 4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Berm)				P	leavy In	zcks. 86.5	% 2.7%	10.8%	0.74%
Centerline Dist. to Berner		I feat							
Centerline Dist to Observer				Noise Sc		vations (in	7003)		
Barrier Distance to Observer	0.0	l feet			Autos n Trucks				
Observer Height (Above Pad)	5.0	l feat			m i rucks v Trucks		Grade Ad	ivetennet	0.0
Pad Elevation	0.0	l feet		Heav	y iruchs	9.006	Grade As	wanten	0.0
Road Elevation	0.0	l feet		Lane Eq.	uivalent	Distance (k	n feet)		
Road Grade	8.0	1%			Autos	89.945			
Left View	-90.0	degrees		Mediu	n Trucks	99.856			
Right View	90.0	l degrees		Heav	у Тгиска	99 866			
FHWA Noise Model Calculati				·					
VehicleType REMEL		Flow   E	Asiance		Road	Fresnel	Barrier Att		m Atten 0.000
Autos 66			-4.		-1.20	-4.7		100	
Medium Trucks: 17.		-16 92	-4.		-1.20	-4.5		100	0.000
Heavy Trucks: 62.		-20.87	-4.		-1.20	-5.1	S U.	100	0.000
Unmitigated Noise Levels (w. VehicleType   Leg Peak F		po and bar .ea Day		nuation) Evening	Lean	Sold T	Lan		NE)
	61.0	.ruy Lvay		57.4	7,0047	51.3	59 (		80.5
	65.0	53.5		47.1		45.8	54.1		54.3
	56.3	54.9		45.9		47.1	55.5		55.8
	83.0	61.3		58.0		53.5	62 1		62.4

Friday, November 88, 2013

	Year 2035 Wir Cottonwood A					ame: More ober: 8870	ne Valley VV	aimart	
Road Segment:					300 1461	18087. 601U			
***************************************	***********	**********	*******	******	***********	************			******
Highway Data	ECIFIC INP	JIDASA		Site Con		iard≃10.5	EL INPUTS	ŧ	
Average Daily I n	offic ( 4 dt) - 20	RIII verticle v				Autos			
Peak Hour Pe		10%		Ma	dium Yaun	ks (2 Axles			
Peak Hou		ODD vehicles				s (3+ Axles			
	le Speed:	45 moti	_						
Near/Far Lane		24 feat	Ľ	Vehicle I					
				Ven	oleType	Day	Evening	Nigiti	Daily
Site Data					Au				87.42%
	er Height:	0.0 feet			dum Truc			10.3%	1.64%
Barrier Type (0-Wall)		0.0		,	leavy Inx	288. 86.5	% 2.7%	10.8%	0.74%
Centerline Dist.		00.0 feat	- 17	Noise Se	urce Elev	rations (in	feet)		
Centerline Dist. to		00.0 feet	-		Autos:	0.000			
Barrier Distance to		0 0 feet		Mediur	n Trucks:	2.297			
Observer Height (Ab		5.0 feet		Heav	y Trucks	8.006	Grade Adj	ustment.	0.0
	Elevation:	0.0 feet	-			istance (li			
	Elevation:	0.0 feet	14	Lane Eq.	Autos:	89.403	, sach		
	ad Grade: cell View: .	0.0%		44	n Trucks:	99.403			
		90.0 degrees			v Trucks:	98 323			
14	sgnt view:	90 0 degrees		PROGRE	у тгосия.	98 323			
FHWA Noise Model	Calculations								
VehicleType	REMEL T	raffic Flow   Dis	dance	Finite	Floati	Fresnel	Barrier Alle	en Ber	m Alten
Autos.	69.48	1.06	-4.5	В	-1.20	-4.77	0.0	DC DC	0.000
Medium Trucks	79.45	-16 18	-4.5	7	-1.20	-4. EX	0.0	00	0.003
Heavy Trucks:	84.25	-20.13	-4.5	7	-1.20	-5.16	0.0	00	0.009
Unmitigated Noise L	evels /withou	t Topo and bank	er etter	uationi					
VehicleType Le		Lea Day		venina	Leg Ni	atif	Lan	Ci	NEL
Autos	63.7	818		80 1		54.0	82.6	L	63 ;
Medium Trucks:	67.6	56.0		49.6		48.1	56.5		56.8
Heavy Trucks	59.9	56.9		47.9		49.1	57.5		57.5
Vehicle Noise.	65.6	63.8		80.7		56.0	64.5		65.
Centerline Distance	to Noise Cant	our ün feeti							
			70 (	19A	65 dE	A	60 dBA	.55	dE.A
		/ doi:	- 4						33
		£.090	- 4	3	93		201		33

	io: Year 2035 se: Cottonyoo	Without Project d Avenue					Name: Imber:		r Valley W	almart	
Road Segme	nt: YVest of Inc	iian Street									
	SPECIFIC IN	PUT DATA			~~~~				LIMPUT	S	~~~~
Highway Data					Site Con	ditions (	Hard in	10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	15,780 vehicle:	5					Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tru	cks (2 r	torles):	15		
Peak h	laur Valume:	1,576 vehicle:	5		He	avy Truc	ks (3+ A	Axles):	15		
Ve	hicle Speed:	45 mph		١,	Vahiate i	200					
Near/Far La	ne Distance:	24 feet		H		icleType	-	Dav	Evening	Shahi	Daily
Site Data				-+				77.5%		9 6%	97 4 2%
Ba.	rrier Kelaht:	0.0 feet			An	edium Tr	ucks.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0				leavy 7s	ueks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-		ource Ek					
Centerline Dist.	to Observer:	100.0 feet		,	90150 34	Autos		100 100	ez)		
Barrier Distance	to Cibserver.	0.0 feet				Autos m Trucks		300 297			
Observer Height (	Above Pad).	5.9 teet							Grade Ad.	ivetenomi	0.0
Pi	ad Elevation:	0.0 feet			Hear	y Truces	. 8:	100	Orace Au,	G SHIPSON.	0.0
Ro	ad Elevation:	0.0 feet		1	ane Eg	uivaient	Distan	ce (în :	6et)		
	Road Grade:	0.0%				Autos	98.	403			
	Left View:	-80.0 degree	2.5		Mediu	m Trucks	99.	314			
	Pight View:	90.0 degree	es.		Heat	y Trucks	99.	323			
FHWA Noise Mod	el Calculation	5									
VehicleType	REMEL	Traffic From	Dist a			Road	Frest		Barrier 4tt		m Atten
Autos:	88.46	0.62		-4.56	9	-1.20		-4.77	0.0	100	0.00
Medium Trucks:	79.45	-17.21		4 57		-1.20		-4.89	0.0		0.000
Heavy Trucks	84.25	-21 17		-4.5	7	-1.20		-5.18	0.0	100	0.00
Unmitigated Nois			barrier	atten	uation)						
	Leg Peak Ho			eq El	rening	Leq I			Ldn		VEIL
Autos	62		80.8		59.0		53.0		61.6		62.
Medium Trucks	56		55 0		48 6		47.0		55.5		55.
Heavy Trucks:	57		55.9		46.9		48.1		56.5		56.6
Vehicle Noise:	84	.5	82.0		59.6		65.0	)	63.5	,	64.0
Centeriine Distan	ce to Naise C	ontour (in feet									
				70 c		85 c		- 6	0 dBA		dBA
			Lan:	31	7	81	3		171		69

Friday, Nevernber 08, 2013

				******	S		18/15/5/5/5/8			
Spena	rin: Yesr 2036	5 Without Projec	:	*******		Project N	eme: Moren	n Vsilez M	almart	******
	ne: Cattanwa						ober: 8870	o roney co	CANAL POWER	
Road Segme	viz: East of Pe	emis Beulavard								
SITE	SPECIFIC I	NPUT DATA			********		ISE MODE		S	*********
Highway Data				Sit	e Can	ditions (F	ard = 10, Se	oft = 15)		
Average Daily	Traffic (Adl)	18,080 vehicle	s				Autos:	15		
Peak Hou	Percentage:	10%			Me	dium Truci	ks (2 Anles):	15		
Peak I	lour Volume:	1,600 vehicle	S		He	avy Trucks	(3+ Axles):	15		
V	shicle Speed:	40 mph		1/0	hinto i	3874				
Near/Far La	ane Distance:	12 feet		70.		ideType	Oav	Evening	Shari	Daw
Site Data						Aus			9 6%	97 42%
	rrier Keight:	0.0 feet			A.	edium Tax			10.3%	1.84%
Barrier Type (0-V		(I i)				teavy Truc			10.9%	0.74%
	ist to Barrier	198.0 feet								
Centedine Dist	In Observer	100.0 feet		No	156 56		ations (in f	eet)		
Barrier Distance	to Observer	0.0 feet				Autos:	0.000			
Observer Height		5.0 teet		- 1 '		m Trucks:	2.297	0		0.0
	ad Elevation	0.0 feet			Heav	y Trucis.	8 006	Grade Ad	jusemene.	0.0
Ro	ad Elevation:	0.0 feet		La	ne Eg	ulvaient D	istance (in	feet)		
	Froad Grade:	0.0%				Autos:	98.945			
	Left View:	-90.0 deare	es	1 )	Mediu	m Trucks:	98.856			
	Right View:	90.0 degre	ēs		Heat	y Trucks:	99.865			
FHWA Noise Mod	lei Calculatio	775								
VehicleType	REMEL	Traffic From	Dist		Finite	Road	Fresher	Barrier Alt	en Ber	m Atten
Autos	5.98			-4.82		-1.20	-4.77		180	0.000
Medium Trucks				-4 61		-1.2D	-4.85		300	0.000
Heavy Trucks	82.9	9 -20.08		-4.81		-1.2D	-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo and	barrie	attenua	tion)					
VehicleType	Leg Peak Ho	our Leg Da	7	Leg Ever	ning	Leg Ni	ghi	Ldn	C	VEIL
Autos	6	1.8	59.8		58.1		52.1	60.	7	61.3
Medium Trucks	5	6.8	54.3		47.8		464	54.1	3	65.1
Heavy Trucks:	5	7.1	55.7		46.6		47.9	56.3	3	56.4
Vehicle Noise:	8	33.8	82.1		58.8		54.3	62.	3	63.2
Centerline Distan	ce to Naise C	Contour (in fee	······							
				70 d8	4	85 dE	A T	99 dBA	55	dBA
			Leta	- 29	_	7.1	_	154	-	21

Friday, November 69, 2013
Friday, November 69, 2013

Frida

	rio: Year 2035 VV ne: Alessandro B					ime: Morer ber: 8870	o Valley W	aimart	
Fload Segme	inf: West of Head	oock Street							
	SPECIFIC INP	UT DATA		****			L INPUT	S	
Highway Data				Site Coi	iditions (H				
Average Daily		,000 vehicles				Autos			
	Percentage:	10%			olurn Truch				
		,460 vehicles		He	evy Trucks	(3+ Axies)	15		
	rbiole Speed.	55 roph	1	Vehicle	Mix				
Near/Her La	ine Distance:	SB feet	ì	Veh	ide?ype	Day	Evening	Night	Daity
Site Date					Auh	as: 77.59	6 12.9%	9.6%	97.42%
Ва	rrier Height:	0.0 feet			edium Truc			10.3%	1 84%
Barrier Type (0-V	Vall, 1-Berryl.	0.0			Heavy Truc	ks: 88.59	6 2.7%	10.6%	0.74%
Centerline D	ist to Barrier:	100.0 feet		Maies S	ounce Elev	otione (in i	Sear!		
Centertine Dist.	to Observer.	100.0 feat	1	710786 0	Autos	0.000	009		
Barrier Distance	to Observer	0.0 feet		Macii:	m Trucks	2.287			
Observer Height	(Above Pad):	5.6 feet			n Trucks:	6.008	Grade Ad	ustment:	0.0
	ad Elevation.	0.0 feet							
Ro	ed Elevation:	0.0 feet		Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%	i		Autos:	87.316			
		-90.0 degrees			m Trucks:	87 214			
	Right View:	90.0 degrees		Hea	ry Trucks.	87.224			
FHWA Naise Mag	lei Calculations		i						
Vehicle Type			stance			Fresnel	Berner Att		m Alten
Autos	71.70	4.50	-3.7		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-12.74	-3.		-1 20	-4 88	0.0		0.000
Heavy Trucks.	96.40	-16.69	-3 :	13	-1.20	-5.16	0.0	609	0.000
Unmitigated Nois			er atte	nuation)					
Vehicle Type	Leg Peak Hour		Leq E	vening	Leg Nig		Ldn		νEZ.
Aufas:	71.3	*****		67.7		61.6	70.0		70.8
Medium Trucks.	84.7	63.2		58.9		55.3	63.8		64.0
Heavy Trucks:	64.8	63.4		54.3		55.6	83.9		84.0
Vehicle Noise:	72.8	71.2		68.2		63.3	71.5	1	72.4
Centerline Distan	ce to Noise Con	tour (in feet)							
				σΒ.A	65 dB.	Δ.	60 dBA		ав.А
		Lon.		34	288		620		336
		CMS7 :		44	910		887		139

Finday, November 69, 2013

Scenario	: Year 2005	Vithout Pro	ject			Project I	lame: Mo	reno	Valley V&	simart	
Road Name	: Alessandr	o Boutevard				Job Nu	mber: 88	0.9			
Fload Segmen	t: East of in	dian Street									
SITE S	PECIFIC I	NPUT DAT	A	************	*********	N	DISE MO	DE	INPUT	3	
Highway Data				S	ite Cor	ditions (	Hard = 10	, Sa	tt = 15)		
Average Delly 1	roffic (Adt).	43,000 vehi	cles				Αυ	68:	15		
Peak Hour F	Percentage:	1896			Me	alum Tru	048 (2 AxA	25):	15		
Peak Ho	ur Volume:	4,360 vehi	cies	- 1	Re	avy Truct	is (3+ Axi	(89	15		
Veh	iole Speed.	65 mph		-	'e hic ia	BON.					
Near/Far Lan	e Distance:	S8 feet		-		ideTvae	De		Eisenina	Night	Dairy
Site Data					V C.			5%	12.9%	8.6%	97.42%
					6.6	edium Tri.		976 8%	4.9%	10.2%	1 94%
	ier Height:	0.0 fee	1			Heavy Tr.		5%	2.7%	10 8%	0.74%
Barrier Type (0-We Centedine Des		0.0								10.070	0.1111
		100.0 fee		N	laise S	ource Ele	vations (	in fe	et)		
Centerline Dist. 6 Barrier Distance for		100.0 fee				Autos.	0.000	)			
Observer Height (A		0.0 fee 5.0 fee			Mediu	m Trucks	2.28				
	d Elevation	0.0 fee			Heat	ry Trucks:	8.009	3	Grade Adj	usiment:	0.0
	d Elevation. d Elevation	0.0 fee		17	are En	ulvolant:	Distance	lin 8	aeti		
	nad Grade:	0.0%		F	4,72 2.0	Autos					
	Left View	-90.0 de			6.6actio	m Trucks:	0.110				
	Foatst View:	90.0 de				n Trucks.	87.22				
	ragra erew.	60.0 ue	i ene o		17001	y zručno.	01.22	,			
FHWA Noise Mode											
Vehicle Type	REWEL	Traffic Flo		Estance		Road	Fresnei		Barrier Afte		n Allen
Aulos	71.7	-	51	-3.74		-1.20	-4.		0.0		9.980
Medium Trucks:	82.4			-3.73		-1.20	-4		0.0	GB	9.800
Heavy Trucks.	96.4	3 -17.	68	-3 73		-1.20	-5.	16	0.0	69	9 9 9 0
Inmitigated Noise	Leveis (wit	nout Tops a	nd ban	rier attenu	ation)						
VehicleType .	Leg Peak Ho	xx Leq I	Day	Leg Ev	ening	Legh	lig/hf		Ldn	C	νŒΖ.
Autos:	7	0.4	68.5		66.7		60.6		69.3		69.9
Medium Trucks.	6	9.7	62.2		66.9		64.8		62.8		63.0
Heavy Trucks:	6	3.9	62.4		53.3		54.6		62.9		63.1
Vehicle Noise:	7	1.8	70.2		67.2		62.3		70.9		71.4
Centerline Distanc	e to Haise (	Contour (in f	ees								
				70 di	BA	65 d	8.4	6	0 dB.4	.55	dB.4

		Without Project						c Valley VV	almart	
	Alessandro				Job Nu	mbar.	8970			
Road Segment	: East of Hea	acock Street								
	PECIFIC IN	PUT DATA						LINPUT	;	
Highway Data				Site Con	ditions (i	iard :	10,50	xft ≈ 15)		
Average Daily T	raffic (Adl): 4	48,000 vehicles					Autos:	15		
Peak Hour P	ercentaga.	10%			Sum True					
Peak Ho	ur Volume:	4,800 vehicles		Hei	ary Truck	s (J+	Axies):	15		
Ven	icle Speed:	55 mph		Vehicle f	Mie					
Near/Far Lan	e Distance.	9B feat			deTvoe	$\neg$	Dav	Eveninal	Niolx	Dally
Site Data					A	tos:	77.5%	12.8%	9.8%	87.42%
	ier Height:	0.0 feet		No	dam Tru	cks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wa		0.0		E	leavy Iru	CNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist		100.0 feat								
Centerline Dist. to	Observer:	100.0 feet		Noise Sa				eos)		
Barrier Distance to	Observer:	0.0 fear			Autos: n Trucks:		000			
Observer Height (A	bove Pad):	5.0 feat			n i rucks: v Trucks:		297 006	Grade Ad	. cotono me	0.0
Pac	d Elevation:	0.0 feet		Heav	y i ruchis	8	.000	Oracle Au	uou nem.	0.0
Road	d Elevation:	0 0 feet		Lane Equ	iivalent i	Distan	ce (in	feet)		
R	oad Grade:	B.0%	ĺ		Autos:	87	318			
	Left View:	-90.0 degrees	s	Mediur	n Trucks	87	.214			
	Right View:	90 0 degrees	S	Heav	y Trucks:	67	224			
FHWA Noise Mode	Cateulation	s								
VehicleTyne	REMEL	Traffic Flow	Distance	Finite	Road	Fres	ne/	Barrier Att	en Ber	m Atten
Autos	71.78	3.99	-3.	74	-1.20		-4.77	0.0	00	0.000
Medium Trucks	82.40	-13.25	-3.1	73	-1.20		-4.58	0.0	00	0.000
Heavy Trucks:	66.40	-17.20	-3.	73	-1.20		-5.16	0.0	00	0.000
Unmitigated Noise	Levels (with	out Topo and b	arrier otte	nuationi						
VehicleType 1 /	ea Peak Hou	r! Lea Day	Legis	vening	Leg N	iahl	Т	Lán	Ci	VEί
Autos	7.0	.8 6	8 8	67.2		61	1	89 7		70.3
Medium Trucks:	64	.2 6	2.7	56.4		54.	8	93.3		63.5
Heavy Trucks	64	.3 6	2.8	53.8		55.	1	63.4		63.5
Vehicle Noise	72	. 7	0.7	87.7		62	0	71.4		71.9

Friday, November 88, 2013

Source	io: Year 20 35	1.0.fitin.cu	at Ermient	****	*****	******	Droiset	iviame:	Moran	a Valley W	/almart	*******
	ne: Alessandr							umber		S VARIETY Y	rall::art	
	nt: Wast of P						,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		0510			
6175	SPECIFIC I	MALLY	0070	*****		*****			MARK	LINPUT	c	*******
Highway Data	ornum i	137131	GR JA		s	ite Cor	rditions				#	
Average Cally	Looffie (A-40):	43 900	l vaticles					·	Autos	15		
	Percentage.	10,000				Mo	dium Tri	iriko. 19		15		
	lour Volume		vehicles				anv Truc			15		
	mide Speed:	.,	mati									
	ne Distance		feat		V	ehicle						
	DOMESTIC.		. 1566			Vet	uoleType		Day	Evening	Night	Dolly
Site Data								luios:	77.5%	181 4174	9.8%	87.423
Đạ	rrier Height:	0.	0 feet				edium Ti		64.8%		10.3%	1.64%
Barrier Type (0-V	vall, 1-Berm):	0.	0				Heavy I	wors.	88.5%	2.7%	10.8%	0.749
Centerline O	st. to Berner	100.	0 feat		- A	inise S	aurce El	evatio	ns (in fi	efi		
Centerline Dist.	to Observer:	100.	0 feet			0,31.0	Auto		1000			
Barrier Distance	to Observer:	C	0 feet			Marke	т Тписк		297			
Observer Height	(Above Pad):	5.	0 feat				vv Truck		1.006	Grade Ad	Gustment	0.0
ρ	ad Elevation:	0.	0 feet								,	
Ro	ad Elevation:	C	0 feet		L	ane Eq	uivalem			(set)		
	Road Grade:	0.	0%				Auto		.316			
	Left View:	-90	0 degrees			Mediu	т Тғасы		7.214			
	Right View:	90	0 degrees			Hea	vy Trucki	s: 67	224			
FHWA Noise Woo	of Catculation	0.5										
VehicleType	REMEL	Traff	ic-Flow	Dste	more	Firite	Road	Fres		Barrier All		m Alten
Autos	71.78	3	3.51		-3.74		-1.20		-4.77	0.0	300	0.00
Medium Trucks	82.40	)	-13 73		-3.73		-1.20		-4.59	0.1	100	0.00
Heavy Trucks:	89.40	)	-17.88		-3.73		-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	e Levels (wit	hout To	opo and ba	mier	etten	iation)						
	Leq Peak Ho		Leg Day		Leq Ev	ening		Night		Lán		VEL
Autos		0.4	68			86.7		80	4.	89		89
Medium Trucks:		3.7	62			65.9		54		62.		63.
Heavy Trucks	6	9.6	62	.4		59.3		54	.6	62.	9	63.
Vehicle Noise.	7	1.9	70	.2		67.2		62	.3	70.	8	71.
Centerline Distan	ce to Noise C	antau	(in feet)				,					
					70 d			dEA.		0 d5A		dE.A
			4.0	lo:	11:	5	2-	47		533	1.	148
			CNE		124			88		573		235

Scenar	io: Year 2035 v	Vishout Project				Project	Name:	Manen	n Valley W	almart	
	e: Alessandro					Job N	umber:	8870			
Road Segme	が: YVest of Indi	ian Street									
	SPECIFIC IN	PUT DATA			***************************************				L INPUT	S	**********
Highway Data				1.5	Site Con	ditions	(Hard ≥	10, Sc	oft = 15)		
Average Daily		8,000 vehicles						Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Tr	ucks (2 .	antes):	15		
		4,600 vehicles			He	avy Tru	cks (3+ .	4x/es):	15		
	hide Speed	55 mph		١,	Vahiate i	Wix .					
Near/Far La	ne Distance:	98 feet		-	Veh	icle Lype		Day	Evening	Strate	Daily
Site Data				+			lutos:	77.5%	12.8%	9 636	97 4 2%
Sa.	rrier Keight:	0.0 feet			Ale	edium 7	ructus.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0			· · ·	leavy 7	rucks:	96.6%	2.7%	10.9%	0.74%
Centerline Di		100.0 feet		١.	Voise Sc			- 4			
Centerline Dist.	to Observer:	100.0 feet		,	910150 31C	Auto		000 000	i ez)		
Barrier Distance	to Observer.	0.0 feet			Administration	нись п Тписк		990 297			
Observer Height (	Above Pad).	5.0 teet				п гиск v Trucк			Grade Ad.	iretmant	0.0
$p_i$	ad Elevation:	0.0 feet		L						o amon.	0.0
Ro	ad Elevation:	0.0 feet		1	.ane Eq	uivaian	t Distan	ce (in :	lest)		
	Road Grade:	0.0%				Auto	s: 87	318			
	Left View:	-90.0 degree	8			п Тицек		214			
	Right View:	90.0 degree	S		Heav	y Truck	s: 87	224			
FHWA Noise Mod	el Calculations	 i									
VehicleType	REMEL	Traffic Flow	Distar.	ce	Finite	Road	Fresi	ie/	Barrier 4tt	en Ber	m Atten
Autos:	71.76	3.61		-3.74	4	-1.20		-4.77	0.0	100	0.000
Medium Trucks:	92.40	-13.43		-3.73	3	-1.20		-4.89	0.0	100	0.000
Heavy Trucks	86.40	-17.39		-3.73	3	-1.20		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and t	arrier s	tten	uation)						
VehicleType	Leg Peak How	r Leg Day	Le	q E	rening	Leq	Nighi	T	Ldn		WEIL
Autos	70.		8.8		67.0		60.	-	69.6		70.2
Mediam Trucks	84.		2.5		56 2		54	3	63.1		63.3
Heavy Trucks:	64.		2.7		53.6		54.		63.2		63.4
Vehicle Noise:	72.	2 7	0.5		87.5		62.	3	71.2		71.7
Centeriine Distan	ce to Naise Co	ntour (in feet)									
				70 c			dBA	6	io aBA		dBA
		Ł	dn:	12	10	2	59		557	1,3	201

Friday, Nevernber 08, 2013

		72700777872887770	200000	**********		**********	correct	272797988			
		Without Projec	****	******	*****	*****	*****	******	a Valley M		*******
	tor nearzuati se: Alessandro		ε					: Moren : 8870	a valley in	aman	- 1
	ne: Allessandro ne: East of Per					300 A	unwer.	0670			
	***************************************	***********					0000000	*********	~~~~~	*******	
	SPECIFIC IS	IPUT DATA				n ditions			L INPUT	s	
Highway Data				-   0	ne Car	amons	mana				
Average Daily		48,090 vehicle	S					Autos	15		- 1
	Percentage:	10%				edium Ta					
	laur Valume:	4,600 vehicle	S		He	avy Truc	:ks (3+	Axles):	15		- 1
	hicle Speed	55 mph		V	ohicto	à%x					
Near/Far La	ne Distance:	36 feet			Ver	icleType	T	Osv	Evening	Night	Daily
Site Data							lutos:	77.5%	12.8%	9 636	87 42%
Pa.	rrier Kelaht:	0.0 feet			M	edium Tr	ucks.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-V		0.0 1000				Heavy Tr	UOAS:	86.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet									
Centerline Dust		100.0 feet		N	oise S	ource El			9 <b>et</b> )		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Height		5.0 teet				m Trucki		2.297			- 1
	ad Elevation:	0.0 feet		- 1	Hear	у Тгискі	s. S	3 0 0 6	Grade Ad	justmeni	0.0
	ad Elevation ad Elevation	0.0 feet		7	ane Fo	ulvalent	Dieta	nce (in	feet)		
	Road Grade	0.0 (86)		-		Autos		3.494			
	Left View	-90.0 deares			Madia	т Тписка		3.4D4			
	Rigiz View:	90.0 degree				n Truck		3.413			- 1
	rugiz view.	eu.u regrei	es		17591	ry mount	, ac	2,410			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	0	istance	Finite	Road	Fred	34901	Barrier Alt	en Ber	m Atten
Autos:	71.79	3.81		-4.52		-1.20		-4.77	9.	100	0.000
Medium Trucks:	82.40	-13.43		-4.51		-1.2B		-4.85	0.0	100	0.000
Heavy Trucks	86.40	-17.39		-4.51		-1.2D		-5.16	9 :	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	iation)						
VehicleType	Leg Peak Hou	ur Leg Day	7	Leg Ev	ening	Leg.	Vighi		Ldn	0	VEI.
Autos	69	1.9	68.0		68.2		60	Ci .	68.	3	68.4
Medium Trucks	63	1.3	81.7		55.4		53	8	62.	3	62.5
Heavy Trucks:	63	1.3	81.9		52.8		54	.1	62.	4	62.6
Vehicle Noise:	71	.4	89.7		86.7		61	.9	70.	1	70.9
Centerline Distan	ce to Naise Co	ontour (in feet	·								
				70 d		85:			50 dBA		dBA
			Edn:	101	3	2:	29		494	1,	065

Friday, November 08, 2013

Friday, Nevernber 08, 201:

	rio: Year 2035 W					eme: Morer	to Valley Va	simarr	
Road Nan	ne: Cactus Aven	ua			Job Murr	ber: 8870			
Road Segme	inf: West of I-21	5 Freeway							
	SPECIFIC INP	UT DATA				SE MODE		S	
Highway Data				Site Co	nditions (H	ard $= 10.5$	ořt = 15)		
Average Daily	Traffic (Adt). 41	,904 vehicles				Autos	15		
Peak Hour	Percentage:	1896		5/7	ealum Truck	is (2 Axies)	15		
Peak F	Hour Volume: 4	,190 vehicles		H	eavy Trucks	(3+ Axies)	15		
Ve	stricle Speed.	55 mph	1	Vehicle	860				
Near/Fer La	ine Distance:	36 feet	1		hideTvae	Day	l Eisenina	Night :	Daily
Site Data					Auf			9.6%	97.42%
D.	rrier Heiaht:	0.0 feet		Α	fedium Truc	4s: 94.89	6 4.9%	10.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet	į						
Centerline Dist		100.0 feet	į	Noise S	ource Elev		(cat)		
Barrier Distance		0.0 feet			Autos.	0.000			
Observer Height	(Ahove Parli:	5.0 feet			im Trucks	2.287			0.0
	ad Elevation.	0.0 feet		Hea	ny Trucks:	8.008	Grade Ad	usment:	0.0
Ro	ed Elevation:	0.0 feet	1	Lane E	quivalent D	stance (in	feet)		
	Road Grade:	0.0%	i		Autos:	98.494			
	Left View.	-90.0 degrees		Media	ım Trucks:	98 404			
	Right View:	80.0 degrees		Hea	ny Trucks.	98.413			
FHWA Naise Mad	lei Calculations								
Verlide Type			stance			Fresnel	Berner Att		m Alten
Aulos:	71.78	3.40	-4.6		-1.20	-4.77		000	0.000
Medium Trucks:	82.40	-13,84	-4.5		-1.20	-4 88		000	0.000
Невгу Тruсна.	86.40	-17.79	-4 (	51	-1.20	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (withou	ut Topo and barri	er atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	Vening	Leg Nijo	pht	Ldn	Ci	WEZ.
Aukos:	89.5	67.6		65.1	3	59.7	68.4	i	69.0
Медішті Ілиска.	62.9			55.1		53.4	61.5		62.
Heavy Trucks:	62.9	61.5		52.4	4	53.7	82.6	)	62.2
Vehicle Noise:	71.0	69.3		66.	3	61.4	70.6	)	70.5
Centerline Distan	ce to Noise Cor	itour (in feet)							
				dBA	65 dB	A	60 dBA		dB.A
		Loh.		99	216		484		000
		CMF7		08	232		500		0.76

Scenario: Year 203	5 Withou	Project				Project N	lame:	Moren	o Valley Va	simart	
Road Name: Cactus A	venue					Job Mus	nber:	0870			
Fload Segment: West of I	Elsworth 3	Street									
SITE SPECIFIC	INPUT	BATA	*****			NO	ISE I	HODE	L INPUT	S	
lighway Data				S.	ite Con	ditions (f	iard =	10, S	ořt = 15)		
Average Delly Traffic (Adt).	63,112	vehicles	;					Autos:	15		
Peak Hour Percentage:	109	6			Me	diurn Truc	48121	Axies):	16		
Peak Hour Volume:	6,311	vehicles	3		He	avy Truck	s (3 · )	1xies):	15		
Vehicle Speed.	65	roph		12	ehicle l	Mir					
Near/Far Lane Distance:	36	feet				ide/vae		Dav	Evenina	Night	Daire
ite Data					***************************************		ifas:	77.5%		9.6%	
Barrier Height:	0.0	feet			M	duro Tru		84.8%		10.3%	1 949
Barrier Type (0-Wall, 1-Berm).					F	leavy Tru	cks	86.5%	2.7%	10.6%	0.749
Centediae Stat to Serder											
Centerline Dist. to Observer.				10	oise Sc	unce Ele			5 <i>9</i>		
Barrier Distance to Observer		feet				Autos.		000			
Observer Height (Above Pad).	5.0	feet				n Trucks		297	The state of an		
Ped Elevation		feet			Heav	y Trucks:	6.	699	Grade Ad	usunen	0.0
Road Elevation.	0.0	feet		L	ane Eq	sivalent L	distan	ce (in	feet)		
Road Grade.	0.0	96				Autos:	98.	494			
Left View.	-90.0	degree	8		Mediur	n Trucks:	98	404			
Right View.	90.0	degree	s		Heav	y Trucks.	88.	413			
HWA Noise Model Calculate											
VehicleType REMEL	Traffic		£X5	tance	Finite	Road	Frest		Barrier All		m Allen
Autos: 71.1	-	5.18		-4.52		-1.20		-4.77		000	0.00
Medium Trucks: 82.4	-	-12.06		-4.51		-1 20		-4 88		900	0.00
Heavy Trucks. 96.4	10	-16.02		-4.51		-1.20		-5.16	0.0	000	9 90
Inmitigated Noise Leveis (wi	thout To	oc and l	bamie	r attenu	ation)						
VehicleType Leg Peak t:	CON I	eq Day		Leg Eve	ening	Leg N	ig/hf	T	Ldn		NEZ.
Autos:	71.2	E	9.9		67.6		61.5		70.1		70.
	64.6		39.1		68.6		66.2		63.		63.5
	64.7		3.2		54.2		66.6		63.6		63.
Vieticie Maise:	72.8		71 1		68.1		83 3		71.8		77

Scenario: 1 Road Name: 0		Nithaut Project nue				iviame: umber:		ic Valley Vv	almart	
Road Segment:			NB Ramps							
	ECIFIC IN	PUT DATA						L INPUT	9	***********
Highway Data				Site Con	ditions	(Hard	10, S	oft ≈ 15)		
Average Daily Traf	fic (Adl): 4	6,904 venicles	3				Autos	15		
Peak Hour Pen	centaga.	10%			dium Tr					
Peak Hour	Volume	4,890 vehicles	;	He	ary Tru	ks (J+	Axies):	15		
Venick	Speed:	55 mph		Vehicle I	Mie					
Near/Fat Lane D	Distance.	36 feat			eleTvos		Dav	Eveninal	Niolx	Dally
Site Data						lutos:	77.59	12.9%	9.8%	87.42%
Flarries	rieight:	0.0 feet		N/sc	edium T	ucks:	64.9%	4.9%	10.3%	1.64%
Benier Type (0-Wall		0.0		F	leavy I.	wors.	88.59	6 2.7%	10.8%	0.74%
Centerline Dist. Id		100.0 feat		Noise Sc						
Centerline Dist. to C	bserver:	100.0 feet		NOISH SC				eon		
Barrier Distance to C	Observer:	0.0 feat		A decesion	Auto n Truck		.000 297			
Observer Heighl (Abc	ve Pady	5.0 fest			n i ruck v Truck		.006	Grade Ad	Systemant	0.0
Pad E	levetion:	0.0 feet							i de la constantia	0.5
Road E	Revation:	0.0 feet		Lane Eq.	uivalen	Dista	ice (în	feet)		
Roa	d Grade	0.0%	ĺ		Auto	5: BE	.494			
L	eft View:	-90.0 degree	·s		n Truck		.404			
Rig	ght View:	90 0 degree	ış.	Heav	у Тгиск	5: 99	413			
FHWA Noise Model C	alculations	5								
VehicleTyne f		Traffic Flow	Distance	Finite	Road	Fres		Barrier Att		
Autos	71.78	3.89	-4.5	52	-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	- 13 35	-4.5	51	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-17.30	-4.0	51	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Le	vels (with	out Topo and I	barrier ette	nuation)						
VehicleType (.ec	Peak Hou	r Leg Day	Leq 6	vening	Leg	Night	T	Łán		NEL
Autos:	7 B.		3B 1	86.3		89		88 9		89 5
Medium Trucks:	63.		81.8	55.5		53		52.4		92.8
Heavy Trucks	63.		32.0	52.9		54		62.5		62.7
Vehicle Noise	71		39.8	66.8		61	0	70.5		71.0

Friday, November 88, 2013

Scena	nio: Year 2035 W	thaut Project	*********	*********	Project Na	me: More	ne Valley W	almart	
Road Nar	ne: Cactus Avent	ie			Job Num	ber: 8070			
Road Segme	int: East of Elsivo	rth Streat							
SITE	SPECIFIC INP	UT DATA		******	NOI	SE MOD	EL INPUT	9	******
Highway Data				Site Cone	litions (H	rd = 10, 3	Soft = 15)		
Average Cally	Traffic (Adl): 58	162 vehicles				Auto	5: 15		
Peak Hou	Percentage.	10%		Med	lium Truck	s (2 Axles	). 15		
Peak I	four Volume: 5	816 vehicles		Hes	ny Trucks	(3+ Axles	): 15		
Ve	enicle Speed:	55 mph	-	lahiala A	ei				
Near/Far La	ene Distance.	98 feat	H		sle?Vpe	Dav	Evenina	Night	Dally
Site Data					Auto			9.8%	
		0.0 feet		846	moni dium Truci			10.3%	1.64%
Barrier Type (0-V	mer Height:	0.0 feet 0.0			eavy Iruci			1D 8%	0.74%
Centerine D		0.0 100.0 fear							
Centerline Dist		IOD O feet		Voise Sa	urce Eleva		feet)		
Barrier Distance		B.O. feet			Autos:	0.000			
Observer Height		5.0 feet			i Trucks:	2 297			
	lad Elevation	0.0 feet		Heav	Trucks	8.006	Grade Ad	ustment	0.0
	ad Elevation	0.0 feet	17	ane Equ	ivalent Di	stance (li	r feet)		
	Road Grade	0.0%	-		Autos:	87.316			
	Left View:	-90.0 degrees		Mediun	:Trucks	87.214			
	Right View:	90.0 degrees		Heavy	Trucks:	67 224			
FHWA Noise Was	lel Calculations								
VehicleType			siance	Finite I		resne!	Barrier Att		rn Alten
Autos	71.78	4.82	-3.74		-1.20	-4.77		100	0.000
Medium Trucks	82.40	-12 41	-3.73		-1.20	-4. EX		100	0.00
Heavy Trucks:	86.40	-16.37	-3.73	3	-1.20	-5.76	3.0	100	0.009
Unmitigated Nois		t Topo and barri	er etten	uation)					
	Leq Peak Hour	Leg Day	Leg Ei		Leq Nig		Lain		NEL
Autos	71.7	88 8		88.0		82.0	70 :		71.
Medium Trucks:		68.6		67.2		55.6	64.1		64.1
Heavy Trucks	65.1	69.7		54.6		55.9	64.1		64,
Vehicle Noise.	73.2	71.5		68.5		63.7	72.	2	72.
Centerline Distan	ce to Noise Can	tour (in feet)	70	47 A	05.45		CO 454	T	25.4
		£do:	70 c		65 dB)	1	60 dBA 862		dBA 484
		CNEL:	15		325		701		511

	e: Cactus Ave		:			Vame: Mi Imber: 88		Valley W	'almart	
SITE :	PECIFIC IN	PUT DATA		Side C	onditions (			INPUT:	S	
<del>-</del>				348 0	Gnamons (			15		
Average Daily 1 Peak Hour I		10% 10% 10%	5		Medium Tru		ifas:	15		
	vercentage: nur Volume:	6 541 vehicle:		- 1	Heavy Truci			15		
	our volume: viale Speed:		5		rieavy iruci	49 (31 MX	es).	10		
Ver Near/Far Lar		55 mph 36 feet			te Mix					
Near/r-ar Lar	ie Distance:	30 reet		- 5	enicleType			Evening	Flight	Daily
Site Data					A	utos: 7	7.5%	12.9%	9 6%	97.42%
Bar	rier Keight:	0.0 feet			Medium Tra		1.6%	4.8%	10.3%	1.84%
Barrier Type (0-W)	ali, 1-Berny:	0.0			Heavy Tri	Jeks: 86	3.6%	2.7%	10.8%	0.74%
Centerline Dis	t to Barrier.	100.0 feet		Maire	Source Ele	watianz	Con for	set)		
Centerline Dist. !	o Observer:	100.0 feet		770750	Autos					
Barrier Distance t	o Cibserver.	0.0 feet		fula	tium Trucks					
Observer Height (i	Above Pagl.	5.0 teet		1	savy Trucks			Grade Ad.	iustmen/	0.0
	d Elevation:	0.0 feet								
	d Elevation:	0.0 feet		L.ane	Equivalent			98 <b>(</b> )		
F	load Grade:	9.0%			Autos					
	Left View:	-90.0 degree	es.		dium Trucks					
	Right View:	90.0 degree	es.	В	savy Trucka	98,41	3			
FHWA Noise Mode	d Calculation	5								
VehicleType	REMEL	Traffic Flow	Distar.	ce Fir	vie Road	Fresher		Barrier Att		m Atten
Autos:	71.76	5.93		-4.52	-1.20		.77	0.0		0.00
Medium Trucks	92.40	-11.90		4 51	-1.20		.89	0.0		0.00
Heavy Trucks	86.40	-15 88		-4.51	-1.20	-6	.18	0.0	100	0.001
Unmitigated Noise										
	Leg Peak Hou			g Evening				Ldn		VEI.
Autos	71		69.5		7.7	61.7		70.3		70.
Medium Trucks	64		83.3		8	55.4		63.8		64.
Heavy Trucks:	64		83.4		1.4	55.6		64.0		64.
		.0	71.2	8	3.3	63.4		71.5	9	724
Vehicle Noise:										
Vehicle Noise: Centerline Distanc				70 d8A	85.0			) d8A		dBA

Friday, Nevernber 08, 2013

	rio: Year 2035								no Valley W	falmart	
	ne: Cactus Ave					Job N	umber	8870			
Road Segme	nt: VVest of Fra	ederick Street									
	SPECIFIC IN	PUT DATA							EL IMPUT	s	
Highway Data					Site Car	nditions	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Act): 1	30,283 vehocie	3	- 1				Autos	15		
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Arries)	: 15		
Peak h	lour Volume:	6,029 vehicle	5		He	avy Truc	ks (34	Axles)	: 15		
Ve	thicle Speed	55 mph		-	Vahiata	281~					
Near/Far La	ine Distance:	98 feet		H		iicleType	- 1	Oav	Evening	Shahi	Daily
Site Data							utos:	77.59		9 636	
	rrier Keight:	0.0 feet			M	ledium Tr	ucles	84.69		10.3%	1.84%
Barrier Type (0-VI		0.0 (6%)				Heavy Tr	ucks:	86.69	% 2.7%	10.9%	0.74%
Centerline Di		100.0 feet		-							
Centedine Dust		100.0 feet		1.2	Voise 5	ource El			feet)		
Barrier Distance		0.0 feet		1		Autos		0.000			
Observer Herant I		5 0 best				т Тписк		2.297			
	ad Elevation:	0.0 feet			Hear	vy Trucki	r. 8	3 0 0 6	Grade Ad	ustmeni	0.0
Ro	ad Elevation:	0.0 feet		- 17	ane Eg	ulvaient	Disto	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 8	7.318			
	Left View:	-90.0 degree	es.	1	Mediu	т Тписка	8	7.214			
	Right View:	90.0 degree	is.		Hear	vy Trucki	E 8	7.224			
FHWA Noise Mod	let Calculation	1									
VehicleType	REMEL	Traffic From	0	istance	Finite	Road	Frei	3001	Barrier Att	eni Ber	m Atten
Autos	71.78	4.98		-3.74		-1.20		-4.77	9.0	100	0.000
Medium Trucks:	82.40	-12.26		-3.73	3	-1.20		-4.89	0.0	000	0.000
Heavy Trucks	86.40	-15.21		-3.73	3	-1.2B		-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	uation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg E	rening .	Leq.			Ldn		NEL.
Autos	71		69.8		58.2		62		70.		71.3
Medium Trucks	66		83 ?		57.3		56		64.5		64.5
Heavy Trucks:	65		83.8		54.9		56		64.4		64.5
Vehicle Noise:	73	.4	71.6		88.7		63	.8	72.4	4	72.8
Centerline Diston	ce to Naise Co	ontour (in feet		,		,				<b></b>	
				70 :		85:			60 dBA		dBA
			Lato:	14	6		0		688	- 1	438

Friday, November 69, 2013 Friday, November 69, 2013

Friday, Novemb

	r: Year 2035 Wit						eno Valley Vi	laimart.	
	g: Cactus Avenu				Job Murn	ber: 8870			
Fload Segmen	f: East of Freder	ick Street							
	PECIFIC INPL	JT DATA					EL INPUT	5	
Highway Data				Site Con	ditions (He	ret = 10.			
	raffic (Adt). 62,					Auto			
Peak Hour I		10%	- 1		alum Truck				
		236 vehicles		Ke	avy Trucks	(3+ Axies	): 15		
	ncie Speed.	55 mph	- 1	Vehicle I	Wix				
Near/Fer Lar	e Distance:	S3 feet			deType	Day	Evening	Night	Daity
Site Data					Auto	ns: 77 5	% 12.9%	9.6%	97.4.2%
Bar	rier Heiaht:	0.0 feet		5/8	dium Truc	ks: \$4.6	% 4.9%	19.3%	1 84%
Barrier Type (0-W/	all, 1-Berml.	0.0		F	leavy Truci	ks: 86.6	% 2.7%	10.6%	0.74%
Centerline Dis	t to Barrier: 1	00.0 feet	-	Maine C.	unce Elevi	ware for	de and		
Centerline Dist. (	o Observer. 1	GO.C feet	- 1	ouse sc	Autos	0.000	76119		
Barrier Distance f	o Observer	0.0 feet		A diameter	n Trucks	2.287			
Observer Height (/	Above Pad):	5.6 feet	- 1		v Yrueks:	6.008	Grade Ad	inelmant	- 6.0
Pa	d Elevation.	0.0 feet						prount is: n.	0.0
Ros	d Elevation:	0.0 feet	f	Lane Eq	uivalent Di	stance (i	n feet)		
F	load Grade:	0.0%			Aulos:	87.316			
	Left View	90.0 degrees		Mediur	n Trucks:	87 214			
	Right View:	90.0 degrees		Heav	y Trucks.	87.224			
FHWA Naise Made	i Calculations		i						
Vehicle Type	REMEL TO	raffic Flow   Dis	tance	Finite	Road	Fresnel	Berner Att	en Ber	m Alten
Aulos	71.70	5.19	-3.7	4	-1.20	-4.7	7 C.I	000	0.00
Medium Trucks:	82 40	-12.11	-3.7	3	-1.20	-48	9 0.0	900	9.890
Heavy Trucks.	36.40	-16.07	-3 7	3	-1.20	-5.1	8 G.I	360	0.000
Unmitigated Noise	Levels (without	Topo and barrie	er atter	wation)					
Versicle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig		Ldn		WEZ.
Autos:	72.0	70.1		68.3		62.3	70.3	9	71.
Medium Trucks.	65.4	63.9		57.5		56.0	64.		64.9
Heavy Trucks:	65.4	64.0		54.9		56.2	84.:	5	84.
Vehicle Noise:	73.6	71.8		68.8		64.0	723	5	73.6
Centerline Distanc	e to Noise Cont	our (in feet)							
		L		dBA	65 dB:	4	60 dBA		dBA
		Loh).		17	317		683		471
		CMEL:	18	.0	341		735	1 :	583

Fitday, November 69, 2013

Scenario: Year Road Name: Cact						Project ( Job Nu			o Valley V	simart	
Road Segment: Wes	t of Heaco	ck Street									
SITE SPECI	IC INPL	T DATA	*********			N	DISE	MODE	L INPUT	S	
Highway Data				S	ite Cor	iditions (	Hard	= 10. Sc	ořt = 15)		
Average Daily Traffic (.	Adt). 50,0	288 vehicles						Autos:	15		
Peak Hour Percent	age:	10%			Me	oburn Tru	chs 12	Axies):	15		
Peak Hour Volt	ime: 5,0	128 vehicles			Re	avy Truck	ıs (3+	Axies):	15		
Vehicle Sp	sed.	65 mph		12	enicle.	66iv					
Near/Far Lane Dista	nce:	S8 feet		H		ideTvae	-	Dav	Evenina	Night	Daire
Site Data							utos:	77.5%		9.6%	97.42%
Barrier He	la kt	0.0 feet			54	edium Tri		84.8%		10.3%	1 94%
Barrier Type (0-Wall, 1-8e		0.0 1661			- 1	Heavy Th	cks	86.5%	2.7%	10.6%	0.74%
Centedine Flat In Re		DO D feet									
Centerline Dist. to Obse		DO.O feet		10	oise S	ounce Ele			5 <i>9</i>		
Barrier Distance to Obse		0.0 feet				Autos		.000			
Observer Height (Above F	Paci):	5.0 feet				m Trucks		.287	Grade Ad	i colono de	6.0
Pad Eleva	tion.	0.0 feet			Heal	иу Тгиско	6	.DUO	121000 Muj	uaunen.	0.0
Road Eleva	tion:	0.0 feet		L	ane Eq	uivalent.	Dista	ice (in	feet)		
Road Gr	ade:	0.0%				Autos	87	.316			
Left v	HEW	90.0 degree:	2		Mediu	m Trucks	87	214			
Right i	iew:	90.0 degree:	5		Heat	vy Trucks	87	.224			
FHWA Noise Model Calcu											
VehicleType RSM		affic Flow	Distan			Pload	Free		Barner Att		n Alten
Autos:	71.78	4.19		-3.74		-1.20		-4.77		000	0.000
	82.40	-13.05		3.73		-1.20		-4 88		100	0.000
	96.40	-17.0B		-3 73		-1.20		-5.16	U.L	000	9 9 9 0
Unmitigated Noise Levels						,				,	
	ak Hour	Leg Day		q Ev	ening	Leg N		_i	Ldn		ώEΣ.
Autos:	710		9.1		67.4		61		69.8		70.6
Medium Trucks.	84.4		2.9		58.6		66	-	63.6		63.7
Heavy Trucks	64.5		3.0		54.0		55		63.6		63.7
Vehicle Noise:	72.8	7	9.0		67.8		63	.U	71.8	5	72.1
Centerline Distance to No	ise Cont	our (in feet)									
				70 di	BA	65 0	8.4	1 0	90 dB.4	.55	d8.4

Scenario: Year 2		ut Project						o Valley Vv	almart	
Road Name: Cactu					Job Nu	mber:	8870			
Road Segment: West	of Graham	Street								
SITE SPECIFI	C INPUT	DATA						LINPUT	5	
Highway Data				Site Con	ditions (i					
Average Daily Traffic (A							Autos:	15		
Peak Hour Percenta					dium Truc			15		
Peak Hour Volur		vehicles		He	avy Truck	s (3+ /	4x/es):	15		
Venicle Spe		mph .		Vehicle I	Wix					
Near/Far Lane Distan	ce. 9E	e feat		Veh	ideType	$\neg$	Day	Evening	Niglx	Daily
Site Data					ΑŁ	tos:	77.5%	12.9%	9.8%	97.42%
Barrier Heig	hr 0	0 feet		N/sc	edium Tru	oks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Ber		.0		F	teasy Iru	DNS.	88.5%	2.7%	10.8%	0.74%
Centerline Dist. to Ban		0 feat		W-7- 6	urce Ele		. 6- 8			
Centerline Dist. to Observ	er: 100.	0 feet		NOIST SC			5 (110 A) 000	101)		
Barrier Distance to Observ	ev: D	0 feet		Adm of the	Autos: m Trucks:		000 297			
Observer Height (Above Pa	d): 5.	0 feat			n Frucks: v Trucks:			Grade Ad	ivetenne	0.0
Pad Eleveti	on: 0.	0 feet		Heav	y rocks	8.	uuo	Orace As	wanten.	0.0
Road Elevati	on: B	0 feet		Lane Eq.	uivalent l	istan	ce (in i	set)		
Road Gra	de 0.	0%			Autos:	87.	316			
Left Vi	w: -90.	0 degrees	s	Mediu	m Trucks:	87.	214			
Right Vi	w: 90	0 degrees	S	Heav	y Trucks:	67	224			
FHWA Noise Model Calcul	tions									
VehicleTyne REME	. Traff	ic Flow	Distance	Firite	Road	Fresi	ie/	Barrier Att	en Ber	m Atten
Autos ?	1.78	4.89	-3	.74	-1.20		-4.77	0.0	000	0.000
	2.40	-12.35		.73	-1.20		-4.58	0.0	100	0.000
Heavy Trucks: E	6.40	-16.30	-3	.73	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Levels	without To	opo and b	arrier otto	nuation						
VehicleType Leg Pea	Hour	Leg Day	Leq	Evening	Leg N	ght	T	Lán	Ci	NEL.
Autos:	71.7	6	8 8	6B 1		82.0	1	70 -	3	71.2
Medium Trucks:	65.1		3.6	57.3		55.7		54.3		64.4
Heavy Trucks	65.2		3.7	54.7		56.0		84.1		64.4

Friday, November 06, 2013

Centerline Distance to Noise Contour (in feet)

	: Year 2035 Wit				Project No			Valley VV	almart	
	: Cactus Avenu				Job Nun	168 nadı:	70			
Road Segmen	: East of Fleaco	ck Street								
SITE S	PECIFIC INPL	JT DATA		*******	NO	SE MO	DEL	INPUT	}	*******
Highway Data				Site Con	ditions (H	ard ≃ 10	, Soi	t = 15)		
Average Cally I	raffic (Adl): 42,5	979 vehicles				Au	tos:	15		
Peak Hour F		10%		Me	dium Yruci	is (2 Axi	es).	15		
		298 vehicles		He	any Trucks	O+ Axi	es):	15		
Ven	icle Speed:	55 mati	-	Vehicle :						
Near/Far Lan	e Distance.	36 feat	Ε.		oleTvpe	T Da	:	Eveninal	Night	Dally
Site Data				ven	Aut		5%	12 44		87 4 7N
					ны эдит Тпис		.570	4.9%	10.3%	1.64%
	ier Height	0.0 feet			teavy Truc		5%	2.7%	10.8%	0.74%
Barrier Type (0-Vis		0.0			icasy mac	no. Go	7.0	2.170	10.076	6.747
Centerline Dist		00.0 feat	7	Noise S	urce Elev	ations (	în fee	st)		
Centerline Dist. fo		00.0 feet	-		Autos:	0.00	0			
Barrier Distance to		0.0 feet		Mediu.	m Trucks:	2.28	7			
Observer Height (A		5.0 feat		Heav	y Trucks	8.008	6 0	Grade Adj	ustment.	0.0
	d Elevation: d Elevation:	0.0 feet	-	l one Ex	uivalent D	letower	Onk			
	oad Grade:	0.0 feet	P	cane Eq	Anins	88 49				
H		0.0%		Administra	m Trucks	98.40				
		90.0 degrees			n Trucks	98 41				
	ragic view.	90 0 degrees		71501	y moons.	00 41	0			
FHWA Noise Wode	Cateulations									
VehicleType	REMEL 17	raffic Flow   Dis	dance	Finite	Road	Fresnel	1 8	larrier Att	en Ben	n Atten
Autos	71.78	3.51	-4.5	2	-1.20	-4.	.77	0.0	00	0.000
Medium Trucks	82.40	-13 73	-4.5	1	-1.20	-4.	58	0.0	00	0.008
Heavy Trucks:	86.40	-17.88	-4.5	1	-1.20	-5.	16	0.0	00	0.009
Unmitigated Noise	Levels Auithous	Topo and barrie	er orten	wationi						
	ea Peak Hour I	Leg Day		venina :	Leg Nic	abt		Lain	Cr.	ŒĹ
Autos	68.6	67.7		85.9		59.9		88 5		89
Medium Trucks:	63.0	61.5		65.1		53.5		62.4	i	62.3
Heavy Trucks	63.0	61.6		52.5		53.8		62.1		62.3
Vehicle Noise.	71.2	69.4		88.4		61.8		70.1		70.9
Centerline Distance	e to Noise Canti	aur ün feeti								
		(**********************************	70.0	25.7	65 dE	ZT-	60	dEA.	55	d5A
		Ldn:	10.0		218	^4		472		117

Scenar	rio: Year 2035	Without	Project			Project N	'ялте: Мо	nena	Valley W	almart	
Road Nan	ne: Cactus Av	enue				Job Nur	nber: 88	70			
Road Segme	vit: East of Cr	aham Str	eet								
	SPECIFIC II	UPUT D	ATA	**********					INPUT	S	***************************************
Highway Data					Site Cor	nditions (f	land = 10	, Sof	t = 15)		
Average Daily	Traffic (Adt):	54,660 v	refroctes					fos:	15		
Peak Hour	Percentage:	10%			M	edium Truc	ks (2 Axi	es):	15		
Peak H	lour Volume:	5,486 v	ehicles		He	avy Truck	s (3+ Axi	e s):	15		
Vs	thicle Speed:	55 :	riph		Vahiate	350					
Near/Far La	ine Distance:	98 f	eet			ricleType	1 00	w 1	Evenno	Strate	Darly
Site Data							tos: 77	.5%	12.9%	9 636	97 4 2%
Ra	rrier Keight:	0.0	feet		A.	ledium Tru	c/us. 84	.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0	rout			Heavy Tru	oks: 96	.6%	2.7%	10.8%	0.74%
Centerline Di		100.0	feet		N	ource Ele					
Centerline Dist.	to Observer:	100.0	feet		Motse 3				(E)		
Barrier Distance	to Observer.	0.0	feet			Autos: m Trucks:	9.000				
Observer Herahli	(Above Pad).	5.9	teet						irade Ad.		
P	ad Elevation:	0.0	feet		mea	vy Truces.	8 00	0 0	пасе но,	G SUTTES AL	0.0
Ro	ad Elevation:	0.0	feet		Lane Eq	uivaiant L	listance	(in fe	et)		
	Road Grade:	0.03	K.			Autos:	87.31	В			
	Left View:	-80.0	degrees		Mediu	т Тицека:	87.21	4			
	Right View:	90.0	degrees		Hea	vy Trucks:	87.22	4			
FHWA Noise Mod	et Calculation	15			İ						
VehicleType	REMEL	Traffic	FION	Distance		Road	Fresher		arrier 4tt		m Atten
Autos:	71.76		4.65	-3.	74	-1.20	-4	77	0.0	100	0.00
Medium Trucks:	92.40		12.69	-3	73	-1.20	-4.	89	0.0	100	0.00
Heavy Trucks	86.40		16 64	-3.	73	-1.20	-6.	16	0.0	190	0.00
Unmitigated Nois	e Levels (witi	out Top	o and ba	rrier atte	nuation)						
Ve hicle Type	Leg Peak Ho	ur L	eg Day	Legi	Evening	Leg N		1	_dn	O/	WEIL
Autos	7	1.6	69	.5	67.7		61.7		79.3	3	70.
Medium Trucks		8.9	83		56 9		55.4		63.8		64.
Heavy Trucks:		4.8	83		54.4		55.6		64.0		64.
Vehicle Noise:	7:	0.0	71	.2	89.3		63.4		71.5	9	724
Centeriine Distan	ce to Naise C	ontour (	in feet)								
					106 106	85 d8			dBA		dBA

Friday, Nevernber 08, 2013

					38833			31512			
Scenar	no Year 2035	Without Project				Project	Name	Moren	o Valley M	/almart	1
	ne: Cactus Ave					Job N	umber	8870			
Road Segme	ಗನ: YVest of Ind	ian Street									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data				S	ite Car	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adl): 3	38,988 vehicles						Autos	15		1
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Arries):	15		1
Peak i	lour Volume:	3,699 vehicles	;		He	avy Truc	ks (3+	Axles):	15		1
	thicle Speed:	55 mph		V	ohicte	Mix					
Near/Far La	ine Distance:	36 feet			Ver	icleType	- 1	Osv	Evening	filight	Daily
Site Data							lutos:	77.5%	12.8%	9 636	87 42%
0.	rrier Keight:	0.0 feet			M	edium Tr	ucles.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-V		0.0				Heavy Tr	ucks:	86.6%	2.7%	10.9%	0.74%
Centerline D.		100.0 feet									
Centerline Dust		100.0 feet		N	oise S	ource Ei			9 <b>et</b> )		
Barrier Distance		0.0 feet				Autos		0.000			1
	Observer Height (Above Pad). 5-8 feet					m Truck		2.297			
	Pad Elevation: 0.0 feet				Hear	у Тгискі	s. S	3 0 0 6	Grade Ad	justmeni	0.0
	Pad Elevation: 0.0 feet Road Elevation: 0.0 feet					ulvaient	Dista	nce (in	feet)		
	Food Grade	0.0%				Autos	: 3	3.494			
	Left View	-90.0 degree	2		Mediu	т Тписка	s: 91	9.404			1
	Right View:	90.0 degree			Heat	n/ Truck	7 90	3.413			- 1
		10.0 409.00		1		,					
FHWA Noise Moo											
VehicleType	REMEL	Traffic From	Ω	stance	Finite	Road	Fres	3/10/	Barrier Alt		m Atten
Autos	71.78	3.08		-4.52		-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-14.15		-4 51		-1.2D		-4.85	8.8	300	0.000
Heavy Trucks	86.48	-18 11		-4.51		-1.2B		-5.16	9 :	300	0.000
Unmitigated Nois	e Levels (with	out Topo and a	ban	ier atteni	ation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg Ev	ening	Leq.	Nighi		Ldn	C	NEL.
Autos	69	.1 1	7.2		95.5		58	.4	68.	1	68.7
Medium Trucks	62	.5 8	31.0		54.7		53	1	61.	6	61.8
Heavy Trucks:	62	.6 8	31.2		52.1		53	.4	61.	7	61.6
Vehicle Noise:	70	.7 .	9.0		86.0		61	.1	69.	7	70.2
Centerline Distan	ce to Naise Co	ntour (in feet)									
				70 di		85:			50 dBA		dBA
			an:	95	96 205 443 963						163

Friday, November 08, 2013

Friday, November 08, 201

	o: Year 2035 VVi						eno Valley V	/aimart	
	s: Cactus Avenu				Job Murn	ber: 887	0		
Fload Segmen	f: East of Indian	Street							
	SPECIFIC INP	UT DATA					DEL INPUT	S	
Highway Data				Site Con	ditions (He				
	Traffic (Adt). 39,					Auto			
Peak Hour I		19%			alum Truck				
		933 vehicles		Re	avy Trucks	(3+ Axie	s): 15		
	noie Speed.	55 mph		Vehicle I	Wix				
Near/Fer Lar	ne Distance:	36 feet			de?ype	Day	Evening	Night	Daity
Site Date					Auto	us: 77 :	5% 12.9%	9.6%	97.42%
Bar	rier Heiaht:	0.0 feet		5A	dium Truc	s: 84.8	8% 4.9%	19.3%	1 94%
Barrier Type (0-W	all, 1-Berml.	0.0		+	leavy Truci	er 86.	5% 2.7%	10.6%	0.74%
Centerline Dis	t to Barrier: 1	100.0 feet	- 1	Mains C	unce Elevi	ways fi	- de asi		
Centerline Dist. (	o Observer. 1	160.0 feat	- 1	noise se	Autos	0.000	776119		
Barrier Distance f	o Observer	0.0 feet		A diameter	n Trucks	2.287			
Observer Height (/	Above Pad):	5.6 feet			v Yrueks:	6.008	Grade Ac	ti referent	e n.a
Pa	d Elevation.	0.0 feat		moun	y rrocho.	0.000	Didde At	goon no:n	. 0.0
Ros	d Elevation:	0.0 feet	- [	Lane Eq	uivalent Di	stance (	in feet)		
F	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	n Trucks:	98 404			
	Right View:	90.0 degrees		Heat	y Trucks.	98.413			
FHWA Naise Made	i Calculations		i-						
Vehicle Type	REMEL Y	raffic Flow   Dis	tance	Finite	Road	resnel	Berner Af	ten Bei	m: Alten
Aulos	71.70	3.12	-4.5	2	-1.20	-4.7	7 C.	000	0.000
Medium Trucks:	82.40	-14.11	-4.5	1	-1.20	-48	ið 6.	000	0.000
Heavy Trucks.	96.40	-16.07	-4 6	1	-1.20	-5.7	6 G.	669	0.000
Unmitigated Noise	Levels (withou	t Topo and barrie	r atter	wation)					
Versicle Type	Leg Peak Hour		Leg E	vening	Leg Nig		Ldn	C	WEZ.
Autos:	89.2	67.3		65.5		58.5	68.		68.7
Medium Trucks.	52.6	61.1		54.7		63.2	61.		61.5
Heavy Trucks:	62.8	61.2		52.2		53.4	81.		81.9
Vehicle Noise:	70.8	69.0		0.99		81.2	68	7	70.3
Centerline Distanc	e to Noise Com	tour (in feet)							
		L		3BA	65 dB:	1	60 dBA		dBA
		Lohr.	-	6	207		445		959
		CNEL	10	33	222		478	1	.032

Finday, November 69, 2013

Road Name: Cactus A	85 Without Project Wenue					nber: 88		o Valley VA	J. 110. 1	
Road Segment: East of H	litching Street									
SITE SPECIFIC	INPUT DATA	******		*******	NO	ISE M	ODE	LINPUT	3	
Highway Data			S	ite Cor	ditions (f	lard = 1	0. Sc	ift = 15)		
Average Daily Traffic (Adt)	24,829 vehicle	s				Ai	itos:	15		
Peak Hour Percentage	10%			Me	alum Truc	48 12 Ax	<i>1</i> 06):	16		
Peak Hour Volume	2,483 vehicle	S		Re	avy Truck	s (3+ Ax	ies):	15		
Vehicle Speed	65 mph		12	etric le	80%					
Near/Far Lane Distance	36 feet		×		ideTvae	1 0	lav.	Eivening	Night	Daire
Site Data				V (37)			7 5%		8.6%	97.42%
Barrier Height	0.0 feet			54	edium Tria		4.8%		10.2%	1 94%
Barrier Tvoe (0-Wall, 1-Berm)					Heavy Tru		6 5%		10 6%	0.74%
Centedine Stat to Barrier										
Centerline Dist. to Observer	100.0 1001		10	aise S	ource Ele			94)		
Barrier Distance to Observer					Autos.	0.00	-			
	berver Height (Above Pad): 5.0 feet				m Trucks	2.29				
	bserver Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet				ry Trucks:	8.60	36	Grade Adj	usiment:	0.0
Road Elevation			L	ane Eq	uivalent E	listance	(in	feet)		
Road Grade					Autos:	98.49	94			
Left View	-90.0 degre	es		Mediu	m Trucks:	98 40	34			
Right View				Heat	ry Trucks.	98.41	8			
FHWA Noise Model Calculati										
VehicleType REMEL	Traffic Flow		ance	Finite	Road	Fresne.		Barrier Alte		n Allen
Aulos: 71.			-4.52		-1.20		.77	0.0		9.986
Medium Trucks: 82 /			-4.51		-1 20		188	0.0		0.000
Heavy Inscha. 96 /	10 -20.07		-4 61		-1.20		5.16	6.6	69	9 9 9 0
Unmitigated Noise Levels (w										
VehicleType Leq Peak F			Leg Ev		Leg Ni			Ldn	Ci	wEZ.
		65.3		63.5		57.5		66.1		66.7
	8.08	69.1		62.7		61.2		59.8		59.9
***********	60.8	59.2		50.2		51.4		58.8		58.9
Vehicle Noise:	68.8	67.D		64.B		58.2		67.7		69.2
Centerline Distance to Noise	Contour (in feet	9								

		Nithaut Project						d Valley VV	almart	
	e: Cactus Ave				Job Nun	nbar.	8970			
Road Segmen	nt: West of Per	ris Boulevard								
	SPECIFIC IN	PUT DATA						LINPUT	5	
Highway Data				Site Cone	iitions (H	ard a	10, Sc	dt ≈ 15)		
Average Daily .	Traffic (Adl): 3	7,000 vehicles					Autos:	15		
Peak Hour.	Percentaga.	10%		Med	lium Truci	ks (2	Axles).	15		
Peak H	our Volume	3,700 vehicles		Hea	ny Trucks	(3+	Axles):	15		
	vide Speed:	55 mph		Vehicle N	Nie					
Near/Far Lei	ne Distance.	36 feat		Vehic	deType	Т	Day	Evening	Nigix	Dally
Site Data					Aut	08:	77.5%	12.9%	9.8%	87.42%
Flar	rier Height:	0.0 feet		Me	dium Truc	ks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-W		0.0		H	eavy Iruc	W8.	88.5%	2.7%	10.8%	0.74%
Centerline Die		100.0 feat		Noise Sa						
Centerline Dist. (	o Observer:	100.0 feet		NOIST SO				101)		
Barrier Distance	o Observer:	0.0 feet			Autos: Trucks:		.000 297			
Observer Height (	Above Padi:	5.0 feat						Grade Ad		0.0
	d Elevation:	0.0 feet		Heavy	Trucks	8	.006	Orace Au	usameni.	0.0
Ros	d Elevation:	0.0 feet		Lane Equ	ivalent D	istar	ce (in i	set)		
f.	Road Grade	D.0%			Autos:	88	.494			
	Left View:	-90.0 degrees	:	Меаіил	:Trucks	98	.404			
	Right View:	90 0 degrees	;	Heavy	Trucks:	99	413			
FHWA Noise World	d Catculation:	<u> </u>								
VehicleTyne	REMEL.	Traffic Flow	Distance	Finite F	Road	Fres		Barrier Att		
Autos	71.78	2.86	-4.	52	-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	-14.38	-4.	51	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-18.33	-4.		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise										
Vehicle Type				Evening	Leg Nij			Lán		MEL
Autos:	68		7.0	65.3		59	-	87 5		88 4
Medium Trucks:	62.		8.6	54.4		52.		91.4		91.8
Heavy Trucks	62	3 6	3.9	51.9		53.	1	61.5	5	61.8

Scenario: Year 20								e Valley V	valmart	
Road Name: John F. Road Segment: West of					Job Nu	moen	8910			
SITE SPECIFIC	INPUT	DATA	*******		i ki	DISE	MODE	LINPUT	· S	******
Highway Data				Site Cor	nditions (					
Average Cally Traffic (Adl)	: 16 000	) vehicles		1			Autos:	15		
Peak Hour Percentage		3%		Mo	edium Yru	oks (2	Axles).	15		
Peak Hour Volume	1,800	) vehicles		146	eavy Truci	ks (D+	Axles):	15		
Verlide Speed	56	5 mph		Vehicle	***					
Near/Far Lane Distance	. 36	3 feat			noix noieTvne	_	Dav	Eveninal	Night	Dally
Site Data				V (C)		utos	77.5%		F 8%	
				,	n. ledium Yri	*****	64.9%		10.3%	4
Barrier Heigh		.0 feet			eaam in Heavy In		88.5%		10.8%	
Barrier Type (0-Wall, 1-Berm		.0			ricasy /ic	vario.	66.07	2.170	10.07	6.747
Centerline Dist. to Barrie. Centerline Dist. to Observe.	100	.0 feat .0 feat		Noise S	aurce Ele	vatio	ns (in f	e <i>61)</i>		
					Autos	. (	0.000			
Barrier Distance to Observe		0 feet		Mediu	ım Trucks	: 1	2 2 9 7			
Observer Height (Above Pad, Pad Elevation		.0 feet .0 feet		Hea	vy Trucks	- 8	900.6	Grade Ad	ğustment	0.0
Pad Elevation Road Elevation		.u reet 0 feet		Lone Es	uivalent	Dieto	**** (%**	So with		
Poad Grade		U reet		Lone Eq	Autos		1.494	1000		
Hoad Grade Left View		.0% .0 dearee		Magin	нисов im Trucks		3.464			
Right View		.u gagrea .0 degrea			vy Trucks		3 413			
/ Agric view	. 50	ti ungien	-	1,000	·> // ucho		, 410			
FHWA Noise Wodel Calculate										
VehicleType REMEL		-n 78	Distance		Road	Free		Barrier At		m Alten
Autos 71. Medium Trucks: 82		-0.78		1.52	-1.20 -1.20		-4.77 -4.59		000 000	0.000
Medium Frucks: 82. Heavy Trucks: 86.		-21 98		1.01	-1.20		-9.00 -5.16		non non	0.000
					-1.20		-0.76	U.		0.00
Unmitigated Noise Levels (w									-,	
VehicleType   Leg Peak I		Leg Day		Evening	Leg A			Ldn		NEL
Autos	65.3		3.4	81.6		55		84		84 9
Medium Trucks	68.7		0.2	50.8		49		67.		67.8
Heavy Trucks	50.7		7.3	49.2		49		57.		50.5
Vehicle Noise.	86.9		5.1	62.1		57	.3	65.	8 	68.
Centerline Distance to Noise	Cantau	r (în feet)		0 d84	65 a	E.4		50 d5.4	T	dEA.
		,	do:	53	11			944		27

Scenario	Year 2035	Without	Project				Project	Vame:	Moren	o Valley W	almart	
Road Name	: Cactus Av	enue					Job No	mber:	8870			
Road Segmen	East of Pe	mis Beui	evard									
SITE S	PECIFIC II	APUT D	ATA	•		***************************************	N	OISE	MODE	LINPUT	S	**********
Highway Data						Site Con	ditions :	Hard =	10, Sc	oft = 15)		
Average Daily 7	raffic (Adl)	32,600 -	vehicles						Autos:	15		
Peak Hour F	Percentage:	10%				Me	dium Tru	cks (2	Axles):	15		
Peak Ho	ur Valume:	3,200 1	ehicles			He	avy Truc	ks (3+	Axles):	15		
Veh	iale Speed:	55 :	nibh		- 1	Valuate i	1970					
Near/Far Lan	e Distance:	36 1	eet		- 1		ideType	-	Day	Evening	Shahi	Darly
Site Data								utos:	77.5%		9.6%	
Pari	ier Keight:	0.0	feet			Art.	edium Tr	uc/as.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-Wa		0.0	leac			. A	leavy 7r	ucks:	96.6%	2.7%	10.8%	0.74%
Centerline Dis		100.0	feat									
Centerline First In		100.0			- 1	Noise Sc				ret)		
Barrier Distance to	Chserver	0.0	feet		- 1		Autos		.000			
Observer Height (A	bove Padi.	5.0	teet		- 1		n Trucks		.297 .006	Grade Ad.		
	d Elevation:	0.0	feet			Heav	у Тгиске	: 8	0.06	Grade Ad,	usinen	. 0.0
Roa	d Elevation:	0.0	feet		Ī	Lane Eq.	uivaient	Distan	ce (in	feet)		
R	oad Grade:	0.09	16				Autos	: 98	.494			
	Left View:	-80.0	degree	S		Mediur	т Тицека	98	.404			
	Right View:	90.0	degree	S		Heav	y Trucks	98	.413			
FHWA Noise Mode	Calculation											
VehicleType	REMEL	Traffic		Ois	tance	Finite		Fres		Barrier 4tt		rm Atten
Autos:	71.76		2.23		-4.5		-1.20		-4.77	0.0		0.00
Medium Trucks:	82.40		-15.01		-4 (		-1.20		-4.89		100	0.00
Heavy Trucks	86.40		-18 97		-4.5	51	-1.20		-5.16	0.0	100	0.00
Unmitigated Noise												
	.eq Peak Ho		eg Day		Leg E	vening	Leg I			Ldn		NEIL
Autos		3.3		36.4		64.8		58.	-	67.2		67.1
Medium Trucks		1.7		30 2		53 8		52		60.7		61.1
Vehicle Noise		1.7		30.3		51.3 85.2		52. 60		9.09 1.09		61.1
Vehicle Noise:	8	9.9		30.1		85.2		60.	3	0.69	į	68
Centerline Distanc	e to Moise C	ontour (	in feet)									

Friday, November 08, 261

Scenar	io: Year 2036	Without Proje	ct			Project N	9716:	Moren	o Valley W	almart	
	se: John F. Ke					Job Nur			,		
Road Segme	nt: East of He	aceck Street									
SITE	SPECIFIC II	APUT DATA		-	********	NO	ISE I	MODE	LINPUT	5	***********
Highway Data				8	ite Can	ditions (h	land =	10, Sc	oft = 15)		
Average Daily	Traffic (Act):	15,056 vehict	es					Autos	15		
Peak Hour	Percentage:	10%			Med	ilum Truc	ks (2)	Apriles):	15		
Peak F	lour Volume:	1,507 vehicl	es		Hee	ny Trucki	(3+)	Axles):	15		
Ve	hicle Speed	55 mph		-	ohiate h	97					
Near/Far La	ne Distance:	36 feet		- 1		deTvoe	-	Day	Evening	strani	Daily
Site Data					2 (5/4)	do	lor:	77.5%		9 636	
					4.4-	dium Tax	-50	84 896		10.3%	1 84%
	rrier Keight:	0.0 fest				leavy Trus		86.5%		10.3%	
Barrier Type (0-VI		0.0				cory mo	ing.	00.00	2.170	10.070	0.1470
Centerline Di		100.0 feet		Α	oise So	urce Elev	ation	s (in fe	et)		
Centerline Dist.		100.0 feet				Autos:	0.	000			
Barrier Distance		0.0 feet			Mediun	n Trucks:	2.	297			
Observer Height (		5.0 heet			Heav	Truces.	9	906	Grade Ad	justmeni	0.0
	ad Elevation:	0.0 feet		-							
	ad Elevation:	0.0 feet		- 4	ane Equ	rivalent E			680		
	Road Grade:	0.0%				Autos:		494			
	Left View:	-80.0 degr				n Trucks:		404			
	Right View:	90.0 degr	ees		Heav	/ Trucks:	96.	419			
FHWA Noise Mod	el Calculation	is									
VehicleType	REMEL	Traffic Frow	Dist a		Finite .		Frest		Barrier Alt		
Autos:	71.78			-4.52		-1.20		-4.77		300	0.000
Medium Trucks:	82.40			4 51		-1.2B		-4.85		300	0.000
Heavy Trucks	86.40	-22 2	4	-4.51		-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois			i barrier	atten	ıation)						
VehicleType				eq Ev	ening	Leg N			Ldn		NEI.
Autos		5.0	63.1		61.4		55.3		63.5		64.5
Medium Trucks	58	3,4	56.8		50.5		480	)	67.5		67.7
Heavy Trucks:	56	1.4	57.0		49.0		49.3	2	57.1	3	57.7
Vehicle Noise:	86	3.6	84.8		81.9		57.1	3	85.1	3	86.0
Centerline Distan	ce to Naise C	ontour (in fe	r¢)								
				70 d		85 dE	A	6	O dBA	- 00	dBA
			Edin:	51 54		109			285		:08 :44

Fildey, Necessar

Frid

Road Nar	rio: Year 2035 VV ne: John F. Kenn inf: West of India	ledy Drive				ime: Morei ber: 8870	to Valley W	aimart	
	SPECIFIC INP	UT DATA		***********			L INPUT	8	
Highway Data				Site Cor	iditions (H				
	Traffic (Adt). 19					Autos			
	Percentage:	10%			olurn Truch				
		,956 vehicles		He	avy Trucks	(3+ Axies)	15		
	etnale Speed.	55 mph	1	Vehicle.	N9ix				
Near/Fer Le	ine Distance:	36 feet	ì	Veh	ideType	Day	Evening	Night	Daity
Site Date					Auh	as: 77.53	6 12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet	]	5/8	edium Truc	ks: 94.89	6 4.9%	19.3%	1 84%
Barrier Type (0-V	Vall, 1-Berml.	9.0		- 1	Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline D	ist to Barrier:	100.0 feet		Maies S.	ource Elev	etione (in	(s.ar)		
Centerline Dist.	to Observer.	160.0 feat	- 1	710786 01	Autos	0.000	6119		
Barrier Distance	to Observer	0.0 feet		Maciji	m Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet			n Trucks:	6.008	Grade Ad	ius/menf	0.0
	ad Elevation	0.0 feet	ļ						
Ro	ed Elevation:	0.0 feet		Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	98.494			
		-90.0 degrees			m Trucks:	98 404			
	Right View:	90.0 degrees		Heat	ry Trucks.	98.413			
FHWA Naise Mag									
Vehicle Type			stance			Fresnel	Berner Afti		m Alten
Autos	71.70	0.09	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-17.15	-4.5		-1 20	-4 88	0.0		0.000
Heavy Trucks.	86.40	-21.10	-4 5	51	-1.20	-5.16	0.0	(09)	0.000
Unmitigated Nois			er atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	iht	Ldn	Ci	νEΣ.
Aufas:	86.2			62.5		56.4	65.1		65.7
Medium Trucks.	59.5			61.7		50.1	58.8		58.8
Heavy Trucks:	59.8	58.2		49.1		50.4	58.7		58.9
Vehicle Noise:	67.7	0.89		63.0		58.1	7.98	,	67.3
Centerline Distan	as to Noise Con	tour (in feet)							
				dBA	65 dB.	٥	60 dBA		dBA
		Ldh.		80 85	130		27.9		02 49

Finday, November 69, 2013

Scenario: Year 203						Project I	lame:	Moren	o Valley Va	simarr	
Road Name: John F. F						Job Nu	mber:	0870			
Fload Segment: East of F	erris Bou	levard									
SITE SPECIFIC	INPUT	DATA	*****		*******	N	DISE I	HODE	LINPUT	S	*********
lighway Data				S	ite Con	ditions (	Hard =	10, S	ift = 15)		
Average Daily Traffic (Adt).	30,100	vehicles	3					Autos:	15		
Peak Hour Percentage:	101	%			Me	oburn True	348 12 i	Axies):	16		
Peak Hour Volume:	3,010	vehicles	s		He	avy Truct	is (3+ A	1xies):	15		
Vehicle Speed.	65	roph		132	ehicie i	Mir					
Near/Far Lane Distance:	36	feet		ř		ide/vae	-	Dav	Evening	Night	Daire
ite Data							itas:	77.5%		9.6%	97.42%
Barrier Height:		feet			5.0	dium Tri		84.8%		10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).				- 1		leavy Tr.		86.5%		10.6%	0.74%
Centediae Stat to Barder		i faet									
Centerline Dist. to Observer.	100.0	feet		N	aise So	urce Ele			et)		
Barrier Distance to Observer	0.0	feet				Autos.		000			
Observer Height (Above Pad).		feet				n Trucks		297	The state of all		0.0
Ped Elevation		feet			Heat	y Trucks:	6.	699	Grade Ad	usunen.	0.0
Road Elevation	0.0	feet		L	ane Eq	ilvalent i	Distan	ce (in	feet)		
Road Grade.	0.0	396				Autos	98.	494			
Left View.	-90.0	degree	25		Mediu	n Trucks:	88	404			
Right View.	99.0	degree	s		Heav	y Trucks.	98.	413			
HWA Noise Model Calculate											
VehicleType REMEL		Flow	D)	stance	Finite	Pload	Frest		Barner Att		n Allen
Autos: 71.1	-	1.96		-4.52		-1.20		-4.77		000	0.00
Medium Trucks: 82.4	-	-15.2B		-4.51		-1.20		-4 88		900	0.00
Heavy Trucks. 96.4	10	-19.23		-4 51		-1.20		-5.16	0.0	000	9 9 9 0
nmitigated Noise Leveis (wi	thout To	po and .	bami	er attenu	ation)						
VehicleType Leg Peak F	our .	Leg Day		Leg Ev	ening	Leg A	lig/hf	1	Ldn	C	WEZ.
- 11010-01	89.0		88.1		64.4		58.3		66.9		67.6
	61.4		9.65		69.6		62.0		60.6		60.
***************************************	61.5		0.0		51.0		52.2		80.6		6C.
Viehicie Major:	68 B		87 B		64.8		80.6	)	88 6	3	897

		Vithaut Project						c Valley VV	almart	
	e: John F. Ker				Job Nu	mbar	8970			
Road Segmen	x: East of Indi	an Street								
	SPECIFIC IN	PUT DATA						LINPUT	;	
Highway Data				Site Con-	ditions (i	iard a	10, 50	xft ≈ 15)		
Average Oally i	Traffic (Adl): 1	1,104 vehicles					Autos:	15		
Peak Hour I	Percentaga.	10%			Sum True					
Peak Hi	our Volume	2,110 vehicles		Hee	ary Truck	s (J+ .	4x/es):	15		
Ver	vicle Speed:	55 mph	-	Vehicle #	Mie					
Near/Fat Lar	ne Distance.	36 feat	ŀ		deTvoe		Dav	Eveninal	Niolx	Dally
Site Data					A	tos:	77.5%	12.8%	9.8%	87.42%
5	rier Height:	0.0 feet		Me	dum Tru	cks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-VM		0.0		H	leavy Iru	CNS.	86.5%	2.7%	10.8%	0.74%
Centertine Dis		100.0 feat								
Centerline Dist. t	o Observer	100.0 feet		Noise So				101)		
Barrier Distance t		0.0 feet			Autos:		000			
Observer Height (r	Above Padi:	5.0 feat			n Trucks:		297	Grade Ad		0.0
Pa	d Elevation:	0.0 feet		Heav	y Trucks	8.	006	Grade Adj	usarnem.	0.0
Roa	d Elevation:	0.0 feet		Lane Equ	iivalent l	Distan	ce (in	feat)		
F	Road Grade	0.0%			Autos:	89	494			
	Left View:	-90.0 degrees	s	Mediun	n Trucks	98	404			
	Right View:	90 0 degrees	S	Heavy	y Trucks:	58	413			
FHWA Noise Wode	d Catculation	s								
VehicleTyne	REMEL	Traffic Flow	Distance	Finite	Road	Fresi	ie/	Barrier Att	en Ber	m Atten
Autos	71.78	0.42	-4.5	2	-1.20		-4.77	0.0	00	0.000
Medium Trucks	82.40	- 16 92	-4.5	51	-1.20		-4.58	0.0	00	0.000
Heavy Trucks:	66.40	-20.77	-4.6	31	-1.20		-5.16	0.0	00	0.000
Unmitigated Noise	Levels (with	out Topo and b	arrier atte	nuationi						
Vehicle Type	Lea Peak Hou	r! Lea Day	: Lea E	vening :	Leg N	ight	Τ	Lán	Ci	NEL.
Autos	66	.5 8	4.6	82.8		561	3	85 4	L	86 0
Medium Trucks:	59	.8 5	B.4	52.0		50.8	i	58.1		59.2
Heavy Trucks	59	.9 5	8.5	49.5		50.	7	59.1		59.2
Vehicle Noise	RB	1 0	6.8	63.3		58		67.5		67.5

Frider November 88, 2913

	Year 2035 Will					ne Valley VVa	lmart	
	John F. Kenna			Job Nun	nber: 8870			
Road Segment	West of Kitchi	ng Street						
SITE S	PECIFIC INPL	IT DATA				EL INPUTS		
Highway Data			Site	Conditions (H	and ≃ 10, S	oft = 15)		
Average Daily L	raffic (Adl): 28;	872 vehicles			Autos	: 15		
Peak Hour P	ercentage.	10%		Medium Truck	io (2 Axles,	). 15		
Peak Ho	ir Volume: 2,	BB7 vehicles		Heavy Trucks	(J+ Axles	): 15		
Vehi	cle Soeed:	55 mph	160 8	icle Miz				
Near/Far Lans	Distance.	36 feat	10/	VehicleType	Dav	Evenina .	Night	Dally
Site Data				Aut			S 8%	
	er Height:	0.0 feet		Medium Truc			10.3%	1.64%
Barrier Type (0-Vira		0.0 1990		Heavy Iruc			10.8%	0.74%
Centertine Dist		OD O feat						
Centerline Dist. to		DD.O feet	Noi	se Saurce Elev		feet)		
Barrier Distance to		0.0 feet		Autos:	0.000			
Observer Height (A.		5.0 feet		lealium Trucks:	2 297			
	(Elevetion	0.0 feet		Heavy Trucks	9000.8	Grade Adju	stment.	0.0
	(Elevation	0.0 feet	Lan	e Equivalent D	istance (li	feet)		
Ro	ad Grade	0.0%		Autos:	88.484			
	Left View: -	90.0 degrees	5/	ledium Trucks	98,404			
I		90 0 degrees		Heavy Trucks:	98 413			
FHWA Noise Model								
VehicleType					Fresnel	Barrier Allei		rn Alten
Autos.	71.78	1.78	-4.52	-1.20	-4.77		-	0.000
Medium Trucks	82.40	- 15 48	-4.51	-1.20	-4. FN			0.008
Heavy Trucks:	86.40	-19.41	-4.51	-1.20	-5.16	0.00	00	0.009
Unmitigated Noise	Levels (withou	Tope and bank	er ettenuat	ion)				
VehicleType 1.	eq Peak Hour	Leg Day	Leg Even			Lan	Cf	MEL
Autos:	67.8	85 9		84.2	58 1	86.7		87 4
Medium Trucks:	61.2	59.7		53.4	51.8	60.3		80.8
Heavy Trucks	61.3	59.8		50.8	52.1	60.4		60.5
Vehicle Noise.	69.4	67.7		64.7	59.8	68.4		68.9
Centerline Distance	to Noise Cont	our (in feet)						
		Ĺ	70 dBA	65 dE	A	60 dBA		dEA
		/ do:	78	168		362	- 7	80
		CNEL:	84	181		390		40

		Without Project							n Valley W	almart	
	te: John F. Ke					Job Nu	mber:	8870			
**********************	nt: West of Pe	**********		*******							
	SPECIFIC IS	APUT DATA		$\rightarrow$	Ch. C.				LINPUT	S	
Highway Data					Size Con	ditions (					
		25,600 vehicles						Autos:	15		
	Percentage:	10%		- 1		dium Trud			15		
	laur Valume:	2,580 vehicles			He	avy Truck	S (3+.	4x/es):	15		
	hide Speed	55 mph		T	Vehicle i	Mix					
Near/Far La	ne Distance:	38 feet			Ven	icleType		Day	Evening	1 bight	Daily
Site Data						A)	itos:	77.5%	12.9%	9 6%	97.42%
Ba	rrier Keight:	0.0 feet			An	edium Tru	clas.	84.6%	4.9%	10.3%	1.84%
Barner Type (0-VI	Aut. 1-Berne	0.0			- 1	чевчу Тт	eks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-		ource Ele					
Centerline Dist.	to Observer:	100.0 feet		-	7910766 34	Autos:		000	ieu,		
Barrier Distance	to Observer.	0.0 feet			2.44 (40)	m Trucks:		297			
Observer Height	Above Pad).	5.9 teet		1		v Trucks.		008	Grade Ad	iretmani	0.0
p.	ad Elevation:	0.0 feet		- 1						o amon	. 0.0
Ro	ad Elevation:	0.0 feet		L	Lane Eg	ulvaient i	Distan	ce (in	'6 <i>91)</i>		
	Road Grade:	0.0%		- 1		Autos:	38	494			
	Left View:	-90.0 degree	S			т Тицека:		4D4			
	Right View:	90.0 degree	S		Heat	y Trucks:	98	413			
FHWA Noise Mod	el Calculation	5									
VehicleType	REMEL	Traffic Flow	Ois	tance	Finite	Road	Fresi	le/	Barrier 4tt	en Bei	m Atten
Autos:	71.76	1.29		-4.5	2	-1.20		-4.77	0.0	100	0.00
Medium Trucks:	92.40	-15.94		-4.5	1	-1.20		-4.89	9.0	100	0.000
Heavy Trucks	86.40	-19 90		-4.5	1	-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo and t	arrie	er atter	uation)						
VehicleType	Leg Peak Ho	ir Leg Day	Т	Leg E	vening	Leg N	ighi	T	Ldn	0	NEI.
Autos	67	'A 6	5.5		63.7		57.	3	68.	3	68.
Mediam Trucks	80		92		52 8		51:		59.1		69.1
Heavy Trucks:	60		9.4		50.3		51.		59.		69.1
Vehicle Noise:	SE	1.9 8	7.2		84.2		59.	3	67.	•	66.4
Centeriine Distan	ce to Naise C	ontour (in feet)									
			T		d8A	85 d			0 dBA		dBA
			rion:	7	2	159			236		24

Friday, November 08, 201

		***************************************	100000	***********	000000000		*******	********			
_		***************************************		****		*******		*****			****
	no Year 2035								no Valley M	falmart	
	ne: John F. Kei					Job N	umber:	8610			
Road Segme	vii: East of Kito	hing Streat									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Car	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adl): 3	6,536 vehicle:	3					Autos	15		
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Arries)	15		
Peak h	lour Volume:	2,654 vehicle:	5		He	avy Truc	ks (3+	Axles)	15		
Ve	thicle Speed	55 mph		H	Vohicte	2814					
Near/Far La	ine Distance:	36 feet		H		icleType	-	Osv	Evening	stight	Daily
Site Data							lutos:	77.59		9 636	
					1.0	edium Tr		84.69		10.3%	
	rrier Keight:	0.0 feet		- 1		Heavy Tr		86.69		10.8%	
Barrier Type (0-VI		0.0								10.070	0.1 170
Centerline Di Centerline Dust		100.0 feet 100.0 feet		ſ	Noise 5	ource El	e vatio	ns (in i	(set)		
		0.0 feet		Г		Autos	s: E	.000			
Barrier Distance		0.0 10.31		- 1	Mediu	m Trucki	5: 2	.297			
Observer Height		5 0 heet			Hear	у Тгискі	s. S	900	Grade Ad	justmeni	0.0
	ad Elevation: ad Elevation:	0.0 feet		-	l ana Ca	ulvalent	Tringer	seo Gr	to and		
	aa Elevation: Foad Grade:	0.0 feet		-	Lane En	Autor		.494	7009		
	Froam Grade: Left View:	0.0%		- 1		ликок т Тписки		.484 .484			
		-90.0 degree						.413			
	Rigiż View:	90.0 degree	es.		near	ry Trucki	, ac	.413			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	0	stance	Finite	Road	Fred	1901	Barrier Alt	en Bei	rm Atten
Autos:	71.79	1.42		-4.5	2	-1.20		-4.77	9.0	100	0.000
Medium Trucks:	82.40	-15.82		-4.5	1	-1.20		-4.89	9.0	000	0.000
Heavy Trucks	86.40	-19 78		-4.5	1	-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atter	uation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg E	vening	Leq.	Nighi		Ldn	C	NEL.
Autos	67	.5	35.8		63.8		57	8	687	•	67.0
Medium Trucks	60	.9	59 4		53.0		51		58.5	9	60.1
Heavy Trucks:	60	.9	59.5		50.4		51	.7	60.	1	60.2
Vehicle Noise:	89	.1	87.3		84.3		59	.5	68.	3	69.5
Centeriine Distan	ce to Noise Co	ntour (in feet									
					18A		1BA		69 dBA	- 00	dBA
			Lan:	7	4	18	59		342	7	38

Friday, November 98, 2013

iday, Nevernber 08, 2013

	: Year 2035 VV						no Valley W	aimart	
	: Gentian Aven				Job Num	bev: 8870			
Fload Segment	f: West of India	n Street							
	PECIFIC INP	UT DATA		A1. A			EL INPUT	S	
Highway Data				sne Con	ditions (Ha				
Average Daily T		,000 vehicles				Autos			
Peak Hour F		10%			alum Truck				
		360 vehicles		He	avy Trucks	(3+ Axies	15		
	ncie Spead.	45 mph	1	Vehicle I	Wy				
Near/Fer Lan	e Distance:	36 feet	H		deType	Day	Evening	Night	Daity
Site Date					Auto	e: 77.5°	6 12.9%	9.6%	97.42%
Ban	rier Heiaht:	0.0 feet		5/8:	durn Truci	is: 94.8°	% 4.9%	19.3%	1 84%
Barrier Type (0-Wa	ili, 1-Bermi.	0.0		F	leavy Truct	s: 86.5°	N 2.7%	10.8%	0.74%
Centerline Dist	to Barrier:	100.0 feet		Valar C.	urce Eleva	Nava (in	Es and		
Centerline Dist. to	Observer.	160.0 feat	H	torse ac	Autos	0.000	tend		
Barrier Distance to	o Observer	0.0 feet		A decision	n Taucks:	2.287			
Observer Height (A	lbove Pad):	5.0 feet			n Frucks:	6.008	Grade Ad	i i olimont	0.0
Per	d Elevation	0.0 feet		HOSE	y Trucks:	6.000	Draue Aug	uamen.	0.0
Roar	d Elevation:	0.0 feet	Ĩ.	ane Eq	uivalent Di	stance (ir	feet)		
R	load Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Mediur	n Trucks:	98 404			
	Right View:	90.0 degrees		Heav	y Trucks.	98.413			
FHWA Naise Made	i Calculations		i						
Verlide Type	REMEL 1	raffic Flow   Dis	tance	Finite	Road I	resnel	Berner Att	en Ben	m Alten
Autos:	68.46	-7.10	-4.52	2	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	79 45	-24.42	-4.51		-1.20	-4 88	0.0	60	0.000
Невку Тrucкв.	84.25	-26.37	-4 61		-1.20	-5.16	0.0	60	0.000
Unmitigated Noise	Levels (withou	t Topo and barrie	r atten	uation)					
VehicleType 2	Leg Peak Hour		Leg Ev	rening	Leg Nig		Ldn	Ci	νEΣ.
Autos:	55 6	53.7		51.9		45.8	54.5		55.
Medium Trucks.	49.3	47.6		41.4		29.9	46.4		46.5
Heavy Trucks:	50.2	48.7		39.7		41.C	49.3	;	48.4
Vehicle Noise:	57.4	55.7		52.5		47.8	56.4		56.8
Centerline Distance	e to Noise Con	tour (in feet)							
		L	70 c		65 dBs	1	60 dBA		dBA
		Loh).	1:		27		57		23
		CNEL:	13		29		61	1	32

Scenario: Year 20	35 VVithou	t Project			Project N	ame: Morei	no Valley VA	simart	
Road Name: Iris Ave	nue				Job Mur	nber: 8876			
Fload Segment: West of	Indian St	ret							
SITE SPECIFIC	INPUT	BATA		-			EL INPUT	;	
Highway Data				Site Cor	iditions (F	fard = 10, S	laft = 15)		
Average Daily Traffic (Adt	15,951	vehicles				Autos	15		
Peak Hour Percentage	z 10	96		Me	alurn Truc	hs (2 Axies)	15		
Peak Hour Volum	: 1,585	vehicles		He	avy Trucki	s (3+ Axies)	15		
Vehicle Speed	49	roph		Vehicle	Marine .				
Near/Far Lane Distance	r 12	feet			ioleTvae	Dav	Eivening	Night	Daire
Site Data					Au			8.6%	97.42%
Barrier Heigh	. 0.	feet		54	edium Tria			10.3%	1 84%
Barrier Type (0-Wall, 1-Berri					Heavy True			10.8%	0.74%
Centerline Dist to Barrie		) feet							
Centerline Dist. to Observe		1 feet		Noise S		rations (in :	feet)		
Barrier Distance to Observe		) feet			Autos.	0.000			
Observer Height (Above Pag		) feet			m Trucks	2.297			
Pad Elevation		) feet		Hea	ry Trucks:	8.00%	Grade Adj	usiment:	0.0
Sned Flevatio		) feet		Lane Ec	ulvalent D	listance (in	feeti		
Road Grade		166		CHOP RO	Autos:	99.845			
Left View		) degrees		Mediu	m Trucks:	89 956			
Right View		degrees		Hea	v Trucks.	99.866			
		, angioni			,				
FHWA hoise Model Calculat									
VehicleType REMEL		e Flow	Distance		Road	Fresne!	Barrier Atte		n Alten
Autos: 68		0.59	-4		-1.20	-4.77			0.000
Medium Trucks: 77		-16.65	-4		-1 20	-4 88			0.000
Heavy Trucks. 82	.99	-20.61	-4	61	-1.20	-5.16	6.6	UU .	9 9 9 0
Unmitigated Noise Leveis (v	ithout To	ps and b	arrier atte	nuation)					
VehicleType Leg Peak.	low.	Leq Day		Evening	Leg Ni		Ldn		WEZ.
Autos:	813		9.4	57.6		51.6	60.2		60.8
Medium Trucks.	55.9		3.7	47.4		46.6	54.3		54.6
Heavy Trucks:	58.8		5.2	48.1		47.4	55.7		55.9
Vehicle Noise:	63.3	6	9. 9	58.3		53.7	82.3		62.7
Centerline Distance to Noise	Contour	(in feet)							
			7.	dBA	65 dE	3.4	60 dB.4	.55	dB.4

Soonen	o: Year 2035 \	Alitin aut Dispinat		**********	Oreigoti	000000000	loron.	c Valiev VV	alcaact	********
	e: Gantian Avi					marne. 16 imber: 8		G A ROSA AM	alltiart	
	x: East of Pen				100111	erraner. u	010			
	***************************************	*************		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,						
Highway Data	SPECIFIC IN	PUTBATA		Site Cone				LINPUT: aft≈15)	9	
Average Daily	Losffie (Adf):	7.500 vehicles					utos:	15		
	Percentage.	18%		Med	lum Tru	oks (2 A	oles).	15		
	our Volume:	750 vehicles				ks (3+ A				
Ve.	uirde Saesed	40 moti								
Near/Far La	ne Distance.	12 feat		Vehicle #					411 14	6. 3
Site Data				venk	leType		Эву 17.5%	Evening	Niglx	Daily
					A Sum Tri					87.42%
	nier Height:	0.0 feet			sam in savv In		34 9 % 36 5 %		10.3%	
Bernier Type (0-W		0.0		779	easy m	PCP181 - E	50.030	2.176	10.0%	G.2450
Centerline Dia		100.0 feat		Noise Sa	urce Ek	vations	(in fe	:01)		
Centerline Dist.		100.0 feet			Autos	0.0	00			
Barrier Distance		0.0 feat		Medium	Trucks	2.2	97			
Observer Height (		5.0 feat		Heavy	Trucks	9.0	90	Grade Adj	ustment	0.0
	nd Elevation: ed Elevation:	0.0 feet 0.0 feet		Lane Equ	irentour	Dietano	a Con	fo.art)		
	Road Grade:	0.0%		Lane Lya	Autos			1000		
	road Grade refi View			Medium						
	Right View:	-90.0 degree:			Truchs					
	right view.	90 0 degree	5	reavy	173093	. 98 G	00			
FHWA Noise Wode										
VehicleTyne	REMEL.	Traffic Flow	Distance		toed	Fresno		Barrier Att		
Autos	66.51	-2.89		62	-1.20		4.77	0.0		0.000
Medium Trucke	77.72	- 19 93	-4	.81	-1.20	-	4.58	0.0	100	0.000
Heavy Trucks:	62.89	-23.88	-4	.61	-1.20	-	5.16	0.0	100	0.000
Unmitigated Noise	Levels (with	out Topo and b	arrier ette	nuation						
Vehicle Type	Leg Peak Hou	Leq Day	Leq	Evening :	Legi	light		Lán	C	NEL
Autos:	58.	G 5	6.1	54.3		48.3		56 9	3	57 5
Medium Trucks:	52.	B 5	0.5	44.1		42.6		51.4	)	51.3
Heavy Trucks	53.	3 5	1.9	42.8		44.1		52.4		52.8
Vehicle Noise.	60	0 5	0.8	55.0		50.5		59.0	)	59.4

Friday, November 88, 2913

Centerline Distance to Noise Contour (in feet)

	io: Year 2035		Project							e Maliey W	/almart	
	ne: Iris Avenue						Adok	lumber	8970			
Road Segme	nt: East of Indi	an Stree	t									
SITE	SPECIFIC IN	PUTD	ATA					HOISE	MODE	LINPUT	S	
Highway Data					S	ite Cor	nditions	(Hard	≃ 10, Sc	aft ≈ 15)		
Average Oally	Traffic (Adl):	20,480 v	enicles						Autos:	15		
Peak Hour	Percentage.	10%				Mi	edium Yr	ucks (2	Axles).	15		
Peak F	lour Volume	2,048 \	ehicles			146	eavy Tru	cks (J+	Axles):	15		
Ve	viide Speed:	55 (	ngh			a hic le	44/-					
Near/Far La	ne Distance.	36 f	eat				holeTvo		Dav	Eveninal	Night	Dally
Site Data						v (c)		Autos:	77.5%		9.8%	
							fedium 7		64.9%		10.3%	1.649
	rrier Height:		feet				Heavy I		88.5%		10.8%	0.749
Barrier Type (0-VI		0.0					neavy i	rucho.	60.070	2.176	10.098	G.745
Centerline Di		100.0			Ñ	oise S	aurae E	le vatio	ns (in h	est)		
Centerline Dist.		100.0					Auto	is: (	0.000			
Barrier Distance			feet			Media.	ım Truck	(S)	2 2 9 7			
Observer Height (			fest			Hea	vy Truck	os 8	3.006	Grade Ad	justment.	0.0
	ad Elevation:		feet				suivalen					
	ad Elevation:		feet		1.	one to				reeti		
	Road Grade	0.09					Auto		3.484			
	Left View:		degrees				ım Truci		3,404			
	Right View:	90.0	degrees			Hea	vy Truci	is: 9:	3 413			
FHWA Noise Worl	of Cateulation	s										
VehicleType	REMEL	Traffic	Flow	Distar	200	Firite	Road	Free	sne/	Barrier All	en Ber	m Atten
Autos	71.78		0.29		-4.52		-1.20		-4.77	0.0	300	0.00
Medium Trucks	82.40		16 95		-4.51		-1.20		-4.58	0.0	300	0.00
Heavy Trucks:	86.40		20.90		-4.51		-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Top	e and ba	mier c	ettenu	ationi						
	Lea Peak Hou		90 Day		ea Eve		Lea	Night	т	Lan	T C	NEL
Autos	66	.4	84	5		62.7	†i	56	6	85	3	85
Medium Trucks:	69	.7	58	.2		51.8	j	50	.9	58.3	9	59.
Heavy Trucks	59	.G	59	4		49.8	3	50	.6	58.	9	59.
Vehicle Noise.	67	.9	86	.2		63.2	?	58	.3	68.	9	67.
Centerline Distan	ce to Noise Ce	natour (	in feati									
		erredui (		7	70 d8	9/4	65	dEA	T (	0 dEA	55	d5.A
			£d	n:—	92		1	34		288	8	21
			CNE		87		4	44		310	9	88

	no: Year 2035 na: Santiago E		ect			Project Na. Job Num		o Valley W	falmart.	
	vi: East of Pe									
	SPECIFIC II	PUT DATA			**********			L INPUT	S	
Highway Data					Site Cor	ditions (Ha	rd = 10, S	oft = 15)		
Average Daily	Traffic (Adl)	7,696 vehic	les				Autos	15		
Peak Hour	Percentage:	10%				dium Trucki				
Peak F	lour Volume:	701 vehic	les		He	avy Trucks	(3+ Axles):	15		
Ve	thicle Speed	40 mph		1	Vahiate	Nilv				
Near/Far La	ine Distance:	12 feet		1	Vet	icleType	Day	Evening	Night	Daily
Site Data						Auto	s: 77.5%	12.9%	9 6%	97.42%
Ba	rrier Keight:	0.0 feet			M	edium Truci	s. 84.6%	4.9%	10.3%	1.84%
Barner Type (0-V		0.0			ž.	leavy Truck	s: 96.6%	2.7%	10.9%	0.74%
Centerline Di		100.0 feet			Maria 6	ource Eleva				
Centerline Dist.	to Observer:	100.0 feet		- 1	Moise 3	Autos:	0.000	a ez)		
Barrier Distance	to Observer.	0.0 feet			Administra	m Trucks:	2.297			
Observer Height	(Above Pad).	5.9 teet				пт гиска: v Trucка:	8 006	Grade Ad	ii etmani	0.0
p.	ad Elevation:	0.0 feet							or services	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	ulvaient Di		feet)		
	Road Grade:	0.0%				Autos:	98.945			
	Left View:	-90.0 degs	ees	- 1		m Trucks:	99.856			
	Right View:	90.0 deg	ees		Hear	y Trucks:	99.865			
FHWA Noise Mod										
VehicleType	REMEL	Traffic Flow		stance			yesner	Barrier Att		m Atten
Autos:	86.51	-2.9		-4.1		-1.20	-4.77		100	0.00
Medium Trucks:	77.72			-4 9		-1.20	-4.89		300	0.00
Heavy Trucks	82.99	-24 1	8	-4.1	81	-1.20	-5.16	0.0	100	0.00
Unmitigated Nois			d barr	ier atte	nuation)					
	Leg Peak Ho.			Legi	Evening	Leg Nig		Ldn		VET.
Autos		7.7	55.8		54.0		48.0	58.		57.
Medium Trucks	51		59 2		43 9		423	50.		51.
Heavy Trucks:	53		51.6		42.5		43.8	52.		52.
Vehicle Noise:	59	3.7	58.0		54.7		50.2	59.1	7	69.
Centeriine Distan	ce to Naise C	ontour (in fe	et)							
				70	d8A	65 dB/		50 dBA		dBA
			1710		19	39	-	82	1	76

Friday, Nevernber 08, 2013

		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	000000		******	*******	******	575550000			
		Without Projec	****	*****		····	*****	*****	a Valley M		******
	ior mean zulab se: Tris Avenue		ξ				ivame: umber		o valley in	aman	
	nt: VVest of Pe					00074	onwer.	0010			1
	************	***************************************						*********		******	
Highway Data	SPECIFIC IN	IPUT DATA			ida Car	n ditions			L INPUT	s	
<del></del>					ne car	randons	(min				
Average Daily			S					Autos	15 15		
	Percentage:	10%				olum Ta					- 1
	lour Volume:	2,680 vehicle	S		F16	avy Truc	7KS (3+	AXIES).	15		- 1
	hide Speed	55 mph		ν	ohicte	Mix					
Near/Far La	ne Distance:	36 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						1	lutos:	77.5%	12.9%	9 6%	87 42%
Se.	rrier Height:	0.0 feet			M	edium Tr	ucks.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-W		0.0			- 1	Heavy Tr	Uchs:	86.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-							
Centerline Dust	In Chaerver	100.0 feet		A	0156 5	ource El			9 <b>0t)</b>		
Barrier Distance	to Observer.	0.0 feet				Autos		0.000			1
Observer Herafit (	Above Padl	5.0 heet				m Trucki		2.297	0		0.0
	ad Elevation:	0.0 feet			Hear	у Тгискі	s. :	006	Grade Ad	usemen	0.0
Ro	ad Ellevation:	0.0 feet		1	ane Eg	ulvaient	Disto	nce (in	feet)		
	Fload Grade:	0.0%				Autos	: 98	3.494			
	Left View:	-90.0 deare	es		Mediu	т Тписка	s: 9f	3.404			
	Right View:	90.0 degre			Hear	n/Truck	r: 98	3,413			- 1
											j
FHWA Noise Mod											
VehicleType	REMEL	Traffic From	Ω	istance		Road	Fres		Barrier Alt		m Atten
Autos	71.79	1.43		-4.52		-1.20		-4.77		180	0.000
Medium Trucks	82.40			-4 51		-1.2D		-4.85		300	0.000
Heavy Trucks	86.40	-19 77		-4.51		-1.2D		-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	iation)						
VehicleType	Leg Peak Hou			Leg Ev	ening	Leq.	Nighi		Ldn		VEIL
Autos	67	.5	65.8		63.8		57	.8	68.4	•	67.0
Medium Trucks	60	1.9	59 4		53.0		51	6	58.5	9	60.2
Heavy Trucks:	60	1.9	59.5		50.5		51	.7	60.	1	60.2
Vehicle Noise:	69	1.1	87.3		84.3		59	.5	63.	7	69.5
Centerline Distan	e to Noise Co	ontour (in feet	)								
				70 d		85:			60 dBA		dBA
			Edn:	74		18	59		343	7	38

Finday, November 69, 2013 Friday, November 08, 2013

	rio: Year 2035 Vi ne: Iris Avenue	ithout Project				ime: Morei ther: 8878	to Valley W	aimart	
	ne: ins Avenue int: East of Perris	Our law and			JOD INUIT	Der: 8870			
*******************************		***************************************		***************************************	***************************************			*********	
Highway Data	SPECIFIC INP	UT BATA	-	Site Cor	NOI Iditions (H		L INPUT	S	
	Traffic (Adt). 26	Otto cobiatos				Autos			
	Percentage:	,ara venicias		440	alum Truck				
		.632 vehicles			aw Trucks				
	etricile Sipered.	55 mph	,			(4 10000)			
	ine fiedance	36 feet		Vehicle.			Lac - I		
				Veh	ide?ype	Day	Evening	Night	Daity
Site Date					Auh			9.6%	97.42%
	rrier Height:	0.0 feet			edium Truc			10.8%	1 94%
Barrier Type (0-V		0.0		,	Heavy Truc	KS: 85.51	8 2.7%	10.6%	0.74%
Centerline Di		100.0 feet		Noise S	ounce Elev	ations (in t	(sec)		
Centerline Dist.		100.0 feat	1		Autos.	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks	2.287			
Observer Height		5.0 feet		Heat	ry Trucks:	6.008	Grade Adj	ustment:	0.0
	ad Elevation	0.0 feet	į		uivalent Di		*		
	ed Elevation:	0.0 feet	-	Lane Eq			7061)		
	Road Grade:	0.0%			Autos: m Trucks:	98.494 98.404			
		-90.0 degrees				98 413			
	Right View:	90.0 degrees		Heat	ry Trucks.	86.413			
FHWA Naise Mad									
Verlicie Type			stance			Fresnel	Berner Afti		m Alten
Aulos	71.70	1.98	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-16.86	-4.5		-1.20	-4 88	0.0		0.000
Невгу Тruсна.	36.40	-19.81	-4 (	51	-1.20	-5.16	0.0	600	9 900
Unmitigated Nois			er atte	nuation)					
Verticle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	iht	Ldn	Ci	νEΣ.
Aikas:	87.4	65.5		63.6		57.7	66.3		66.9
Medium Trucks.	6.08	59.3		63.0		51.4	59.9		60.1
Heavy Trucks:	60.8	59.4		50.4		51.7	80.0	]	80.
Vehicle Noise:	69.0	67.3		64.3		58.4	68.0		69.6
Centerline Distan	ce to Noise Con	tour (in feet)							
		T	70	dB.A	65 dB.	Δ	60 dBA	.55	dB.A
		Loh.		73	158		341		34
		CMS7 ·		7 G	170		988		60

Scenario: Year 20		st Project				lame: Morer	o Valley W	simart	
Road Name: Iris Ave	nue				Job Nu	mber: 8876			
Fload Segment: West o	Lasselle	Streat							
SITE SPECIFIC	INPUT	BATA		-		ISE MODE		8	
lighway Data				Site Co	nditions (I	tard = 10, S	ařt = 15)		
Average Daily Traffic (Ad	9. 37,500	vehicles				Autos	15		
Peak Hour Percenteg	e: 16	196		5/6	ealurn Truc	48 (2 Axies).	16		
Peak Hour Volum	e: 3,760	vehicles		R	eavy Truck	s (3+ Axies).	15		
Vehicle Spee	я. 66	roph		Vehicle	60iv				
Near/Far Lane Distanc	e: 88	feet			hideTvae	Day	Eivening	Night	Daiv
lite Data				+		fas: 77.53		8.6%	97.429
Barrier Helat		0 feet		1 4	tedium Tru	cks: 84.89	6 4.9%	10.3%	1.949
Barrier Type (0-Wall, 1-Bern					Heavy Tru	cks: 86.59	6 2.7%	10.8%	0.749
Centerline Dist, to Barrio		D feet		ļ.,	·				
Centerline Dist. In Observe		finet feet		Moise S		vations (in i	680		
Barrier Distance to Observe	er 0.	D feet			Autos.	0.000			
Observer Height (Above Pag	0: 5.	0 feet			um Trucks	2.287	The state of the		0.0
Pad Elevatio	n 0.	0 feet		1 760	wy Trucks:	8.008	Grade Adj	uaunen.	0.0
Road Elevatio	n 0.	0 feet		Lane E	quivalent L	Distance (in	feet)		
Road Grad	e: 0.	0%			Autos:	87.316			
Left Vie	v90.	C degrees		Media	ım Trucks:	87 214			
Right Vie	v: 90.	0 degrees		Hea	ny Trucks.	87.224			
HWA Noise Model Calcula	tions								
VehicleType REMEL		ic Flow	Distanc		9 Floard	Fresnei	Barrier Att		n Allen
	.78	2.92		1.74	-1.20	-4.77	0.0		0.00
	40	-14.32		3.73	-1.20	-4 88	0.0	100	0.00
Heavy Trucks. St	.49	-16.2B	-3	73	-1.20	-5.16	0.0	60	9.90
Inmitigated Noise Levels (v	vithout To	ops and b	amier at	tenuation)					
VehicleType Leg Peak	How	Leg Day		Evening	Leq N		Ldn		WEZ.
Autos:	89.9		7.9	68.		60.0	66.7		69.3
Medium Trucks.	69.2		1.6	65.3		68.7	62.2		62.
Heavy Trucks: Vehicle Moise:	63.2 71.3		9.E	52.1 68.1		64.0 81.8	82.3 70.3		62.
									703

Scenario: Year 203/ Road Name: Iris Avanu Road Segment: West of K	ie						iviame: umber:		ic Valley Vv	almart	
SITE SPECIFIC I	NPUTE	ATA	*****		**********	Pi	OISE	MODE	LINPUT	5	**********
Highway Data					Site Con	ditions	(Hard	n 10, S	oft = 15)		
Average Daily Traffic (Adl):	31,148	venicles						Autos	15		
Peak Hour Percentage.	109	6			Me	žium Tre	icks (2	Axies).	15		
Peak Hour Volume	3,115	vehicles			Hei	ary Truc	oks (3+	Axles):	15		
Venicle Speed:	55	mphi		-	Vehicle f	die.					
Near/Fat Lane Distance.	36	feat		H		deTvoe		Dav	Eveninal	Niglá	Daily
Site Data							uins:	77.59			87.42%
Barrier Height:	0.0	feet			No	diam Ti	ucks:	64.93	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Berm):	0.0				E	leavy I	wors.	88.59	6 2.7%	10.8%	0.74%
Centerine Dist. to Berner	100.0			-							
Centerline Dist. to Observer.	100.0			- 4	Voise Sa				eon		
Barrier Distance to Observer:	0.0	feet			44-40-	Auto: n Trucki		1.000			
Observer Heighl (Above Pad):	5.0	feat				n i rukin v Trucki		1.006	Grade Ad	iconnant	0.0
Pad Elevation:	0.0	feet								a our norm	0.5
Road Elevation:	0.0	feet		1	ane Equ	iivalem			feet)		
Road Grade:	0.0	%				Auto	s: 98	.494			
Left View:	-90.0	degrees			Mediur	n Truck	s: 88	3.404			
Right View:	90.0	degrees			Heav	y Trucki	s: 98	413			
FHWA Noise Wodel Catculatio VehicleType REMEL		Flow	e	nnoe	Firite	~		inel :	Barrier Att		4//
VehicleType REMEL Autos 71.7		2.11	LASE	-4.5		-1.20	Pres	-4 77		en  er	m Atten 0.000
Medium Trucks: 92.4		-15.18		-4.5	_	-1.20		-4.77 -4.58		inc	0.000
Heavy Trucks: 68.4		-19 08		-4.5		-1.20		-4.00 -5.16	0.0		0.000
Unmitigated Noise Levels (wit	-					-1.20		-0.70			0.000
VehicleType Leg Peak Hi		eq Day			rening	Leg	Night	Т	Lán	C	NEL
Autos: 6	8.2	86	3		84.5		58	5	87		87 7
Medium Trucks: 6	1.6	6D	.1		53.7		52	.1	90.8	3	50.3
Heavy Trucks 6	1.6	60	.2		51.1		52	4	60.		60.9
Vehicle Noise F	9.8	88			65.0		60		68		68.2

Friday, November 88, 2913

Scenario: Year 2	185 Withou	ut Project			Project Na	me: More	ne Valley W	/almart	
Road Name: Iris Avi		an i ragional				ber 8070		· am i on c	
Road Segment: East of	Lasselle S	Street							
SITE SPECIFI	THREE C	0.470	******	**********	10.00	CE 1500	EL INPUT	ennaman C	*******
Highway Data	. 1151-131	DA JA	-	Site Cor	iditions (H			#	
Average Daily Traffic (A:	m- 49 mm	Lambieles				Auto			
Peak Hour Percentag				Mo	dium Truck				
Peak Hour Volum		vehicles			any Trucks				
Venicle Sore	,	moh				,0.75000	,. 10		
Near/Far Lane Distant		feat		Vehicle					
		. 1566		Veh	ioleType	Day	Evening	Nigix	Daily
Site Data					Aut			9.8%	4
Barrier Heigi	he: 0.	0 feet			edium Truc			10.3%	1.643
Barrier Type (0-Wall, 1-Barr		0		,	Heavy Iruc	NS. 88.5	% 2.7%	10.8%	0.749
Centerline Dist. to Barri		0 feat	ŀ	Noise S	ource Elev	ations (in	feeti		
Centerline Dist. to Observ		0 feet	-		Autos	0.000			
Barrier Distance to Observ		0 feet		Media	m Trucks	2 297			
Observer Height (Above Pa		0 feet		Heat	or Trucks	8.006	Grade Ad	Vustment	0.0
Pad Elevatio		0 feet	-						
Road Elevatio		0 feet	-	Lane Eq	uivalent D		r feet)		
Road Grad		0%			Autos:	87.316			
Left Vie		0 degrees			m Trucks	87.214			
Right Vie	w: 90	0 degrees		Hear	ly Trucks:	67 224			
FHWA Noise World Catcula	tions		L						
VehicleType REMES	. Traff	ic Flow Dis	dance	Finite	Road	Fresnel	Barrier All	en Bei	m Alten
Autos 7	.78	3.51	-3.7	4	-1.29	-4.7	0.0	300	0.00
Medium Trucks: 8:	2.40	-13.73	-3.7	3	-1.20	-4. EX	3 91	300	0.00
Heavy Trucks: 81	3.40	-17.88	-3.7	3	-1.20	-5.76	9 0.0	300	0.00
Unmitigated Noise Levels (	vithout To	opo and barri	er etter	nuationi					
VehicleType Leg Peak		Leg Day		vening	Leg Nic	tit	Lán	T C	NEL
Autos	70.4	88.5		86.7		80.6	89	3	89
Medium Trucks:	63.7	62.2		55.9		54.3	62.3	9	69.
Heavy Trucks	63.6	62.4		53.3		54.6	62.	9	63.
Vehicle Noise.	71.9	70.2		87.2		62.3	70.	8	71
Centerline Distance to Nois	e Contou	(in feet)							
		· · · · · · · · · · · · · · · · · · ·	70	dB/4	65 dE	4	60 dBA	.55	dE.A
		Ldn: CNEL:	1	15	247		533	1.	148

Road Nam	io: Year 2035 xe: Iris Avenue xf: East of Kito		t				Name: Imber:		n Valley W	almart	
	SPECIFIC IN	PUT DATA							LINPUT	S	***************************************
Highway Data					Site Con	amons					
Average Daily		40,764 vehicle	5	- 1				Autos	15		
	Percentage:	10%		- 1		dium Tru			15		
	laur Valume:	4,076 vehicle	S	- 1	He	avy Truc	KS (3+.	Axles):	15		
	hicle Speed:	55 mph			Vehicle i	ЖX					
Near/Far La	ne Distance:	98 feet		ı	Veh	icleType		Day	Evening	Flight	Daily
Site Data						A	utos:	77.5%	12.9%	9 636	97.42%
Bai	rrier Keight:	0.0 feet			A4	edium Tr	uc/as.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-W		0.0		- 1	- A	leavy Tr	ucks:	96.6%	2.7%	10.8%	0.74%
Centerline Dis	st to Barrier.	100.0 feet		-	Noise Sc						
Centerline Dist.	to Observer:	100.0 feet		-	Motes as	Autos		000 000	i ez)		
Barrier Distance	to Observer.	0.0 feet		- 1	a de la company	Асков п Томка		990 297			
Observer Height (	Above Pagl.	5.9 teet				п госка v Тrucка			Grade Ad.	ivetenomi	0.0
Pa	ad Elevation:	0.0 feet		- 1	mean	у тисне	. 3	000	Orace Au,	G SHIPSON.	. 0.0
Ros	ad Elevation:	0.0 feet		ſ	Lane Eq.	ulvaient	Distan	ce (in :	est)		
,	Road Grade:	0.0%				Autos	: 87	318			
	Left View:	-90.0 degree	es.		Medius	п Тицска	: 87	214			
	Right View:	90.0 degree	es.		Heav	y Trucks	: 87	224			
PHWA Noise Mode	et Calculation	5									
VehicleType	REMEL	Traffic From	Dist	ance	Finite	Road	Fresi		Barrier 4tt		m Atten
Autos:	71.76	3.28		-3.7	4	-1.20		-4.77	0.0	100	0.00
Medium Trucks:	82.40	-13.96		-3.7	3	-1.20		-4.89	0.0	100	0.00
Heavy Trucks	86.40	-17.91		-3.7	.3	-1.20		-5.18	0.0	100	0.001
Unmitigated Noise											
	Leq Peak Hou			Leg E	vening	Leg I		<u> </u>	Ldn		NEIL
Autos:	70		68.2		66.5		60.		69.0		69.
Medium Trucks	63		82 0		55 6		54		62.6		62.1
Heavy Trucks:	63		82.1		53.1		54.		62.7		62.
Vehicle Noise:	71		89.9		87.0		62.	1	70.3		71.
Centeriine Distand	e to Noise Co	ontour (in feet	,		d8A	851	10.4	,	0 d8A		dBA
			L			25		0			168
			f (50)		11				514		

Friday, Nevernber 08, 2013

		Without Project					Name: Imber		no Valley M	falmart	
	te: Kramena A nž: East of Indi					JOD 74	ımper:	8670			
***************	********	***************************************		****	*********	000000000		*******		*****	**********
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					size Car	ditions	Hard		oft = 15)		
Average Daily		8,000 vehicle:	3					Autos			
	Percentage:	10%				edium Ta					
	lour Volume:	800 vehicle:	5		He	avy Truc	ks (3+	Axles)	15		
	hicle Speed	45 mph		1	/ohicte	Mix					
Near/Far La	ne Distance:	24 feet		F	Ver	iicleType		Osy	Evening	Night	Daily
Site Data						7	utos:	77.59	6 12.8%	9 6%	97 42%
Sa.	rrier Kelght:	0.0 feet			M	edium Tr	ucks.	84.69	4 4 9%	10.3%	1.84%
Barrier Type (0-VI		0.0				Heavy Tr	uoks:	86.69	6 2.7%	10.9%	0.74%
Centerline Di		100.0 feet		-							
Centedine Dust	In Chaerver:	100.0 feet		1.5	10156 5	ource Ei			99t)		
Barrier Distance	to Observer.	0.0 feet				Autos		.000			
Observer Height i	Above Padl.	5 0 teet				m Truck		1297	Grade Ad		
P	ad Elevation:	0.0 feet			Hear	vy Trucki	. :	000	Grade Ad	parameter	. 0.0
Ro	ad Elevation:	0.0 feet		1	ane Eg	ulvaient	Distor	ice (in	feet)		
	Froad Grade:	0.0%				Autos	: 98	.403			
	Left View:	-90.0 degree	es.		Mediu	т Тписка	98	.314			
	Rigiti View:	90.0 degree	s		Hear	vy Trucki	: 99	.323			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic From	0	stance	Florie	Road	Fred	1997	Barrier Alt	en Ber	rm Atten
Autos	68.46	-2.92		-4.58	)	-1.20		-4.77	0.0	180	0.000
Medium Trucks:	79.45	-20.16		-4.57	7	-1.20		-4.85	0.0	000	0.000
Heavy Trucks	84.25	-24.11		-4.57	7	-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	uation)						
VehicleType	Leg Peak Hou			Leg Ev	ening	Leq.			Ldn		NEL.
Autos	59		57.8		58.1		50		58.		58.8
Medium Trucks	53		52 0		45 8		44		62.9		62.6
Heavy Trucks:	54	4	52.9		43.9		45		53.5	5	63.6
Vehicle Noise:	81	.6	59.9		56.7		52	.0	60.	3	61.0
Centeriine Distan	ce to Naise Co	ontour (in feat				,				·····	
			!	70 a		85:			69 dBA	- 00	dBA
			Lan:	24	4	- 6	1		108	- 2	235

Friday, November 69, 2013
Friday, November 69, 2013

Frida

	io: Year 2035 V						no Valley Wa	imarr	
	e: Krameria Av				Job Nut	nber: 8870			
Road Segme	nf: West of Pen	is Boulevard							
SITE	SPECIFIC INF	UT DATA					EL INPUTS		**********
Highway Data				Site Cor	rditions (f	tard = 10.3	laft = 15)		
Average Daily	Traffic (Adt). 10	2,593 vehicles				Autos	: 15		
Peak Hour	Percentage:	18%		Ms	adium Truc	hs (2 Axies,	15		
Peak F	lour Volume: 1	,259 vehicles		He	avy Trucki	s (3+ Axles	15		
	hicle Speed.	49 roph	1	Vehicle	Miv				
Near/Fer La	ne Distance:	12 feet	1		ideTvae	Day	Evenina	Night :	Daire
Site Data					Au	fas: 77.5	6 12 9%	9.6%	97 4 2%
n-	rrier Height:	0.0 feet		54	edium Tra			10.3%	1 84%
Barrier Type (0-V		0.0 1001			Heavy Truc	oks: 86.5	6 2.7%	10.6%	0.74%
Centedine Di		100.0 feet							
Centerline Dist		160 C feet	,	Noise S		ations (in	feetj		
Barrier Distance	to Observer	0.0 feet			Autos.	0.000			
Observer Height	Above Padi:	5.0 feet			m Trucks	2.287	Grade Adiu		0.0
2	ad Elevation	0.0 feet		Hea	ny Trucks:	8.008	Grade Adju	istriem.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent C	listance (ir	feet)		
	Road Grade:	0.0%	i		Autos:	93.945			
	Left View.	-90.0 degrees		Mediu	m Trucks:	99 856			
	Right View:	80.0 degrees		Hea	vy Trucks.	99.366			
FHWA Naise Mad	el Calculations								
VerlideType	REWEL	Traffic Flow	Ofstance	Finite	Road	Fresnel	Barrier Afte.	n Ben	n Alten
Aulos	66.51	-0.44	-4.0	52	-1.20	-4.77	0.00	30	0.000
Medium Trucks:	77.72	-17.88	-4.6	31	-1.20	-4 86	0.00	30	0.000
Неаку Ілиска.	82.99	-21.63	-4 6	31	-1.20	-5.16	0.00	30	0.000
Unmitigated Nois	e Levels (witho	ut Topo and ba	rier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	vening	Leg Nij	ght	Ldn	Cr	WEZ.
Aufas:	80.3	58.	4	56.6		50.5	59.2		59.0
Медішті Ілиска.	54.1			48.4		44.6	53.3		53.5
Heavy Trucks:	55.8	54.	1	45.1		46.3	54.7		54.8
Vehicle Noise:	62.3	60.	5	57.3		52.7	81.2		81.7
Centerline Distan	ce to Noise Cor	tour (in feet)							
				σΒ.A	65 dE	3,4	60 dB.A		dB.A
		Lob	1.	26	56		121	21	61

Fitday, November 69, 2013

	o: Year 2005								o Valley Va	simart	
	e: Harley Kni					Job Mur	nber:	0870			
Road Segmer	f: East of VV	ebster Aver	ue								
SITE	PECIFIC I	NPUT DA	TA		**********	NO	ISE	HODE	LINPUT	S	***********
Highway Data					Site Con	ditions (f	dard =	10, S	ift = 15)		
Average Daily	Traffic (Adt).	39,000 vel	nicles					Autos:	15		
Peak Hour.	Percentage:	18%			Me	alum True	4812	Asies):	16		
Peak H	our Volume:	3,900 vet	nicies	- 1	He	avy Truck	s (3+ i	4xies):	15		
Vel	nole Speed.	45 m;	ıh	-	Vehicle.	80%					
Near/Far Las	ne Distance:	24 fee	t	-		ideTvae	-	Dav	Evening	Night	Daire
Site Data							ifas:	77.5%		9.6%	97.42%
	rier Heiaht:	0.0 fe			54	edium Tria		84.8%		10.2%	1 84%
Barrier Type (0-W		0.0 76	101			Heavy Tru		86.5%		10.6%	0.74%
Genterline Dis		100 D fe	0.0	1							
Centerline Dist. t		100.0 fe			Noise S	ounce Ele			et)		
Barrier Distance I		0.0 fe				Autos.	-	000			
Observer Height (		5.0 fe				m Trucks:		287			
	d Elevation	0.0 fe			Heat	ry Trucks:	8.	669	Grade Ad	jusiment.	0.0
	d Elevation	0.0 fe		T I	Lane Ea	uivalent E	Distan	ce (in	feet)		
F	Road Grade	0.0%		-		Autos:	99	403			
	Left View.	-90.0 de	ennees		Mediu	m Trucks:	89	314			
	Foatit View:	90.0 de			Heat	rv Trucks.	99	923			
	-		~	i							
HWA Noise Mode											
Vehicle Type	REWEL	Traffic Fi		stance		Pload	Fresi		Bərner Att		m Alten
Aulos	68.46		3.96	-4.5	-	-1.20		-4.77		000	0.000
Medium Trucks:	79 45		3.2B	-4.5		-1 20		-4 88		100	0.000
Heavy Trucks.	94.26	-1.	7.23	-4.5	1	-1.20		-5.16	G:L	000	0.000
Inmitigeted Noise	Leveis (witi	out Tops	and bam	ier atter	wation)						
VehicleType	Leg Peak Ho	ur Leq	Day	Leg E	vening	Leg Ni	ig/nf	1	Ldn		WEL.
Autos:	8	6.6	64.7		63.0		56.		65.6		66.
Medium Trucks.		0.4	69.9		62.6		61.		59.4		59.7
Heavy Trucks:	6	1.2	59.8		50.8		52.1	)	6C.4	}	60.6
Vehicle Naise:	6	B.5	68.7		63.6		58.	9	67.4	7	87.9
enterline Distanc	e to Noise C	ontour (in	feet)								
				70 (	3/B/4	65 df	3.4	1 (	0 dB.4	55	dB.4
			Loh).	6	8	148			314	- 6	76
											25

Scenario: Year 203	. Without	Project			Project No	ame: Mo	erenc	Valley W	almart	
Road Name: Krameria					Job Nun	nbar 88	70			
Road Segment: East of Pr	erris Bau	levard								
SITE SPECIFIC I	NPUTE	DATA	******		NO	ISE MC	DE	INPUT	5	*********
Highway Data				Site Con-	ditions (h	ard = 10	, So	ft = 15)		
Average Daily Traffic (Adl):	16,429	venicles					tos:	15		
Peak Hour Percentage.	103	X,		Mc.	žium Truci	ks (2 Axi	les).	15		
Peak Hour Volume	1,843	vehicles		Hes	ary Trucks	(O+ Axi	(es):	15		
Verticle Speed:	55	mph		Vehicle #	Mie					
Near/Far Lane Distance.	36	feat			deType	Di	ay i	Evening	Nigix	Daily
Site Data					Aus	os: 77	7.5%	12.9%	9.8%	87.42%
Barrier Height:	0.0	feet		Me	dium Truc	ks: 84	19%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Berm):	0.0			H	leavy Irus	ws. 86	3.5%	2.7%	10.8%	0.74%
Centerline Dist. to Berner	100.0	l feat	-	Noise Sa	570		C - 8-			
Centerline Dist. to Observer.	100.0	l feet		NOIST SU	Autos:	0.00		U)		
Barrier Distance to Observer:	0.0	l feet		2.Anative	n Trucks	2.29				
Observer Height (Above Pad):	5.0	l feat			v Trucks	8.00		Grade Ad	iustment	0.0
Pad Elevation:	0.0	feet								0.5
Road Elevation:	0.0	l feet		Lane Equ				eet)		
Road Grade	0.0				Autos:					
Left View:		degrees			n Trucks					
Right View:	90.0	l degrees		Heavy	y Trucks:	98 41	3			
FHWA Noise World Catculation VehicleType REMEL		Flow D	stance	Finite	a .I	Fresnel		Rarrier Att		46
VehicleTyne REMEL Autos 71.7		-0.87	srance -4		-1.20		77	Barner An		m Atten 0.000
Medium Trucks: 82.4		-17.90	-4.5		-1.20 -1.20		58	0.0		0.000
Heavy Trucks: 68.4		-21.86	-4:		-1.20		16	0.0		0.000
					-1.20			0.0		0.000
Unmitigated Noise Levels (with Vehicle Type   Leg Peak Hi		no and pan no Day		nuation) Ivening	Lea Ni	oht T		l do	T	NE)
	5.4	63.5		81.7		55.7		84.3	1	84.9
Medium Trucks: 6	8.8	57.3		50.9		49.4		57.8	3	58.1
Heavy Trucks. 5	8.8	57.4		48.4		49.6		58.0	)	58.1
Vehicle Noise	7.0	65.2		62.3		57.4		65.8	}	68.4

Friday, November 88, 2013

Scenario: Year 2035 Without Project			Project is	ame: N	erene	Valley VV	ılmart	
Road Name: Harley Knox Boulevard			Job Nut					
Road Segment: West of Indian Street								
SITE SPECIFIC INPUT DATA	*********	***************************************			~~~	INPUTS	*******	******
Highway Data		Site Cor	rev. Iditions (k					
Average Oally Traffic (Adl): 36,410 vehicles		0110 031	, and a 113 (1		utos:	15		
Peak Hour Percentage. 10%		140	dium Truc			15		
Peak Hour Volume: 3.841 vehicles			eanv Truck			15		
Vehicle Speed: 55 moh				2 (2 · M	uc oy.	10		
Near/Far Lane Dislance 38 feet		Vehicle						
		Ver	noleType			Evening	Night	Dolly
Site Data					7.5%	12.9%		87.42%
Barrier Height: 0.0 feet			ledium Tru		4 9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Berm): 0.0			Heavy Iru	288. 8	8.5%	2.7%	10.8%	0.74%
Centerline Oist to Barrier 100.0 feet		Noise S	aurce Ele	ations	(in fee	afi		
Centerline Dist. to Observer: 190.0 feet			Autos	0.0		7		
Barrier Distance to Observer: 0 0 feet		Media	m Trucks	2.2				
Observer Height (Above Pad): 5.0 feet		Hen	v Trucks	8.0	ne d	Grade Adju	ıstment.	0.0
Pad Elevation: 0.0 feet								
Road Elevation: 0 () feet		Lane Eq	uivalent L			et)		
Road Grade: 0.0%			Autos:	88.4				
Left View: -90.0 dagree			m Trucks	98.4				
Right View: 90.0 degree	6	Hea	vy Trucks:	98 4	13			
FHWA Noise Model Calculations								
VehicleType REMEL Traffic Flow	Distance	e Finite	Road	Fresno	1 8	Jarrier Alle	n Ber	m Alten
Autos. 71.78 2.79	-4	.52	-1.20		4.77	0.0	00	0.000
Medium Trucks: 82.40 -14.45		1.51	-1.20		4.58	0.0	00	0.003
Heavy Trucks: 85.40 -18.40	-4	1.51	-1.20		5.16	0.0	90	0.009
Unmitigated Noise Levels (without Topo and I	barrier ett	enuationi						
VehicleType Leq Peak Hour Leq Day	Leg	Evening	Leg M	ght		Lain	Ci	VEL
Autos: 68.8 6	37.0	85.2		59 1		87.9		88 4
Medium Trucks: 62.2 6	30.7	54.4		52.8		81.9		61.8
Heavy Trucks 62.9 F	90.9	51.8		53.1		61.4		61.5
Vehicle Noise. 70.4	39.7	85.7		60.8		69.4		69.9
Centerline Distance to Noise Contour (in feet)								
	7	77 dB/4	65 d£	A	60	dE.A	.55	dE:A
	.dn:	81 98	196 211			429 455		11 80

	no: Year 2035 i								valley W	almart	
	ne: Harley Kne					Job Nu	mber: 8	8870			
Road Segme	vii: VVest of VVe	ebster Avenue									
	SPECIFIC IN	PUT DATA							LINPUT	S	
Highway Data					ite Con	ditions (	Hard in	10, Sc	ft = 15)		
		89,000 vehicles						iufas:	15		
	Percentage:	10%				dium Trui			15		
		3,980 vehicles			He	avy Truci	is (3+ A	xles):	15		
	thicle Speed:	45 mph		1	(chicle	₩X					
Near/Far La	ine Distance:	24 feet			Ven	icleType		Day	Evening	Stight	Daily
Site Data				+		A	itos:	77.5%	12.9%	9 6%	97.42%
Ba .	rrier Keight:	0.0 feet			An	edium Ta	eles.	34.6%	4.8%	10.3%	1.84%
Barner Type (0-VI	Veit, 1-Serint:	0.0			- 7	чевну Тп	eks: 1	96.6%	2.7%	10.8%	0.74%
Centerline Di	ist to Barrier.	100.0 feet		-	Inine C	ource Ele		Co. S.			
Centerline Dist.	to Observer:	100.0 feet		- F	10150 01	Autos					
Barrier Distance	to Observer.	0.0 feet			Martin	минов. т Тписка					
Observer Height	(Above Pad).	5.0 teet		- 1		v Trucks.			Grade Ad.	iustment:	0.0
	ad Elevation:	0.0 feet		L		·					
	ad Elevation:	0.0 feet		1	ane Eg	uivaient .			690)		
	Road Grade:	0.0%				Autos.					
	Left View:	-80.0 degree				m Trucks.					
	Right View:	90.0 degree	S		Heat	y Trucks	99.3	323			
FHWA Noise Mod	el Calculation	5									
VehicleType	REMEL	Traffic Flow	Distar.			Road	Fresh	9/	Barrier 4tt		m Atten
Autos:	68.46	3.98		-4.58	1	-1.20		4.77	0.0	100	0.000
Medium Trucks	79.45	-13.29		4 57		-1.20		4.89	0.0		0.000
Heavy Trucks	84.25	-17.23		-4.57		-1.20		5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and t	arrier s	tten	uation)						
	Leg Peak Hou	r Leg Day	1.6	q Ev	ening	Leg N			Ldn		WEIL
Autos	66	.8 6	4.7		63.0		58.8		65.6	5	68.1
Medium Trucks	60		8 8		52.5		510		59.4	1	59.7
Heavy Trucks:	61		9.8		50.8		52.0		69.4		60.5
Vehicle Noise:	80	.5 8	6.7		83.6		59.9		67.4	-	67.9
Centeriine Distan	ce to Naise Co	intour (in feet)									
				70 c		85 d	BA	ť	0 dBA		dBA
		Ł	do:	68	. —	14	6		314	8	76

Train No. 1141 - 02 200

		Without Project						Valley W	almart	
	e: Harley Kno				Job Nui	noer:	8879			
Road Segmen	zi: East of Indi	an Streat								
	SPECIFIC IN	PUT DATA						. INPUT	S	
Highway Data				Site Cor	ditions (f	dand :	= 10, So	ft = 15)		
Average Daily	Fraffic (Adl): 3	34,590 vehicles	i .				Autos:	15		
Peak Hour	Percentage:	10%		Me	edium Truc	ks (2	Arries):	15		
Peak H	our Volume:	3,450 vehicles		He	avy Truck	8 (3+	Axles):	15		
Ve	hicle Speed	55 mph		Vohicle	387					
Near/Far La	ne Distance:	36 feet			ideTvoe	-	Day	Eveningi	stigni	Daily
Site Data						tos:	77.5%	12.8%	9 6%	87 42%
		0.0 feet			edium Tax		84 6%	4.8%	10.3%	1.84%
Barner Type (0-W	nier Keight:	0.0 7690			Heavy Tru		86.5%	2.7%	10.9%	0.74%
Centerline Di		100.0 feet								
Centerline Dist		100.0 feet		Noise 5	ource Ele	vatio	ns (in fe	et)		
Barrier Distance		0.0 feet			Autos:	9	.000			
Observer Height (		5.0 teet		Mediu	m Trucks:	2	.297			
	nd Elevation:	0.0 feet		Hear	у Тгиска.	9	006	Grade Adj	iustmeni	0.0
	id Elevation	0.0 feet		Lane Fo	ulvaient E	Vietar	ce (in t	5.0Z)		
	Foraid Grade:	0.01661			Autos		494	y		
	Left View	-90.0 degree		Modic	m Trucks:		404			
	Right View:	90.0 degree			n Trucks:		413			
	ragic vien.	30.0 469166	10		,					
FHWA Noise Mode	el Calculation	3								
VehicleType	REMEL	Traffic Frow	Distance		Road	Fres		Sarrier Alt	en Ber	m Atten
Autos	71.78	2.58	-4	52	-1.20		-4.77	0.0	80	0.000
Medium Trucks:	82.40	-14.68	-4	51	-1.2B		-4.85	9.0	100	0.000
Heavy Trucks	86,40	-18 64	-43	51	-1.2D		-5.16	9.0	100	0.000
Unmitigated Noise	Levels (with	out Topo and	barrier atts	nuation)						
	Lea Peak Hou			Evenina	Lea N	iahi	7	Ldn	0	VEL.
Autos:	68	.8	36.7	65.0		58.	8	67.6	;	68.1
Medium Trucks	62	.0 0	30.6	54.1		52	6	61.1		61.3
Heavy Trucks:	62	.0	30.6	51.6		52.	0	61.3		61.0
Vehicle Noise:	70	.2	38.4	85.5		60.	6	69.3		69.6
Centerline Distant	e to Naise Co	ntour (in feet)								
				d8A	85 d£	3/	6	o dBA	55	dBA
			Lan:	88	189	1		408		79

Friday, November 88, 2913

Friday, November 08, 201

Fload Nat	rio: Year 20:35 Wi ne: Harley Knox I inf: West of Pem	Boulevard				eme: Morer der: 9870	to Valley W	aimart	
	SPECIFIC INP	UT DATA	-	****			LINPUT	5	
Highway Data				Site Cor	iditions (H				
Average Daily		500 vehicles			alurn Truck	Autos			
	Percentage:	18%			avurn zruck avv Trucks				
		950 vehicles		756	avy rucis	(3+ AXIES)	15		
	etnole Speed. Inn Clistanion	45 mph 24 feet	- 1	Vehicle	N90x				
	ine Distance:	24 1880		Vel	ide?ype	Day	Evening	Night	Daity
Site Date					Aut			9.6%	97.4.2%
Ва	rrier Height:	0.0 feet			edium Truc			19.3%	1 84%
Barrier Type (0-V	Vall, 1-Berm).	0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline D	ist, to Barrier:	100.0 feet		Maise S	ounce Elev	ations (in t	e ezi		
Centerline Dist.	to Observer.	160.0 feat			Autos	0.000	0.09		
Barrier Distance	to Observer	0.0 feet		Medic	m Trucks	2.287			
Observer Height	(Above Pad):	5.6 feet			n Trucks:	6.008	Grade Ad	ustment:	0.0
	ad Elevation.	0.0 feet	- 1						
Ro	ed Elevation:	0.0 feet		Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	99.403			
		-90.0 degrees			m Trucks:	99 314			
	Right View:	90.0 degrees		Hea	ry Trucks.	99.323			
FHWA Naise Mag	lei Calculations		i						
Vehicle Type	REMEL 1	raffic Flow   Di	stance	Finite	Road	Fresnel	Berner Afti	en Ben	nı Alten
Aulos	68.46	2.75	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	79 45	-14.49	-4.6	57	-1.20	-4 88	0.0	00	0.000
Heavy Trucks.	94.26	-16.45	-4 5	57	-1.20	-5.16	0.0	600	9 900
Unmitigated Nois	e Levels (withou	t Topo and barri	er atte	nuation)					
Vehicle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Autos:	85.4	63.5		61.8		55.7	64.3	3	64.8
Medium Trucks.	59.2	67.7		51.3		49.6	58.2		58.5
Heavy Trucks:	60.0	58.6		49.6		50.8	59.2		58.3
Vehicle Noise:	67.3	65.5		62.4		57.7	. 98		86.7
Centerline Distan	ce to Noise Con	tour (in feet)							
			70	σB.A	65 dB.	Δ.	60 dBA	55	dB.A
		Loh).		56	121		260		61
		CMS2 ·		80	130		970		0.9

Scenario: Year 20		Project				ame: Morei	no Valley W	simart	
Road Name: Frederic	k Street				Job Mui	nber: 8876			
Fload Segment: North of	Cactus Av	enue							
SITE SPECIFIC	INPUT	ATA				ISE MODE		8	
Highway Data			S	ite Con	ditions (f	fard = 10, S	ařt = 15)		
Average Daily Traffic (Adt	12,659	vehicles				Autos	15		
Peak Hour Percentage	: 109	6		Me	alum Truc	hs (2 Axies)	16		
Peak Hour Volum	1,268	vehicles		He	avy Truck	s (3+ Axies)	: 15		
Vehicle Speed	4. 65	roph	1	le hic le l	Min				
Near/Far Lane Distance	: 36	feet	ř		ideTvae	Dav	Eivening	Night	Daire
ite Data						fos: 77.53		9.6%	97.42%
Barrier Heigh	- 00	feet		5.0	edium Tru			10.3%	1 94%
Barrier Type (0-Wall, 1-Berri		ree1			leavy Tru			10.6%	0.749
Genterline Dist, to Barrie			L.						
Centerline Dist. to Diserve			to	laise S	ounce Ele	rations (in :	leet)		
Barrier Distance to Observe		feet			Autos.	0.000			
Observer Height (Above Pag		feet			m Trucks:	2.297			
Ped Elevation		feet		Heat	y Trucks:	8.00%	Grade Adj	usiment:	0.0
Steed Flevation		feet	I	ane Eq	ulvalent I	listance (in	feeti		
Road Grad			F	W-71- PAG	Autos:	98.494			
Left View		degrees		Mediu	m Trucks:	98 404			
Rhatt View		degrees			y Trucks.	88.413			
HWA Notse Madei Calculat			<u>i</u>						
Vehicle Type REMEL	Traffic	Charl I	Estacron	Finde	Shad !	Erectei	Barner Att	on Boy	n Alten
Applica 71		-1.80	-4 52		-1.20	-4 77			0.00
Medium Trucks: 82		-19.04	-4.51		-1.20	-4.88			0.00
Heavy Trucks. 96	.40	-22.99	-4.51		-1.20	-5.16	0.0	69	0.00
Inmitigated Noise Levels (v	ithout To	on and bac	riar attanı	vation)					
VehicleType Leg Peak		ea Dav	Lea Ev		Lea N	ight	1 dn	C	viF7
Autos:	84.3	62.4		60.6		54.5	63.3		63.3
Medium Trucks.	57.7	58.1		49.6		46.2	56.3		56.5
Heavy Trucks:	57.7	58.3	3	47.2		48.5	56.6	1	57.5
Vehicle Noise:	65.8	64.		61.1		58.3	84.8		85.
Centerline Distance to Noise	Contour	(in fact)							
			70 d	B.4 I	65 dl	3.4	60 dBA	.55	d8.4

Scenario:	Year 2035 V	Vithout Project			Project is	iame: M	erene	Valley VV	almart	
Road Name:					Job Nu	mber: 89	170			
Road Segment:	West of Per	ris Boulevard								
SITE SI	ECIFIC IN	PUT DATA		***************************************	res	HEE ME	DDE	INPUT	;	
Highway Data				Site Con	ditions (i	iard = 1:	0, 80	ft ≈ 15)		
Average Daily Tr	offic (Adl): 4	3,400 vehicles				A)	itos:	15		
Peak Hour Pe	ercentaga.	10%		Me	dium Truc	ks (2 Ax	les).	15		
Peak Hou	r Volume:	4,340 vehicles		Hei	any Truck	s (J+ Ax	(es):	15		
Venic	de Speed:	55 mph	-	Vehicle f	Mir					
Near/Fat Lane	Distance.	9B feat	-		oleTvoe	1.0	av i	Eveninal	Nigix	Daily
Site Data					A	tos: 7	7.5%	12 8%		87.42%
Dani	er fielaht:	0.0 feet		No	edium Tru	cks: 6	4.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wal		0.0		E	leavy Inc	cas. 8	3.5%	2.7%	10.8%	0.74%
Centerline Dist		100.0 feat								
Centerline Dist. to	Observer:	100.0 feet		Noise Sc				ery		
Barrier Distance to	Observer:	0.0 feet			Autos: n Trucks:		-			
Observer Height (AL	cove Pad):	5.0 feat			n i rucks. v Trucks			Grade Ad	uctoont	0.0
Pad	Elevation:	0.0 feet							uouriem.	0.0
Road	Elevation:	0 0 feet		Lane Equ	uivalent i	Distance	(in f	eet)		
Ro	ad Grade	0.0%	[		Autos:	87.31	8			
	Left View:	-90.0 dagrees	s		n Trucks		4			
F	light View:	90 0 degrees	S	Heav	y Trucks:	67 23	4			
HWA Noise World	Catculations									
VehicleTyne	REMEL	Traffic Flow	Distance	Finite	Road	Fresne.	1	Barrier Att	en Ber	m Atten
Autos	71.78	3.55	-3.7	4	-1.20	-4	.77	0.0	00	0.000
Medium Trucks	82,40	- 13 59	-3.7		-1.20		.58	0.0	00	0.000
Heavy Trucks:	66.40	-17.84	-3.1	13	-1.20	-6	.16	0.0	00	0.000
Unmitigated Noise L	evels (with	ut Topo and b	arrier etter	nuation)						
VehicleType ()	ед Реак Нош	Leg Day	Leq E	vening	Leg N	ight		Lán	Ci	NEL.
Autos:	7 B.	4 6	B 5	86.7		80.7		89 3		89.9
Medium Trucks:	63.		2.3	55.9		54.4		52.8		63.1
Heavy Trucks	63.		2.4	53.4		54.8		63.0		63.1
Vehicle Noise	72	0 7	0.2	67.3		62.4		70.9		71.4

Friday, November 88, 2913

Road Nam	o: Year 2035 V e: Heacock Str	eet			Project is Job Nur			: Valley VV	almart	
************	*****************	ssandro Boulevard					*****			
Highway Data	SPECIFIC IN	BIBASA	- 1	Site Con-	res. ditions (k			INPUT	ŧ	
	Traffic (Adl): 11	2.400					utos:	15		
	Percentage. ::	10%		to discon	Sum Truc			15		
		1.840 vehicles			nv Truck			15		
	nicle Speed:	55 moti	_			2 (2 . W	uc oy.			
Near/Far La		36 feat		fehicle f						
	os soutones.	00 1564		Vehi	aleType		)ау	Evening	Night	Dally
Site Data							7.5%	12.9%	9.8%	
Đại	rier Height:	0.0 feet			dium Tru		4 9%	4.9%	10.3%	1.64%
Barrier Type (0-W	all, 1-Bermi:	0.0		н	easy Iru	288. 8	8.5%	2.7%	10.8%	0.74%
Centerline Dia	st. to Barner	100.0 feat	- 15	inise So	urce Ele	rations	(in fe	ed)		
Centerline Dist.	to Observer:	100.0 feet	1	10/31 01	Autos	0.0				
Barrier Distance	to Observer:	0 0 feet		Madiur	n Trucks:	2.2				
Observer Height (	Above Pad):	5.0 feet			/ Trucks	8.0		Grade Adi	ustment	0.0
$\rho_{\epsilon}$	ad Elevation:	0.0 feet								
Ros	rd Elevation:	0.0 feet		ane Equ	iivalent L			eet)		
1	Road Grade	0.0%			Autos:	98.4				
	Left View:	-90.0 degrees			n Trucke	98.4				
	Right View:	90.0 degrees		Heavy	/ Trucks:	98 4	13			
FHWA Noise Work	d Catculations									
VehicleType	REMEL.	Traffic Flow Dis	dance	Firite .	Fload	Fresno	1 1	Barrier Alls	en Ber	rn Allen
Autos	71.78	-0.17	-4.5	2	-1.28	-	4.77	0.0	DD.	0.000
Medium Trucks	82.40	-17.41	-4.5		-1.20		4.58	0.0	00	0.00
Heavy Trucks:	66.40	-21.37	-4.5		-1.20	-	5.16	0.0	90	0.009
Unmitigated Noise										
	Leq Peak How		Leg E		Leg M			Lán		NEL
Autos:	65.8			82.2		56.2		84 6		85 4
Medium Trucks:	59.1			51.4		49,9		58.3		59.8
Heavy Trucks	59.0			46.9		50.1		58.5		50.9
Vehicle Noise.	67.:			82.7		57.8		66.4		68.9
Centerline Distanc	e to Noise Co	ntour (in feet)							·	
		į	70 c		65 d£		- 6	0 dBA		dE.A
		Ldn: CNEL:	5		125			288 289		78 122
					134					

		Without Project							o Valley W	almart	
	ne: Ramona E					Job Nu	mber:	8870			
Road Segme	vii: East of Per	ris Beulavard									
	SPECIFIC IN	PUT DATA							LIMPUT	S	
Highway Data					Site Cor	nditions (	Hard =	10, S			
		45,100 vehicles						Autos:	15		
Peak Hour	Percentage:	10%				edium Trui					
Peak F	laur Valume:	4,510 vehicles			Ffe	eavy Truct	rs (3+ .	Axles):	15		
	chicle Speed:	55 mph		-	Vehicle	Mix					
Near/Far La	ine Distance:	98 feet		H		ricle Type	-	Dev	Evening	Night	Daily
Site Data				+		A)	itos:	77.5%	12.9%	9 936	97 4 2%
Ra	rrier Keight:	0.0 feet			Ad	ledium Ta	icfes.	84.6%	4.9%	10.3%	1.84%
Barner Type (0-V		0.0				Heavy Tru	eks:	96.6%	2.7%	10.8%	0.74%
Centerline D.		100.0 feet		-							
Centerline Fuel	In Chaerver	100 0 feet		- 1	Noise S	ource Ele			ret)		
Barrier Distance	to Observer	0.0 feet				Autos.		.000			
Observer Herahl	(Above Pad).	5.9 teet		- 1		m Trucks.		297	Grade Ad		
P	ad Elevation:	0.0 feet			Hea	vy Truces.	8	006	Grace Ad	GS(II)SIII	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivaiant.	Distan	ce (in	feet)		
	Road Grade:	0.0%		- [		Autos.	87	.318			
	Left View:	-80.0 degree	S		Mediu	m Trucks.	87	.214			
	Right View:	90.0 degree	s		Hea	vy Trucks.	87	.224			
FHWA Noise Moo	let Calculation										
VehicleType	REMEL	Traffic Flow	Dist a			Road	Fresi		Barrier 4tt		m Atten
Autos:	71.76	3.72		-3.7		-1.20		-4.77		100	0.000
Medium Trucks		-13.52		-3.7		-1.20		-4.89		100	0.000
Heavy Trucks	86.40	-17 47		-3.7	.3	-1.20		-5.18	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier	atte	suation)						
Ve hicle Type	Leg Peak Hou	r Leg Day	L	eq E	vening	Leg N	ligiti	T	Ldn	0	WEIL
Autos	70		8.7		66.9		60.	-	69.		70.1
Medium Trucks			2 4		56 1		54:		63.1		63.3
Heavy Trucks:			2.6		53.5		54.		63.		63.
Vehicle Noise:	72	.1 7	0.4		87.4		62.	6	71.	1	71.6
Centeriine Distan	ce to Noise Co	ontour (in feet)									
				70	d8A	65 d	BA		io aBA	55	dBA

Friday, November 08, 201

		Without Project							no Valley M	falmart	
	ne: Heacock 9					Job Ni	imber.	8870			
Road Segme	viz: North of Ca	ctus Avenue									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data				Si	te Car	ditions	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Act):	18,000 vehicles						Autos	15		
Peak Hour	Percentage:	10%			Me	elium Tru	cks (2	Arries)	16		
Peak F	lour Volume:	1,800 vehicles			He	avy Truc	ks (3+	Axles)	15		
Ve	thicle Speed:	55 mph		160	hicto	387-					
Near/Far La	ine Distance:	36 feet		100		ideType	-	Osv	Evening	Shahi	Daily
Site Data					A 611		utos	77.59		9 694	
						edium Tr		84.69		10.3%	
	rrier Keight:	0.0 feet				eolum m Heavy Tr	S 6 1 1001	86.64		10.3%	
Barrier Type (0-V		0.0				neavy 11	ouns.	00.03	0 2.170	10.576	0.7498
Centerline Di		100.0 feet		No	ise 5	ource El	vatio	ns (In i	(set)		
Centerline Dist.		100.0 feet				Autos		.000			
Barrier Distance		0.0 feet			Mediu	m Trucki		.297			
Observer Height		5 8 teet			Hear	w Trucks		006	Grade Ad	justmeni	0.0
	ad Elevation:	0.0 feet									
	ad Elevation:	0.0 feet		Le	ne Eg	ulvaient			feetj		
	Road Grade:	0.0%				Autos		.494			
	Left View:	-90.0 degree				т Тписке		.404			
	Right View:	90.0 degree	S		Hear	ry Trucks	: 98	.419			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic From	Ois	dance	Finite	Road	Fres	1997	Barrier Att	en Ber	m Atten
Autos	71.79	-0.27		-4.52		-1.20		-4.77	0.0	180	0.000
Medium Trucks:	82.40	-17.51		-4.51		-1.2B		-4.85	9.0	000	0.000
Heavy Trucks	86.40	-21 48		-4.51		-1.20		-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and t	arri	er attenu	ation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg Eve	ning	Leq I	lighi		Ldn	C	NEL.
Autos	65	.8 6	3.8		62.1		58	.1	64.	7	65.3
Medium Trucks	59	.2 5	7.7		51.3		48	8	68.5	2	68.5
Heavy Trucks:	59	.2 5	7.8		49.9		50	.0	59.4	4	59.5
Vehicle Noise:	87	.4 8	5.6		82.7		57	.8	66.	3	86.8
Centeriine Distan	ce to Naise Co	ntour (in feet)									
				70 d8	A	851			69 dBA	- 00	dBA
		£	an:	57		10	3		264	ŧ	70

Friday, November 69, 2013 Friday, November 69, 2013

Friday, November 08, 201

Road Nan	rio: Year 2035 W ne: Indian Street int: North of Cott					ime: Morer ber: 8870	to Valley V	aimarr	
*******************************	SPECIFIC INP	***************************************		**********	NO	SE MODE	L INPUT	S	***************************************
Highway Data				Site Cor.	ditions (H	erct = 10. S	ořt = 15)		
Average Daily	Traffic (Adt). 12	,570 vehicles				Autos	15		
Peak Hour	: Percentage:	10%		Ms	alum Truch	s (2 Axies)	15		
Peak F	Hour Volume: 1	,257 vehicles		He	avy Trucks	(3+ Axies)	15		
Ve	etricle Speed.	49 roph	ì	Venicle.	860v				
Near/Fer La	ine Distance:	12 feet	1		ideType	Day	Evening	Night	Daity
Site Date					Aut			9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet		5/3	edium Truc	As: 94.89	6 4.9%	10.3%	1 84%
Barrier Type (0-V		0.0		- /	Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet		Mains C	ource Elev	ations (in			
Centerline Dist.	to Observer.	160.0 feet	- 1	200386.31	Autos	0.000	end		
Barrier Distance	to Observer	0.0 feet		A sin etii :	m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			n Trucks:	6.008	Grade Adj	iustment:	0.0
	ad Elevation.	0.0 feet	į						
	ed Elevation:	0.0 feet		Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	99.945			
		-90.0 degrees			m Trucks:	99 856			
	Right View:	90.0 degrees		Heat	ry Trucks.	99.866			
FHWA Noise Mod	lei Calculations								
Vehicle Type	REMEL		stance	Finite	Road	Fresnel	Berner Att	en Ben	m Alten
Aulos	66.51	-0.45	-4.6		-1.20	-4.77	0.0		9.990
Medium Trucks:	77 72	-17.88	-4.6		-1.20	-4 88	0.0		0.000
Невуу Тrискв.	82.99	-21.64	-4 6	31	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (withou	ut Topo and bam	er atte	nuation)					
VehicleType	Leg Peak How	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Aikas:	80.3			56.6		50.5	59.3		59.8
Medium Trucks.	54.2			48.4		44.6	53.3		53.5
Heavy Trucks	55.5			45.1		46.3	54.7		54.8
Vehicle Noise:	62.3	60.5		57.3		52.7	81.2		81.7
Centerline Distan	ce to Noise Con	itour (in feet)							
				dBA	65 dB.	Δ.	60 dBA		ав.А
		Lan.		26	56		121		e c
		CMS7 :		28	80		117.0		7.0

Finday, November 69, 2013

Spenari	o: Year 2035	Without Projec	7			Project N	ame	Moren	o Valley Va	simarr	
	e: Indian Stre					Job Nu			o rancy -	00.1	
Fload Segmer	f: South of Jo	thn F. Kenned	y Drive	8							
SITE	SPECIFIC II	ATAG TUS	~~~~			NC	ISE	MODE	LINPUT	s	***********
Highway Data				-	Site Cor.	ditions (1				-	
Average Daily	Troffic (Adt).	12.178 vehicls						Autos	15		
Peak Hour		10%			Me	oburn Truc	48 (2	Astest:	15		
Peak H	our Volume:	1,218 vehicle	es.		Re	avy Truck	s (3+	Axies):	15		
Vel	nole Speed.	65 mph		-	Vehicle.						
Near/Far Las	ne Distance:	36 feet		ŀ		ildeTvae		Dav	Evening	Night	Daire
ite Data					V C		fae:	77.59		9.6%	97.42%
					0.0	edium Tru		84.89		10.3%	1 94%
	rier Height:	0.0 feet 0.0				Heavy Tru		86.59		10.6%	0.74%
Barrier Type (0-W Centerline Dis										10.070	0.111
Centerline Dist. t		100.0 feet 100.0 feet		[	Noise S	ource Ele			5 <i>9</i> 2)		
Barrier Distance t		0.0 feet				Autos.	C	.000			
- Biarrier Disrante - Observer Height (		5.0 feet			Mediu	m Trucks:		287			
	d Elevation	0.0 feet			Heat	иу Тгиска:	8	690	Grade Ad	justment.	0.0
	d Elevation	0.0 feet		-	Lene Fo	uivalent L	lezan	ce (in	feet)		
	Road Grade	0.0%		H	- m-, m-,	Autos		494			
	Left View	-90.0 degre			Mediu	m Trucks:		404			
	Right View:	90.0 degre			Heat	w Trucks.	98	413			
		con angre	~~			,	-				
HWA hoise Mode											
Vehicle Type	REWEL	Traffic Flow		stance		Pload	Fres		Barrier Att		m Alten
Autos	71.78	-1.97		-4.5		-1.20		-4.77		000	0.000
Medium Trucks:	82.40			-4.5		-1.20		-4 88		900	0.000
Невгу Глиска.	96.40	-23.16		-4 5	:1	-1.20		-5.16	G.U	000	9 9 9 0
nmitigeted Noise	Leveis (with	out Tops and	bani	er atter	nuation)						
VehicleType	Leg Peak Ho	w Leg Da	y	Leg E	vening	Leg N	ght	1	Ldn		WEZ.
Autos:	84	11	62.2		60.4		54.	4	68.0	)	63.6
Medium Trucks.	57		66.0		49.6		46.		56.5		56.8
Heavy Trucks:	51		58.1		47.1		48.	3	56.1	7	56.6
Vehicle Noise:	65	5.7	63.9		61.0		56.	1	84.6	3	85.1
enterline Distanc	e to Noise C	ontour (in fee	6								
			T	70	dBA .	65 dl	3.4	1 7	60 dB.4	55	d8.4
			Lon.	- 4	4	95			204		39

Scenar	io: Year 2035	Without Project		Proj	ect ivame	e: Moren	c Valley VV	almart	
Road Nam	e: Indian Stre	et		Jo.	Numba	r: 8870			
Road Segme	ot: North of Al-	essandro Boute	vard						
SITE	SPECIFIC IN	PUT DATA		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	NOISE	MODE	LINPUT		**********
Highway Data				Site Conditio	ns (Harc	i≈ 10, Sc	xft ≈ 15)		
Average Daily	Leaffic (Adf):	15,087 vehicles				Autos:	15		
Peak Hour	Percentage.	10%		Medium	Trucks (	2 Axles).	15		
Peak H	lour Volume	1,509 vehicles	5	Heavy i	rucks (3	+ Axles):	15		
Ve	nicle Speed:	55 mph		Vehicle Mix					
Near/Far Le	ne Distance.	36 feat		Vehicle wix	/250	Day	Eveninal	Niotx	Dally
Site Data					Autos				87 429
	nier Height:	0.0 feet		Minesina	1 Trucks	84.9%	4 996	10.3%	1.643
Barrier Type (0-VI		0.0 1980		Hear	Trucks.	86.5%	2.7%	10.8%	0.749
Centerine Di		100 0 feet							
Centerline Dist		100.0 feet		Noise Source			101)		
Barrier Distance		0.0 feet				0.000			
Observer Height (		5 (Lifest		Medium Tra		2 297			
	nd Elevation	0.0 feet		Heavy Tre	K-HS	9.008	Grade Adj	ustment	0.0
	ed Elevation	G.O. feet		Lane Equival	ent Dist	ance (in	feet)		
	Road Grade	B 0%		A.	itos: 9	89.494			
	Left View	-90.0 degrea	19	Medium Tra	icks: 5	8.404			
	Right View:	90 0 degree		Heavy Tra	achs: 5	98 413			
FHWA Noise Wood									
VehicleTyne	REMEL 71.78	Traffic Flow -1.04	Distance -4			-snel -4.77	Barrier Att	en   Ber 100	m Atten
Autos Medium Trucks	71.78 82.40			.52 -1.3		-4.77 -4.58		100	0.00
Heavy Trucks	62,40 68,40			.51 -1.3 .51 -1.3		-4.69 -5.16		100	0.00
					00	-0.76	0.0	IUU	0.00
Unmitigated Nois									
Vehicle Type					eq Night		Lán		NEL
Autos:	65		33 1	61.4	-	53	83 9		84
Medium Trucks	58		9.96	50.5		9.0	57.8		57.
Heavy Trucks	58	.5	57.0	48.0	4	3.2	57.8	3	57.
Vehicle Noise		8 8	34 8	61.9		7.0	65.5		68

Friday November 88, 2013

Centerline Distance to Noise Contour (in feet)

Scenario: Year 20	35 Withou	Project			Project No	vme: Mo	rene	Valley W	almart	
Road Name: Indian 3					Job Nun			1111107 11	annor c	
Road Segment: North o	Gentian A	wenue								
SITE SPECIFIC	INDIE		******	******				INPUT		*****
Highway Data	mruci	204.134	_	Site Cor	raitions (h				a	
Average Daily Traffic (Adl	2 11 216				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		tos:	15		
Peak Hour Percentage				0.64	dium Truck			15		
Peak Hour Volume		vehicles			any Trucks			15		
Venicle Sone		moh	L			.,				
Near/Far Lane Distance		feat	L	Vehicle						
	. 16	1500		Vet	uoleType	D:		Evening	Night	Dolly
Site Data					Aut		.5%	12.9%	9.8%	4
Barrier Heigh	e: 0.0	feet			ledium Truc		8%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Barri	9: 0.0	1			Heavy Truc	rs. 88	.5%	2.7%	10.8%	0.749
Centerline Dist. to Berne	7 100.0	l feat	- 1	Noise S	aurce Elev	ations t	in fe	sdi.		
Centerline Dist. to Observe	r: 100.0	l feet	H		Autos	0.00		· · · · · · · · · · · · · · · · · · ·		
Barrier Distance to Observe	r: 0.0	l feet		2.0mm/in	m Trucks	2.29	-			
Observer Height (Above Pag		l feet			v Trucks	8.00		Grade Ad	iustment.	0.0
Pad Elevatio		l feet	-							
Road Elevation		l feet	Į.	Lane Eq	uivalent D			ect)		
Road Grad					Autos:	89.94				
Left View		l degrees			m Trucks	99.85				
Right View	/: 90 C	l degrees		Hea	vy Trucks:	88 86	5			
FHWA Noise World Catquist	icons									
VehicleType REMEL	Traffic	Flow Di	stance	Finite	Road	Fresne1	1 8	Barrier Att	en Ber	rn Alten
Autos 66	51	-0.93	-4.6	2	-1.20	-4	77	0.0	100	0.00
Medium Trucks: 77	72	-18 17	-4.6	1	-1.20	-4	58	0.0	100	0.00
Heavy Trucks: 82	.99	-22.12	-4.6	1	-1.20	-5	16	0.0	100	0.00
Unmitigated Noise Levels (v	ithout To	po and barri	er etter	uationi						
VehicleType Leq Peak	Hour I	.eq Elay	Leg E	vening	Leg Nic	atat .		Ldn	Ci	NEL
Autos:	59.8	57.9		56 1		50.0		58 7	7	59
Medium Trucks:	63.7	52.2		45.9		44.3		52.8	j .	59.
Heavy Trucks	55.1	59.6		44.6		45.9		54.2	2	54.
Vehicle Noise.	61.8	60.0		56.8		52.2		60.8	3	61.
Centerline Distance to Noise	Contour	(in feet)								
			70	泊4	65 dE	A	- 60	dEA.	.55	dE:A
		Ldn: CNEL:	2		52			112	2	42

Road Nan	io: Year 2035 i xe: Indian Strei xi: North of Ca					Project i Job No			n Vailey W	falmart.	
	SPECIFIC IN	PUT DATA							LINPUT	S	
Highway Data					Site Con	ditions (	Hard =	10, Se	oft = 15)		
Average Daily			>					Autos:	15		
	Percentage:	10%		- 1		olum Tru			15		
	laur Valume:	1,779 vehicles	5		He	avy Truc	ks (3+	Axles):	15		
	hicle Speed	55 mph		- 1	Vahiate	Mix					
Near/Far La	ne Distance:	36 feet		H	Ven	icleType	- 1	Day	Evening	thight.	Daily
Site Data				+		A	utos:	77.5%	12.9%	9 936	97 4 2%
Ra	rrier Keight:	0.0 feet			An	есвит То	ucias.	84.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0				leavy 7s	ucks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-							
Ceptedine Dust	In Chaerver	100 0 feet		- 1	Noise Se	ource Ek			(et)		
Barrier Distance	to Cibserver.	0.0 feet				Autos		.000			
Observer Herafit i	Above Padl.	5.0 heet				m Trucks		.297 .006	Grade Ad	S	
Pi	ad Elevation:	0.0 feet			Hear	y Trucks	. 8	000	Orace Au	positives it.	0.0
Roi	ad Elevation:	0.0 feet			Lane Eg	uivaiant	Distan	ce (in	est)		
	Road Grade:	0.0%		Γ		Autos	: 98	.494			
	Left View:	-90.0 degree	S		Mediu	m Trucks	98	.404			
	Right View:	90.0 degree	S	İ	Heat	y Trucks	98	.413			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Dist.	9000		Road	Fres		Barrier Att		m Atten
Autos:	71.76	-0.32		-4.5	_	-1.20		-4.77		300	0.00
Medium Trucks	92.40	-17.59		-4.5		-1.20		-4.89		390	0.00
Heavy Trucks	86.40	-21 62		-4.5		-1.20		-5.16	0.0	100	0.001
Unmitigated Nois											
VehicleType				Leg E	vening	Leq!			Ldn		VEI.
Autos	65		3.8		62.1		58.	-	64.		65.
Medium Trucks	59		57 S		51.3		49		58.		58.
Heavy Trucks:	59		57.7		48.7		50.		58.		58.4
Vehicle Noise:	87		35.6		82.6		57.	7	66.	3	.69
Centeriine Distan	ce to Naise Co	intour (in feet)								,	
			. L		18A	85 c		6	0 dBA		dBA 85
			(50)	- 5					282		

Friday, November 08, 261

Scena	nio: Year 2036	Without Project	t			Project N	/ame: More	no Valley W	almart	
Road Ner	ne: Indian Stre	et				Job Nu	mber: 8870			
Road Segme	พร์: South of ir	is Avenue								
SITE	SPECIFIC II	APRIL DATA	*******	******	************	N/	DISE MOD	EL INPUTS		000000000
Highway Data				- 1	Site Car		Hard = 10, 8			
Average Dails	Traffic (Act):	9.425 vehocte	s				Autor	15		
	r Percentage:	10%			Me	edium True	iks (2 Axles	: 16		
Peak	Hour Volume:	943 vehicle	s		He	avv Truck	is (3+ Axles	15		
V	shicle Speed	40 mph			Vohicto					
Near/Far Li	ane Distance:	12 feet		H		nicleType	Osv	Evening	stigni	Daily
Site Data					V C1		tos: 77.5		9 636	
					4.0	edium Ta.			10.3%	
	rrier Keight:	0.0 feet		- 1		Heavy Tru			10.8%	
Barrier Type (0-1	vail, 1-Serriy: list to Barrier.	0.0 100.0 feet		L		,			10.010	0.1 170
Centerline Dist		100.0 feet		1	Voise 5		vations (in	feet)		
Barrier Distance		0.0 feet		- 1		Autos:				
Observer Herant		5.0 test				m Trucks:				
	ad Elevation:	0.0 feet			Hea	vy Trucks.	8 006	Grade Adj	ustmeni	0.0
	ad Elevation	0.0 feet		- h	ane Ec	ulvalent i	Distance (ir	feet		
	Foad Grade:	0.0%		-		Autos	98.945			
	Left View:	-90.0 deans	es	- 1	Mediu	m Trucks:	99,856			
	Rigizi View:	90.0 degre			Hea	y Trucks:	99.865			
	-									
FHWA Noise Mod										
VehicleType	REMEL SR 51	Traffic Flow	LAS	tance -4 B		-1.70	Fresher -4.77	Barrier Alti		nn Atten n nnn
Autos Medium Trucks				-4.6. -4.6		-1.20 -1.20	-4.77 -4.80			0.000
Heavy Trucks				-4 B		-1.20 -1.20	-9.00 -5.16			0.000
						-1.20	-cz. re		00	0.000
Unmitigated Nois										
	Leg Peak Ho			Leg E		Leg N		Ldn		NEL.
Autos			57.1		55.3		49.3	57.8		58.5
Medium Trucks		3.0	51.6		45 1		436	62.0		62.2
Heavy Trucks			52.9		43.0		45.1	53.4		63.6
Vehicle Noise.		1.0	59.3		56.0		51.5	0.63		60.4
Centerline Distor	ce to Naise C	ontour (in feet	)							
				70 :	184	85.4	84	60 dBA	55	dBA
				7		46		100		15

Friday, November 88, 2013

Friday, Nevernber 08, 281

	io: Year 2035 V						no Valley Wa	simarr	
	e: Indian Street				Job Nut	nber: 8870			
Road Segme	nt: North of Krai	meria Avenue							
SITE	SPECIFIC INF	UT DATA					EL INPUTS		
Highway Data				Site Cor	rditions (f	laret $= 10.5$	loft = 15)		
Average Daily	Traffic (Adt). 10	2,600 vehicles				Autos	: 15		
Peak Hour	Percentage:	18%		Ms	adium Truc	ks (2 Axies)	15		
Peak F	lour Volume: 1	,260 vehicles		He	avy Trucki	s (3+ Axies)	: 15		
	hicle Speed.	49 roph	1	Vehicle	Miv				
Near/Fer La	ne Distance:	12 feet		Vel	ideTvae	Day	Evenina	Niaht :	Daire
Site Date					Αυ	las: 77.51	6 12.9%	9.6%	97.42%
D-	rrier Heiaht:	O.O. feet		56	edium Truc	oks: 94.85	6 4.9%	10.3%	1 84%
Barrier Type (0-V		0.0 1001			Heavy Truc	:ks: 86.51	N 2.7%	10.6%	0.74%
Centediae Di		100.0 feet							
Centertine Dist	to Observer	100 B feet	į	Maise S		ations (in	restj		
Barrier Distance	to Observer	0.0 feet			Autos. m Trucks:	0.000			
Observer Height	Above Pad):	5.0 feet				8.008	Grade Adii	colonous f	0.0
	ad Elevation	0.0 feet		Hee	ny Trucks:	6.000	Grade Auju	edinien.	0.0
Ro	ad Elevation:	0.0 feet	Ì	Lane Eq	uivalent D	listance (in	fest)		
	Road Grade:	0.0%			Autos:	99.945			
	Left View.	-90.0 degrees		Mediu	m Trucks:	99 956			
	Right View:	80.0 degrees		Hea	vy Trucks.	99.865			
FHWA Naise Mad	el Calculations								
VerlideType	REWEL	Traffic Flow	Ofstance	Finite	Road	Fresnel	Barrier Afte	n Ben	n Alten
Aulos	66.51	-0.44	-4.0	52	-1.20	-4.77	0.0	00	9.000
Medium Trucks:	77.72	-17.87	-4.6	31	-1.20	-4 88	0.0	00	0.000
Неаку Ілиска.	82.99	-21.63	-4 6	31	-1.20	-5.16	0.0	DD	0.000
Unmitigated Nois	e Levels (witho	ut Topo and ba	rier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	vening	Leg Ni	ght	Ldn	CF	άΞί.
Aukos:	80.3	58.	4	56.6		50.5	59.2		58.8
Medium Trucks.	54.1			48.4		44.6	53.3		53.5
Heavy Trucks:	55.8			45.1		46.3	54.7		54.8
Vehicle Noise:	62.3	60.	5	57.3		52.7	81.2		61.3
Centerline Distan	ce to Noise Cor	tour (in feet)							
				σΒ.A	65 dE	Į,A	60 dB.A		dB.A
		Lob	).	26	56		121	21	31

Finday, November 69, 2013

Scenario: Year 203		ject						o Valley W	simsrt	
Road Name: Perris Bo	ulevard				Job Nu	mber: 88	70			
Fload Segment: North of	SR-60 VVB Ra	mps								
SITE SPECIFIC	INPUT BAT	A						LINPUT	8	
lighway Data			S	ite Con	ditions (	Hard = 1	), Sc	ift = 15)		
Average Delly Traffic (Adt).	54,000 vehi	des				A.	ios:	15		
Peak Hour Percentage:	10%			Me	alum Truc	48 12 Ax	66J:	16		
Peak Hour Volume:	5,469 vehi	cies		Ke	avy Truch	s (3+ Ax	(es):	15		
Vehicle Speed.	65 mph		-	etric is i	Mir					
Near/Far Lane Distance:	98 feet		. ⊢*		ideTvae	1.0	Đν	Evenina	Night	Daire
ite Data				V G21			7 5%		8.6%	97.42%
Barrier Height:	0.0 fee			54	edium Tru		1.8%		10.3%	1 94%
Barrier Tvoe (0-Wall, 1-Berral).		1			leavy Tru		3.5%		10.6%	0.74%
Centediae Stat to Barder										
Centerline Dist. to Observer.	100.0 100		10	aise Sc	ource Ele			98 <b>3</b>		
Barrier Distance to Observer					Autos.	0.00	-			
Observer Height (Above Pad):					m Trucks	2.29		_		
Pad Elevation	0.0 fee			Heat	y Trucks:	8.00	ő	Grade Adj	usiment:	0.0
Sned Elevation	0.0 fee		T.	ane Ea	ulvalent l	Distance	(in	feet)		
Road Grade:					Autos:	87.31	6			
Left View.	-90.0 dec	rees		Mediu	m Trucks:	87.21	4			
Right View:				Heav	y Trucks.	87.22	4			
HWA Noise Model Calculatio										
VehicleType REMEL	Traffic Flo		fstance	Finite	Pload	Fresne		Barner Att		n Allen
Aulos: 71.7			-3.74		-1.20		.77	0.0		0.000
Medium Trucks: 82.4			-3.73		-1.20		88	0.0		0.000
Heavy Trucks. 36.4			-3 73		-1.20	خ.	16	0.0	itti	9 9 9 0
Inmitigated Noise Levels (wi									·	
VehicleType Leg Peak H			Leg Ev		Leq N			Ldn		WEZ.
	71.3	69.4		67.7		61.6		70.3		70.8
	34.7	69.2		56.9		66.3		63.6		64.0
***************************************	64.8 72.8	63.4 71.2		54.3 68.2		66.6 83.3		63.9 71.9		84.6 72.4

Road Name: Indian St		rt Project				Project h	iame:	Moren	o Maltey W	almart	
						Job Nu	mber	8970			
Road Segment: South of	Krameri:	Avenue									
SITE SPECIFIC	INPUT	DATA							LINPUT	5	
Highway Data					lite Con-	ditions (i	iard a	10, Sc	dt ≈ 15)		
Average Daily Traffic (Adl)	18,200	venicles						Autos:	15		
Peak Hour Percentage	10	%				žium Tru:			15		
Peak Hour Volume	1,820	vehicles			Hee	эну Тгиск	s (J+ .	4x/es):	15		
Venicle Speed		mph		-	Vehicle A	die					
Near/Far Lane Distance	12	feat		- 1		deType		Day	Evening	NiglX	Dally
Site Data						A	ios:	77.5%	12.8%	9.8%	87.42%
Barrier Height	. 0	feet			Me	dum Tru	cks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Barm)	0.	)			H	leavy Iru	CNS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barrier		) feat			Vales Co	urce Ele		. //- 6			
Centerline Dist. to Observer	100.	] feet		-	VOIST 31.	Autos:		000	:01)		
Barrier Distance to Observer		] feet			A Constitute	насы: п Такжы		297			
Observer Heighl (Above Pad)	5.	l fest				v Trucks			Grade Ad	iustment	0.0
Pad Elevation	. 0.	1 feet									0.5
Road Elevation		l feet		1	lana Equ	iivalent l			(set)		
Road Grade		1%				Autos:		945			
Left View		l degrees				n Trucks		856			
Right View	90	) degrees			Heavy	y Truchs:	59	865			
FHWA Noise Model Catculati			** /					. ,	Barrier Att		444
VehicleType REMEL Autos BB:		c Flow	LASS	ance -4 fit	Firite		Fresi	-4.77		en   Ber 100	m Atten 0.000
Autos 66: Medium Trucks: 77		1.16		-4.57 -4.61		-1.20 -1.20		-4.77 -4.58		100	0.000
				-4.6°		-1.20		-4.69 -5.16			
Heavy Trucks: 62.		-20.03				-1.20		-0.70	0.0	100	0.000
Unmitigated Noise Levels (w. VehicleType   Lea Peak F		po and bu Lea Day			uation) rening	Lea N	in det		l do		NE)
	618	Eng Every		cey c	5B 2	7,01777	52		80 /		81.4
	65.8	54			48.0		48		54.9		55.1
	57.2	55			46.7		47.5		56.3		56.4
	69.9	62			58.9	*******	54.		62.5		63.3

Friday, November 08, 2013

	: Year 2035		Project							e Valley W	/almart	
Road Name Road Segmen	: Perris Boul :: SR-60 VVB		e Sunnvr	nead Bo	suleva	ırd	Job Nu	mber. I	3970			
SITES	PECIFIC IN	PUT D	ATA	*******		*****	NO	SISE N	ODE	LINPUT	s	
Highway Data					Sit	e Conc	litions (i	Hard ≃	10, Sc	dt = 15)		
Average Cally I	raffic (Adl):	42 900 v	etricle s		1			,	lutos:	15		
Peak Hour F		10%				Med	Gum Truc	жs (2 A	ixles).	15		
Peak Ho	ur Volume:	4.200 v	ehicles			Hea	ny Truck	s ()+ A	zies):	15		
Ven	icle Speed	55 n	101			hicle M						
Near/Far Lan	e Distance.	98 fe	et		ve.		neTvpe	_	Dav	Evenina	Night	Dally
Site Data						vene			17 5 W		74/gra 9 8%	
					4		Au dium Yru		77.5W 84.9%		10.3%	1.645
	ier Height:	0.0	feet				aum rru eavy Tru		64 8 % 88 5 %		10.3%	0.749
Barrier Type (0-Wa		0.0				н	easy mu	KINS.	80.0%	2.176	10.8%	U.745
Centerline Dist		100.0			No	ise Sa	urce Ele	vation:	in f	est)		
Centerline Dist. fr		100.0					Autos:	0.0	100			
Barrier Distance to		0.0			1	Ивайил	Trucks:	2.2	197			
Observer Height (A		5.0 :				Heav,	Trucks	8.6	901	Grade Ad	justment.	0.0
	d Elevetion:	0.0										
	d Elevation:	0.0			La	ne tiqu	ivalent (			reeti		
R	oad Grade	0.0%			Ι.		Autos:					
	Left View:		degrees		1		:Trucks					
	Right View:	90.0	degrees			Heavy	Trucks:	67 :	224			
FHWA Noise Mode	Catculation	ş			-L							
VehicleType	REMEL.	Traffic P		Distance		Finite F		Fresn		Barrier All		ro Alter
Autos	71.78		3.41	-3	.74		-1.20		-4.77	0.0	300	0.00
Medium Trucks	82.40		13 83		.73		-1.20		-4.59		100	0.00
Heavy Trucks:	66.40	-	17.78	-3	.73		-1.20		-5.16	0.0	100	0.00
Unmitigated Noise				nier ett	enua	tion)						
Vehicle Type 1	Jeg Peak Hos		q Day		Ever		Leg N			Lan		NEL
Autos:	70	.3	88			86.6		80.5		89		89
Medium Trucks:	63		62.			55.8		54.2		62.		62.
Heavy Trucks	63	.7	62.			53.2		54.5		62.		63
Vehicle Noise.	71	.8	70.	1		67.1		62.2		70	В	71
Centerline Distance	e to Noise C	antaur (k	n feet)									
					O de	1	65 dt			0 dEA		dE:A
			Ldr		113		240			525		130
			CWH		199					584		216

_		**********	*****	******	*******	********	********	************	********	******
	io: Year 2035 se: Indian Stre		alect				lame: More mber: 8870	no Valley W	almart	
	ne: Indian Stre nt: South of H		Doutour	end		JOD WU	moer: 8670			
***************************************		**********	***************************************							
Highway Data	SPECIFIC II	AU TUG	ra .		Size Cor		HSE MOD Hand in 10, 3	EL IMPUT	S	
Average Daily	V	00.000					Auto			
	Percentage:	20,000 VEI 10%	00.005		A.a.	etium Tore	ks (2 Axles			
	rercentage: laur Valume:	2 950 veh					s (3+ Axles			
	hiau Speed:	2,950 Ver 55 mm			776	ery much	9.10 AVIS	). 10		
	nicie speed: ne Distance:				Vehicle	Mix				
Neat/I-ar La	ne Distance:	36 fee	ī	- 1	Vet	icleType	Day	Evening	Night	Daily
Site Data						A),	tos: 77.5	% 12.9%	9 636	97 4 2%
Ba	rrier Keight:	0.0 fe	et		M	едінті Тіч			10.3%	
Barner Type (0-VI	Aut 1-Bernn	0.0				Heavy Tru	cks: 86.6	% 2.7%	10.9%	0.74%
Centerline Di	at to Barrier.	100.0 fe	≘t		Maire C	eure e Ele	vations (in	So sell		
Centerline Dist.	to Observer:	100.0 fe	st	1	200186 3	Autos:		roog		
Barrier Distance	to Observer.	0.0 fe	et		2.4 - 40 -	m Trucks:				
Observer Height	Above Pad).	5.9 te	≥1			т писка: » Тrucка:		Grade Ad	ivetenoni	0.0
p.	ad Elevation:	0.0 fer	εt		nea	ny rransona.	5 000	Oldac Ha	por succession.	. 0.0
Ro	ad Elevation:	0.0 fe	et	ĺ	Lane Eq	uivaient L	histance (in	r feet)		
	Road Grade:	0.0%				Autos:	98.494			
	Left View:	-90.0 de	grees		Mediu	m Trucks:	98.404			
	Right View:	90.0 da	grees		Hea	ry Trucks:	98.413			
FHWA Noise Mod	el Calculation	:5		1						
VehicleType	REMEL	Traffic Fit	ON C	istance	Finite	Road	Fresher	Barrier Att	en Ber	m Atten
Autos:	71.76	1	.68	-4	52	-1.20	-4.77	0.0	300	0.00
Medium Trucks:	82.40	-15	.36	.4 !	51	-1.20	-4.88	9.0	390	0.00
Heavy Trucks	86.40	-19	132	-4.	51	-1.20	-5.16	0 (	100	0.00
Unmitigated Nois			and bar	rier atte	nuation)					
VehicleType	Leg Peak Ho.	ur Leg	Day	Legi	vening	Leq N	ight	Ldn	0	NEIL
Autox	67	7.9	66.0	3	64.3		58.2	66.1	3	67.
Medium Trucks	61		59 9		53 5		518	60.		60.
Heavy Trucks:	8		59.9		50.9		52.2	60.		60.
Vehicle Noise:	88	3.5	87.6	3	84.8		69.9	69.	5	69.0
Centerline Distan	ce to Naise C	ontour (in	feet)	,						
					d8A	85 dt		60 dBA		dBA

Friday, November 08, 201

Scenar	io: Year 2036	Without Project				Project I	Vame:	Moren	o Valley W	almart	
Road Nan	e: Perris Box	ilevard				Job Nu	mber:	8870			
Road Segme	of: South of 5	Sunnymead Boul	levard								
SITE	SPECIFIC I	NPUT DATA	******	~~~		N	OISE I	NODE	L INPUT	5	***********
Highway Data				5	lite Can	nditions (	Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adl):	47,080 vehicle:	s					Autos:	15		
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2 r	lorles):	15		
Peak h	lour Volume:	4,700 vehicle:	s		He	avy Truci	ks (3+ A	Axles):	15		
	hicle Speed:	55 mph		-	(atricte	387×					
Near/Far La	ne Distance:	36 feet		H		ricleType	-	Osv	Evening	stigni	Daily
Site Data						A	utos:	77.5%	12.8%	9.534	87.42%
Ra.	rrier Height:	0.0 feet			An.	edium Tri	ichs.	84.6%	4.9%	10.3%	1.84%
Barrier Type (0-W		0.0			ż	Heavy Tra	A0A51	86.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	,	ource Ele		- 0			
Centerline Dist.	to Observer:	100.0 feet		10	10156 24	Auton		100	990)		
Barrier Distance	to Observer.	0.0 feet			fulnation	т Тписка		297			
Observer Height (	Above Pad).	6.0 teet				ov Trucks		106	Grade Ad,	iustmen	0.03
	ad Elevation:	0.0 feet									
	ad Elevation:	0.0 feet		1	ane Eg	ulvalent			feet)		
	Froad Grade:	0.0%				Autos		494			
	Left View:	-90.0 degree				m Trucks					
	Rigiż View:	90.0 degree	ē S		Heat	vy Trucks	98.	413			
FHWA Noise Mod	el Calculatio	175									
VehicleType	REMEL	Traffic From	Dista	9008	Finite	Road	Fres:	101	Barrier Att	eni Be	rm Atten
Autos:	71.70	3.90		-4.52		-1.20		4.77	0.0	00	0.000
Medium Trucks:	82.40	-13.34		-4 51		-1.20		-4.85	8.0		0.000
Heavy Trucks	86.40	-17.30		-4.51		-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo and	barrier	attone	uation)						
VehicleType	Leg Peak Ho	ur Leg Day	7	Leg Ev	ening	Leg I	lighi		Ldn	C	NEL.
Autos	7	0.0	68.1		68.3		60.2		68.9	3	69.5
Medium Trucks			81.8		55.5		53.8		62.4		62.6
Heavy Trucks:			82.0		52.9		54.2		62.5		62.7
Vehicle Noise:	7	1.5	89.8		86.8		61.5	1	70.5	2	71.0
Centerline Distan	e to Naise C	ontour (in feet	)								
				70 d	8A	85 a	BA	1	50 dBA	55	dBA
			Leto	10		20			601		0.60

Fridey, November 08, 2013

Frida

	io: Year 2035 V						no Malley Wai	marr	
Road Nan	e: Parris Boule	vard			Job Mur	nber: 8870			
Road Segme	nt: North of Euc	alyptus Avenue							
SITE	SPECIFIC IN	PUT DATA					EL INPUTS	*******	*********
Highway Data				Site Cor	rditions (f	farct $= 10.5$	oft = 15)		
Average Daily	Traffic (Adt). 4	6,000 vehicles				Autos	: 15		
Peak Hour	Percentage:	10%		Ms	alum Truc	hs (2 Axies)	: 15		
Peak F	lour Volume:	4,600 vehicles		He	avy Truck	s (3+ Axies)	15		
	hicle Speed.	55 mph		Vehicle	Mix				
Near/Fer La	ne Distance:	36 feet		Vel	ideTvae	Day	L'Evening 1	Viaht :	Daire
Site Date				<del> </del>	Αυ	tos: 77.51	6 12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		5.0	edium Tru	oks: 84.85	6 4.9%	10 3%	1 94%
Barrier Type (0-V		0.0			Heavy Tru	oks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet				ations (in	Pr		
Centerline Dist.	to Observer.	100.0 feat		maise S	Autos	0.000	esq		
Barrier Distance	to Observer	0.0 feet		44-40	m Trucks:	2.287			
Observer Height	Above Pad):	5.0 feet			ni Trucks:	8 008	Grade Adiu	olmant:	0.0
2	ad Elevation	0.0 feet							
Ro	ad Elevation:	0.0 feet		Lane Eq		listance (in	fest)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees			m Trucks:	98 404			
	Right View:	90.0 degrees		Hea	vy Trucks.	98.413			
FHWA Naise Mad	ei Calculations			i					
VerlideType	REWEL	Traffic Flow	Distance	Finite	Road	Fresnel	Barrier After	Ben	n Alten
Aulos	71.78	3.91	-4	52	-1.20	-4.77	0.00	0	0.000
Medium Trucks:	82 40	-13.43	-4	51	-1.20	-4 86	0.00	0	0.000
Неаку Тrucка.	96.40	-17.39	-4	61	-1.20	-5.16	0.00	0	0.000
Unmitigated Nois	e Levels (with	ut Tops and b	mier att	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg	Evening	Leg Ni	ght	Ldn	Cir	νEΣ.
Aukos:	89:	9 65	3.0	66.2		60.1	68.8		69.4
Medium Trucks.	63.			55.4		53.6	62.3		62.5
Heavy Trucks:	63.			52.8		54.1	82.4		82.6
Vehicle Noise:	71.	4 68	3.7	66.7		61.9	70.4		70.9
Centerline Distan	ce to Noise Co.	ntour (in feet)							
				dBA	65 dE		60 dBA		dB.A
		10		198	229		494		165

Fitday, November 69, 2013

Scenario: Year 203	5 Vvithou	t Project			Project N	ame: Morei	no Valley Va	simarr	
Road Name: Perris Bo					Job Nut	nber: 8876			
Fload Segment: South of	Cettensy	od Avenu	81						
SITE SPECIFIC	INPUT	BATA		-		ISE MODE		S	
lighway Deta				Site Cor.	iditions (f	fard = 10, S	ařt = 15)		
Average Daily Traffic (Adt).	45,000	vehicles				Autos	: 15		
Peak Hour Percentage:	101	16		Me	alum Truc	hs (2 Axies)	15		
Peak Hour Volume:	4,560	vehicles		He	avy Truck	s (3+ Axies)	: 15		
Vehicle Speed.	55	roph		Vehicle	Miv				
Near/Far Lane Distance:	36	feet		Veh	ideTvae	Dav	Evening	Night	Dairy
ite Data						foe: 77.59		9.6%	97.42%
Barrier Height	0.1	feet		5.0	edium Trui	oks: 84.89	6 4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Berm).				1 /	Heavy Tru	rks: 86.59	6 2.7%	10.6%	0.74%
Genterline Dist. to Barrier.		faet				ations (in			
Centerline Dist. to Observer.	100.0	feet		MOISE S	Autos	n nee	689		
Barrier Distance to Observer	0.0	feet		A Constitu	m Trucks:	2 287			
Observer Height (Above Pad).	5.1	feet			n Trucks:	8 008	Grade Ad	i colomant	6.0
Pad Elevation	0.0	) feet						perder ric:n.	0.0
Road Elevation	0.0	feet		Lane Eq		listance (in	feet)		
Road Grade.	~				Autos:	98.494			
Left View.		) degrees			m Trucks:	98 404			
Right View.	90.0	degrees		Heat	ry Trucks.	98.413			
HWA Noise Model Calculation	oris								
VehicleType REMEL	Traffic	Flow	Distance	Finite	Floard'	Fresnei -	Barner Att	en Ben	n Alten
Aulos: 71.1	18	3.71	-4	.52	-1.20	-4.77	0.0	360	9.986
Medium Trucks: 82.4	-	-13.53		.51	-1.20	-4 88		000	0.000
Heavy Trucks. 96.4	10	-17.4B	-4	61	-1.20	-5.16	6.0	000	9.990
Inmitigated Noise Levels (wi	thout To	ps and b	amier att	snuation)					
VehicleType Leg Peak t:	GUV .	Leg Day		Evening	Leg Ni		Ldn		άΞĮ.
Autos:	89.8		7.9	66.1		60.1	66.7		69.0
	89.2		1.7	65.3		68.7	62.1		62.4
***************************************	63.2		1.8	52.7		54.C	62.3		62.5
Viehicse Maiser	71.3	6	R R	68 B		81.8	70.3	3	70.8

Spanario	Year 2035 V	Vitnaut Pinis	66666666 	******		Orniant	Name:	Moran	o Valiev Vv	almart	
	Perris Boule		564				unnhar		C valley 24	all: lal L	
Road Segment:			nue								
6175 61	PECIFIC IN	2112 0070	******	***************************************	***************************************		20105	MARK	INPUT		**********
Highway Data		- DI DRIM			Site Con					a	
Average Daily Tr	roffic (Adf): 5	2.000 vehicl	les.					Autos:	15		
Peak Hour Pi		18%			Mes	dium Tr	uaks (2	Axles).	15		
		5.200 vehicl	les			ary Tru					
Veni	cle Speed:	55 mph		-	Vehicle I	10/-					
Near/Fat Lans	Distance.	36 feat		ŀ		eleTvoc		Dav	Eveninal	Night	Dally
Site Data					4617		Autos:	77.5%			87.42%
	er Height:	0.0 feet			N/s	edium Ti		64.9%		10.3%	1.64%
Barrier Type (0-We)		0.0 1860			F	leavy I.	rucks.	86.5%	2.7%	10.8%	0.74%
Centerine Dist		100.0 feat									
Centerline Dist. to	Observer	100.0 feet			Noise Sc				ces		
Barrier Distance to	Observer:	0.0 feet				Auto		000 297			
Observer Height (A)	bove Pad):	5.0 feat				m Truck v Truck		.006	Grade Ad	ivetenne	0.0
Pad	Elevation:	0.0 feet								ju ou nom.	0.5
Road	Elevation:	0.0 feet			Lane Eq.	uivalen	Distan	ce (in	feet)		
Ro	oad Grade:	0.0%				Auto		.494			
	Left View:	-90.0 degr	ees			п Тгиск		.404			
ŗ	Right View:	90 0 degr	ees		Heav	у Тгиск	s: 98	413			
FHWA Noise Wodel					1 200	Road	Fres				467
VehicleTyne Autos	71.78	Traffic Flow 4.3		fance -4 f		-1.20	rres.	nel   -4.77	Barrier Att	en   Ber 100	0.000
Medium Trucks	82.40	-12.9		-4.5		-1.20		-4.77		100	0.009
Heavy Trucks	68,40	-18.8		-4.5		-1.20		-9.00 -5.16		100	0.000
						-1.20		-0.70	0.0		0.000
Unmitigated Noise I Vehicle Type	Levels (witho ea Peak Hour				venina l	160	Night	·	I do		QE)
Autos:	7B/		6B 5	cogc	86.7	200.4	80	<del>,</del>	89		89.5
Medium Trucks	63.8		62.3		55.9		54		62.8		93.
Heavy Trucks	63.6	3	62.4		53.4		54.	6	63.1	3	63.
Vehicle Noise.	72.	0	70.2		67.3		62.	4	70.9	3	71.4
Centerline Distance	to Noise Co.	ntour (în fee	et)								
				70	d9A	65	dBA	1 6	50 d9A	5.5	d5A

Friday November 08, 2013

Scenar	io: Year 2005	Withou	it Project				Project is	ame:	Moren	o Valley VV	almart	
	e: Perris Bou						Job Nu					
Road Segme	nt: North of A	lessano	tro Boutev	and								
SITE	SPECIFIC I	NPUT	DATA	******	*****	*******	Pd C	HSE I	AODE	LINPUT		********
Highway Data					S	ite Cone	litions (i					
Average Cally	Leaffic (Adl):	47 900	vehicles						Autos:	15		
	Percentage.	10				Med	Gum Yrus	ks (2 A	lxles).	15		
	lour Volume	4,700	vehicles			Hea	ny Truck	s ()+ A	lates):	15		
Ve	nicle Speed:	55	moh			ahiala A						
Near/Far La	ne Distance.	36	feat				neTvpe	_	/\	re	817-1-M	200
Site Data						vene		itos:	Day 77.5%	Evening 12.9%	Night 9 8%	Dolly 87.47%
							Ai. dium Tru		77.5W	181 4770	10.3%	4
	rrier Height:		0 feet				aum rru eavy Iru		84 5% 86 5%		10.3%	
Barrier Type (0-VI		0.				н	easy m	GNS.	80.076	2.1%	10.8%	0.745
Centerline Oi			0 feat		N	oise Sa	urce Ele	vation	s (in fe	6f)		
Centerline Dist.			0 feet		-		Autos:	0.0	300			
Barrier Distance			0 feet			Mediun	Trucks:	2:	297			
Observer Height (			0 feet			Heav.	Trucks	8.8	300	Grade Ad	ustment	0.0
	ad Elevation:		0 feet									
	ad Elevation:		0 feet		L	ane Equ	ivalent i			900		
	Road Grade:	D.	0%				Autos:					
	Left View:		0 degree:				: Trucks		404			
	Right View:	90	0 degree:	5		Heavy	Trucks:	98	413			
FHWA Noise Wod	of Catculation	05										
VehicleType	REMEL	Traffi	c-Flow	Dist	ance	Finite I	Poset	Fresn	e/	Barrier All	en Bei	ro Alten
Autos	71.78	3	3.90		-4.52		-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.46	)	-13.34		-4.51		-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	86.46	)	-17.30		-4.51		-1.20		-5.16	0.0	OD	0.00
Unmitigated Nois	e Levels (wit	hout To	po and b	arrie.	rettenu	iation)						
Vehicle Type	Leg Peak Ho	w	Leg Day		Leg Ev		Leg N	ight	T	Lán		NEL
Autos:	7	0.0	8	B 1		86.3		80.2		88 9	9	89
Medium Trucks:		3.3		1.8		55.5		53.6		62.4		62.
Heavy Trucks	9	9.4	6	2.0		52.9		54.2	!	62.5		62.
Vehicle Noise.	7	1.5	6	9.8		66.8		61.8	3	70.5		71
Centerline Distan	ce to Noise C	antau	(in feet)									
				T	70 d	8/4	65 d		6	0 dEA	55	dE:A
			L	do:	108	R	230	,		50.1	1	080
			CN				251			539		182

	io: Year 2035								o Valley W	almart.	
	e: Perris Soui					Job N	iumber.	8870			
Road Segme	nt: North of Co	ttenvoed Aver	ue.								
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard	n 10, S	oft = 15)		
Average Daily			5					Autos	15		
Peak Hour	Percentage:	10%					വഷട (2				
Peak h	laur Valume:	5,080 vehicle:	5	- 1	He	avy Tru	icks (3+	Axles):	15		
	hicle Speed:	55 mph			Vahiate	Wix					
Near/Far La	ne Distance:	38 feet		- 1	Ven	icle I ypi	8	Day	Evening	Shark	Daily
Site Data							Autos:	77.5%	12.9%	9 636	97.42%
Ra	rrier Keight:	0.0 feet			A4	есіішті 7	rucks.	84.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0				чевиу 7	rucks:	86.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-							
Centerline Dist.	to Observer:	100.0 feet			Noise Se				a ez)		
Barrier Distance	to Observer.	0.0 feet		- 1		Auto m Truck		297			
Observer Height (	Above Pad).	5.0 teet				m i ruci v Truci		1.297	Grade Ad	ivetenomi	0.0
Pi	ad Elevation:	0.0 feet		- 1	mean	y iruci	18. 2	5 000	Orace Au	positivosti	. 0.0
Ro	ad Elevation:	0.0 feet		ſ	Lane Eg	uivaian	nt Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	os: 98	3.494			
	Left View:	-90.0 degree	28	- 1	Mediu	m Truci	ia: 98	3.404			
	Right View:	90.0 degree	es.	l	Heat	y Truci	ks: 98	3.413			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Oi	stance	Finile	Road	Fred	sner	Barrier Att	en Bei	m Atten
Autos:	71.76	4.17		-4.5	2	-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-13.07		-4.5	1	-1.20		-4.89	0.0	390	0.000
Heavy Trucks	86.40	-17 03		-4.5	1	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barr	er atter	uation)						
	Leg Peak Hou			Leg E	vening	Leq.	Night		Ldn		NEIL
Autos	70		68.3		66.8		60		69.		69.3
Medium Trucks	63		82 1		55 7		54		62.		62.9
Heavy Trucks:	63		82.2		53.2		54		62.		62.9
Vehicle Noise:	71	.0	70.0		87.1		62	.2	70.1	3	?1.
Centeriine Distan	e to Naise Co	intour (in feet									
			Į		d8A		dBA	1	50 dBA		dBA
			Lan:	1	13	- 2	242		522	- 1,	125

Friday, November 08, 201

Heavy Trucks   98.40   -17.90   -3.51   -1.20   -4.58   0.000   0.000										
Road Manne   Peris Boulevand   Job Number   8870   Road Segment   South of Resistantor Boulevand   Sife Conditions (Month 10. Soft = 19.										****
Road Home   Peres Souther All South Parks   Road Home   South Parks   South of Parks and to Boulevard	Scenario:	Year 2035	Without Projec	î		Project Na	ne: Moren	n Valley W	almart	
Site SPECIFIC INPUT DATA   Site Conditions (Mort = 15)   Soft = 15	Road Name:	Perris Soul	everd					,		
Majoring Data	Road Segment:	South of At	essandro Bout	evard						
Autorage Daily Traffic (act) 47,081 vehicles   Poek Hour Volume   4,000 vehicles   Modelum Toucke (2 Ankes)   15		ECIFIC IN	PUT DATA	*******					S	***********
Peak Hour Percentage   19%   Peak Hour Volume   4,700 velocies   55 mph   15   15   15   15   15   15   15   1	Highway Data				Site Con	ditions (Ha	rd = 10, Se	oft = 15)		
Pearl Hour Volume	Average Daily Tra	the (Adt): 4	17,080 vehocie	s	1		Autos:	15		
Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Right   Vehicle Righ	Peak Hour Per	rcentage:	10%		Me	dium Trucks	(2 Anles):	15		
New York   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Park   Par	Peak Hous	Volume:	4,700 vehicle	s	He	avy Trucks	(3+ Axles):	15		
Nees/For Lane Dictance   18   Feet	Vehici	e Speed:	55 mph		Makinto	3874				
Similar Height   0.0 feet   March 17,6%   17,6%   49%   103%   37,429   March 17,60%   17,6%   49%   103%   37,429   March 17,60%   69%   49%   103%   37,429   March 17,60%   69%   49%   103%   0.749   March 17,60%   69%   49%   103%   0.749   March 17,60%   69%   2.715   10.3%   0.749   March 17,60%   2.715   10.3%   0.749   March 17,60%   2.715   10.3%   0.749   March 17,60%   2.715   10.3%   0.749   March 17,60%   2.715   10.3%   0.749   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%   2.735   March 17,60%	Near/Far Lane I	Distance:	36 feet				Clear	Giveranni	Shart	Doubs
Barrier Neight	Sina Data									
Barner Type (Ch. Well, 1 - Serring)								1 6 1 6 1 1 1	0	
Moise Source Revealors (In Fee)										
Controlling   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Log   Lo									10.010	0.1 170
Description					Noise Se	ource Eleva	tions (in f	eet)		
Observer Height (Above Port)   5-0 host   Height Trucks   200   Grade Adjustment   0.0						Autos:	0.000			
Padd   Elevation   0   0   feet					Mediu	m Trucks:	2.297			
Proceedings   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.0   1.			0.0.1301		Heav	y Trucks.	8 006	Grade Ad	justment:	0.0
Road Grade   0.9%					Lana For	ulvaiant fü	etsuca (in	(sat)		
					Edit Ci,					
Prigit View   90 0 Degrees					Marke					
VerlickeType   PEMSEL   Trailis Flow   Outdance   Free Road   Freezaat   Genrie Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Genria Atlent   Gen	70	gra view.	auto degre	es	rica	y mouns.	90.415			
Autor										
Medium Procks   82.40   -13.34   -4.51   -1.20   -4.06   0.000   0.000   Medium Procks   82.40   -17.30   -4.51   -1.20   -4.06   0.000   0.000   Medium Procks   82.40   -17.30   -4.51   -1.20   -4.06   0.000   0.000   Medium Procks   82.40   -1.20   -1.20   Medium Procks   82.40   -1.20   Medium Procks   83.40   -1.20   -1.20   -1.20   Medium Procks   83.30   -1.20   -1.20   -1.20   -1.20   Medium Procks   83.30   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -1.20   -				Distar						
Heavy Prucks   189 AC   -17 33   -4.51   -1.20   -5.16   0.900   0.900     Drimitigated Noise Levise (inthrust Tops and bastrier steriusation)   White Tip   Leg Peak How   Lee City   Leg Eventry   Leg Vertico   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1.600   1										
Unmittigated Noise   Levis (without Topo and barrier attinuation)					-4 51		-4.85	0.0	300	0.000
Verhole Fight   Leg Peak Hour   Leg Day   Leg Exempl   Leg Nejtr   Ldn   ONE3.	Heavy Trucks	86.40	-17 30		-4.51	-1.2D	-5.16	9.6	100	0.000
Aubor   70   63   68   66   68   66	Unmitigated Noise Le	vels (with	out Topo and	barrier	attenuation)					
Medicini Trucko         63.3         81.8         55.6         53.8         82.4         82.7           Meeny Trucks         63.4         62.0         52.9         54.2         62.5         62.           Vehicle Note:         71.5         58.8         56.8         61.6         70.5         70.5         72.           Centerline Distance to Holse Contour fin feet?         70.86.A         85.dBA         60.dBA         60.dBA         25.dBA           Lon         108         233         501         1,080	VehicleType La	g Peak Hou	r Leg Day	/ L	eq Evening	Leg Nig	W.			
Memory Trucks   83.4   82.9   52.9   54.2   82.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2   1.5   62.2	Autos:	70	.0	68.1	58.3		90.2	68.	3	68.5
Verticle Notice         71.5         69.8         66.9         61.9         79.5         71.1           Centerline Distance to Notes Contour (in feet)         70.48A         85.48A         60.48A         55.48A           Lon         108         233         501         1,680	Medium Trucks	63	.3	81.8	55.5		538	62.	4	62.6
Centertine Dictance to Make Contour (in feet)         70 dBA         85 dBA         60 dBA         55 dBA           Lon         108         233         501         1,083	Heavy Trucks:	63	4	82.0	52.9		54.2	62.5	5	62.7
70 d8A 85 d8A 60 d8A 55 d8A Earl: 108 233 501 1,080	Vehicle Noise:	71	.5	89.8	86.8		61.9	70.	5	71.0
Lan: 108 233 501 1,080	Centerline Distance t	a Naise Co	intour (in feet	)						
					70 d8A	85 dB/		99 dBA	55	dBA
CNEL 116 250 539 1,192					108			501	1,0	060
			C.	MEL.	118	250		539	- 1,	162

Friday, November 88, 2913

Friday, Nevernber 08, 201

Road Nan	to: Year 2035 ' ne: Perris Boul nf: North of Ca	evard					me: Moren ber: 8870	o Valley Vi	aimart	
	SPECIFIC IN	PUTD	ATA		***************************************		SE MODE		S	
Highway Data					Site Cor	nditions (He	rd = 10. S			
	Traffic (Adt). 4						Autos:			
	Percentage:	10%		i		raturn Truck				
	lour Volume:		vehicles		He	eavy Trucks	(3+ Axies):	15		
	thole Speed.	55 1		1	Vehicle	Mix				
Near/Fer La	ne Distance:	36 f	feet			ide?yae	Day	Evening	Night	Daity
Site Date						Auto	ns: 77.5%	12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	0.0	feet		5/5	ledium Truci	ks: 94.89	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0				Heavy Truci	ks: 86.5%	2.7%	10.6%	0.74%
Centerline Di		100.0	feet			ounce Elevi				
Centertine Dist.	to Observer.	100.0	feat	- 1	maise S	Autos	noons (in r 0 000	eng		
Barrier Distance	to Observer	0.0	feet			Autos. m Taucks:	2.287			
Observer Height	(Above Padi:	5.0	feet					Grade Ad		0.0
	ad Elevation.	0.0	feat		Hee	ny Trucks:	6.008	Grade Au	pour rem	0.0
Ro	ad Elevation:	0.0	feet	ì	Lane Eq	uivalent Di	stance (in	feet)		
	Road Grade:	0.09	36			Autos:	98.494			
	Left View.	-90.0	degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0	degrees		Hea	vy Trucks.	98.413			
FHWA Naise Mad										
Verlide Type	REMEL	Traffic		stance			Fresnel	Berner Aft		m Alten
Aulos:	71.70		3.51	-4.5		-1.20	-4.77		000	0.000
Medium Trucks:	82 40		-13.73	-4.5		-1 20	-4 88		000	0.000
Неаку Ілиска.	96.40		-17.6B	-4 5	51	-1.20	-5.16	0.1	300	0.000
Unmitigated Nois	e Levels (with	out Top	s and barn	er atte	nuation)					
VehicleType	Leg Peak Hou	W   [.	eq Day	Leg E	vening	Leg Nig	ht	Ldn	C	νEΣ.
Aikas:	89		67.7		65.9		59.9	68.		69.
Medium Trucks.	63	.0	61.5		55.1		53.5	62.5		62.3
Heavy Trucks:	63	.0	61.6		52.5		53.8	62.		62.3
Vehicle Noise:	71	.2	69.4		66.4		81.6	70.	-	70.5
Centerline Distan	ce to Noise Co	ontour (	in feet)							
			T	70	dB.A	65 dB:	0, ,	SO dBA	55	dB.A
			Loh.		92	219		472		316
			CMS7 ·		0.0	938		50.9		106

Finday, November 69, 2013

Scenario: Year 203		Project					no Valley Va	simart	
Road Name: Perris Bo	ulevard				Job Nut	nber: 8870			
Fload Segment: South of	John F. Ke	ennady Dr	iva						
SITE SPECIFIC	NPUT B	ATA					EL INPUT	S	
Highway Data			S	ite Con	ditions (f	lard = 10, 1	Saft = 15)		
Average Daily Traffic (Adt).	52,000 v	vehicles				Auto	: 15		
Peak Hour Percentage:	10%			Me	alurn Truc	48 (2 Axies	J: 16		
Peak Hour Volume:	5,260 \	vehicles		He	avy Truck	s (3+ Axies	): 15		
Vehicle Speed.	65 r	mph	1	le hic le l	Miv				
Near/Far Lane Distance:	88 f	eet	F.		ideTvae	Dav	Eivening	Night	Daire
ite Data						foe: 77.5		9.6%	97.42%
Barrier Height:	0.0	feet		5.0	edium Tria			10.3%	1 84%
Barrier Type (0-Wall, 1-Berm).		1601		+	leavy Tru	oks: 86.5	% 2.7%	10.8%	0.74%
Centediae flest to Berrier		foat							
Centerline Dist. to Observer.	100.0		te	laise So		rations (in	feet)		
Barrier Distance to Observer		feet			Autos.	0.000			
Observer Height (Above Pad):	5.0	feet			m Trucks	2.287	Grade Ad		0.0
Ped Elevation.		feet		Heat	y Trucks:	8.008	Grade Aq	usurien.	0.0
Road Elevation:	0.0	feet	L	ane Eq	uivalent C	listance (ii	ı feet)		
Road Grade:	0.09	16			Autos:	87.316			
Left View.	-90.0	degrees		Mediu	m Trucks:	87 214			
	90.0	degrees		Heav	y Trucks.	97.224			
Right View:									
HWA Noise Model Calculatio									
"HWA Noise Model Calculation Vehicle Type REMEL	Traffic		Distance		Pload	Fresnei	Barrier Att		n Alten
PHWA Noise Model Calculation Vehicle Type REMEL Autos 71.7	Traffic 8	4.34	-3.74		-1.20	-4.77	0.0	000	0.000
**HWA Noise Model Calculation** Version Type   REMEL   Autor: 71.7 Medium Trucks: 82.4	Traffic 8 0	4.34 -12.90	-3.74 -3.73		-1.20 -1.20	-4.77 -4.88	0.0	000 000	0.000 0.000
FHWA Noise Mudel Calculation Vertical Type REMEL Autor: 71.7 Medium Trucks: 82.4 Heavy Trucks: 98.4	Traffic 0 0	4.34 -12.90 -16.86	-3.74 -3.73 -3.73		-1.20	-4.77	0.0	000	
PHWA Hoise Model Calculation Vehicle Type REMEL Autos 71.7 Medium Trucks. 82.4 Heavy Trucks. 86.4 Inmitigated Noise Levels (with	Traffic 0 0 thout Top	4.34 -12.90 -16.86 <b>c</b> and ba	-3.74 -3.73 -3.73 rrier attern	vation)	-1.20 -1.20 -1.20	-4.77 -4.88 -5.11	0.0 0 0.0 0 0.0	000 000 000	0.000 0.000 0.000
PHWA Noise Model Calculation Vertices Type REMCE. Autor 71.7 Medium Trucks. 82.4 Heavy Trucks. 86.4 Immitigated Noise Levels (with Velicitype Len Peak H	Traffic 8 0 0 • thout Top	4.34 12.90 16.86 <b>c and ba</b> eq Day	-3.74 -3.73 -3.73 rrier attenu Leq Ev	uation) ening	-1.20 -1.20	-4.7; -4.8; -5.11	. 0.0 0 0.1 5 0.1	000 000 000	0.000 0.000 0.000 vEZ.
PHWA Noise Skudel Calculation Versional type REMEL Autor 71.7 Medium Truchs 82.4 Heavy Truchs 86.4 Immitigated Noise Levels (with Versical type Autors Autors	Traffic 8 0 0 thout Top our L	4.34 -12.90 -16.86 <b>c and ba</b> eq <i>Day</i> 69	-3.74 -3.73 -3.73 <b>rrier atteru</b>   Leq EV 3	uation) ening 67.5	-1.20 -1.20 -1.20	-4.77 -4.86 -5.11 ght	0.0 0 0.0 0 0.0 0.0 1.dn	000 000 000	0.900 0.900 0.900 wez. 70.1
PHIKA Noise Redel Calculation Vertical Type Autos 71.7 Medium Trucks 82.4 Heavy Trucks 83.4 Immitigated Noise Levels (will Verbule Type Autos Medium Trucks Medium Trucks	Traffic 8 0 0 0 thout Top our   L 71 2 34.8	4.34 -12.90 -16.86 <b>c and ba</b> eq Day 69.	-3.74 -3.73 -3.73 rrier attenu   Leq Ev 3	ening 67.5	-1.20 -1.20 -1.20	-4.7/ -4.86 -5.16 -5.16 -5.15 -66.2	0.0 0 0.0 5 0.0 1.dn 70.1 68.8	000 000 000 000	0.000 0.000 0.000 WEZ. 70.1
PHWA Naise Skudel Calculation Verlose Type REMEL Autos 71.7 Medium Trucks 81.4 Heavy Trucks 85.4 Heavy Trucks 85.4 Heavy Trucks Levels (with Verlicle Type Len Pean H Autos Medium Trucks Heavy Trucks	Traffic 8 0 0 0 thout Top 5ex L 71 2 34.6 54.8	4.34 -12.90 -16.86 <b>c and ba</b> eq <i>Day</i> 69 69 63	-3.74 -3.73 -3.73 -3.73 -3.73 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75	ening 67.5 66.7 64.2	-1.20 -1.20 -1.20	-4.77 -4.86 -5.16 -5.16 -61.5 -66.2 -66.4	C.C. C.C. C.C. C.C. C.C. C.C. C.C. C.C	000 000 000 C/ 3	0.000 0.000 0.000 vEZ.
PHWA Naise Skudel Calculation Vertical Type REMEL Autos 71.7 Medium Trucks 81.4 Heavy Trucks 85.4 Vertical Type Len Pean H Autos Medium Trucks 84.4 Heavy Trucks 85.4 Heavy Trucks 85.4 Heavy Trucks 86.4 Heavy Trucks 86.4	Traffic  8 0 0 0 thout Top our L 71 2 34.6 54.8	4.34 -12.90 -16.86 <b>c and ba</b> eq Day 69. 69.	-3.74 -3.73 -3.73 -3.73 -3.73 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75 -3.75	ening 67.5	-1.20 -1.20 -1.20	-4.7/ -4.86 -5.16 -5.16 -5.15 -66.2	0.0 0 0.0 5 0.0 1.dn 70.1 68.8	000 000 000 C/ 3	0.6 0.6 0.6 WEZ. 7 6

Scenario: Year 203/ Road Name: Perris Bor	llevard				Project No Job Nun			: Valley VV	almart	
Road Segment: South of 0		***********								
SITE SPECIFIC I Highway Data	NPUT D	ATA		Site Con	NO ditions (h			INPUT: fr≈15)	5	
Average Daily Treffic (Adl):	48.000 v	enicles					lutos:	15		
Peak Hour Percentage.	10%			Mc.	dium Truci	ks (2 A	xles).	15		
Peak Hour Volume	4.800 v	ehicles		He	aw Trucks	(3+ A	xles):	15		
Vehicle Speed:	55 n	ngh		Vehicle I						
Near/Far Lane Distance.	9B f	eat	-		wik ideTvoe	_	Car I	Eveninal	Night	Dally
Site Data				4617	Au		77.5%	12.8%	9.8%	
Barrier Height:	0.0			86	edium True		64.93%	4 996	10.3%	1.64%
Barrier Type (0-Wall, 1-Berm):	0.0	iner		F	teavy Truc	WS.	86.5%	2.7%	10.8%	0.74%
Centerine Dist. to Berner	100.0	feet								
Centerline Dist. to Observer.	100.0			Noise Se	ource Elev			ery		
Barrier Distance to Observer:	0.0	feat		Administra	Autos: m Trucks:	0.0				
Observer Height (Above Pad):	5.0	feat			n Frucks: v Trucks:	8.0		Grade Ad	icationnat	0.0
Pad Elevation:	0.0	feet							aut nom.	0.5
Road Elevation:	0.0	feet		Lans Eq.	uivalent D	istano	e (in f	eet)		
Road Grade	0.09	6			Autos:	87.0				
Left View:	-90.0	degrees			m Trucks					
Right View:	90.0	degrees		Heav	y Trucks:	67 2	224			
FHWA Noise Model Calculatio										
VehicleTyne REMEL Autos 71.7	Traffic	3.89	sfance -3.7		Road	Fresn	477	Barrier Atti 0.0		m Atten 0.000
Autos. 71.79 Medium Trucks: R2.4s		13.25	-3.7 -3.7		-1.20 -1.20		-4.77 -4.58		100	0.000
Heavy Trucks: 68.4		13/26	-8.1 -8.1		-1.20		-4.68 -5.16		100	0.000
					-1.20		-0.70	0.0	100	0.000
Unmitigated Noise Levels (wit Vehicle Type Lea Peak Hi		e and ban ed Day		vening	Lea Ni	>ht		l dn	T - C	VE)
	0.8	68 9		67.2		811	L	89 7		70.3
Medium Trucks: 6	4.2	62.7		56.4		54.8		63.3	3	63.5
Heavy Trucks 6	4.3	62.8		53.8		55.1		63.4	ŀ	63.5
Vehicle Noise 7	9.4	76.7		67.7		62.8		71.4		71.9

Friday, November 08, 2013

	io: Year 2035 V xe: Perris Boule					me: More ber: 8070	ne Valley VV	almart	
Road Segme	nt: North of Ge	ntian Avenue							
SITE	SPECIFIC IN	PUT DATA			NO	SE MOD	EL INPUT	S	
Highway Data			5	lite Con-	litions (H	rd ≈ 10, S	Soft = 15)		
Average Oally	Leaffic (Adl): 4	9,900 vehicles				Autos	: 15		
Peak Hour	Percentage.	10%		Med	lium Truck	s (2 Axles	). 15		
Peak H	laur Valume: -	4,900 vehicles		Hes	ny Trucks	(3+ Axles	): 15		
Ve	nicle Speed:	55 mph	-:	fehicle f					
Near/Far La	ne Distance.	98 feat	Η,		sleTvpe	Day	Evenina	Night	Dally
Site Data				ven	Auto Auto				87.42%
					man dium Truci			10.3%	1.64%
	rrier Height:	0.0 feet			eavy Truci			10.8%	
Barrier Type (0-VI		0.0		-	eavy man	15. 60.0	70 2.176	10.070	G.749
Centerline Oil		100.0 feat	i	ioise Sa	urce Eleve	tions (in	feet)		
Centerline Dist.		100.0 feet			Autos:	0.000			
Barrier Distance		0 0 feet		Mediun	Trucks:	2 2 9 7			
Observer Height (		5.0 fest		Heav	Trucks	8.006	Grade Ad	ustment	0.0
	ad Elevation:	0.0 feet							
	ed Elevation:	0.0 feet	1.5	ane tiqu	ivalent Di		reeņ		
	Road Grade	0.0%			Autos:	87.316			
	Left View:	-90.0 dagreas			:Trucks	87.214			
	Right View:	90 0 degrees		Heavy	Trucks:	67 224			
FHWA Noise Wood	el Calculations								
VehicleType	REMEL	Traffic Flow   D	siance	Firite -	Road /	resnel	Barrier Att	en Bei	ro Alten
Autos	71.78	4.08	-3.74	i	-1.20	-4.77	0.0	100	0.000
Medium Trucks	82.40	-13.18	-3.73	3	-1.20	-4.EN	3 0.0	100	0.008
Heavy Trucks:	66.40	-17.31	-3.73	3	-1.20	-5.16	3.0	100	0.000
Unmitigated Nois	Levels (with	ut Topo and ban	ier etten	uation)					
Vehicle Type	Leg Peak How	Leg Day	Leg E	rening	Leg Nig	ht	Lán		NEL
Autos:	763	8 88.0		87.3		812	89 :	9	70 <
Medium Trucks:	643			56.4		54.9	63.4		69.8
Heavy Trucks	64.	4 62.9		59.9		55.1	63.5	5	63.4
Vehicle Noise.	72.	5 70.7		67.8		62.8	71.5	5	71.5
Centerline Distan	e to Noise Co.	ntour (in feet)							
			70 c	94	65 dE)	4	60 d5A	55	d5A
		£dn:	12	6	270		581	1.	253
		CNH:	13		290		826		348

SITE SPECIFI		. Kennedy i	Drive		Job Nui	mber: 88	70			
	: INPU	T DATA	***************************************					INPUT	\$	
Highway Data				SIER CON	ditions (f					
Average Daily Traffic (Ac							tos:	15 15		
Peak Hour Percentag		10%			etum Truc					
Peak Hour Volum		00 vehicles		rie	avy Truck	8 (3+ AX	e s):	15		
Vehicle Spec		55 mph		Vohicle	Mix					
Near/Far Lane Distanc	e: :	38 feet		Veh	icleType	Do	1/	Evening	Flight	Daily
Site Data					Au	tos: 77	.5%	12.9%	9 636	97 4 2%
Barrier Keigi	nt: 1	0.0 feet		An	edium Tru	c <i>lus.</i> 84	.8%	4.9%	10.3%	1.84%
Barner Type (0-Well, 1-Berr	ry:	0.0		,	Чевку Тги	cks: 96	.6%	2.7%	10.8%	0.74%
Centerline Dist to Barri	ec. 10	0.0 feet		Maire C	ource Ele					
Centerline Dist. to Observ-	n: 10	0.0 feet		7910750 31	Autos			eu.		
Barrier Distance to Observi	M.	0.0 feet		full of its	m Trucks:					
Observer Height (Above Pa-	ø.	5.9 teet			in Fracius.	8.00		Grade Adi	iretmani	0.0
Pad Elevatio	m:	0.0 feet						· · · · · · · · · · · · · · · · · · ·		
Road Elevatio	ØE.	0.0 feet		Lane Eq	uivaient E	Nstance.	(in t	6 <i>9</i>		
Fload Grad		996			Autos:					
Left Vie		0.0 degree	S		т Тписка:					
Plght Vie	w: 9	0.0 degree	s	Heat	ry Trucks:	87.22	4			
FHWA Noise Model Calcula										
VehicleType REMEC		the From	Distance		Road	Fresher		Barrier Atti		m Atten
	.76	3.71		74	-1.20		77	0.0		0.000
	.40	-13.53		73	-1.20	-4.		0.0		0.000
	1.40	-17 48		73	-1.20	-6.	16	9.0	100	0.000
Inmitigated Noise Levels (										
VehicleType Leg Peak		Leg Day		Evening	Leg N			Ldn		NEIL
Autos	70.6		8.7	66.8		60.8		69.5		70.
Medium Trucks	63.9		2.4	56 1		54.5		63.0		63.
Heavy Trucks: Vehicle Noise	84.0 72.1		2.6 0.4	53.5 87.4		54.8 82.5		63.1 71.1		63.1 71.1

Friday, November 08, 201

_									3352				
	o Year 2036		Project				Project i			in Valley	Wain	rart	
Road Nam Road Seamer	e: Perris Sou			-			Job Ni	mber	8670				
кова ведтег	z: Gentan A	venue to	DIVENS	y 3	******	**********		*****			*****	000000	***********
	SPECIFIC II	NPUT D	ATA							LINPL			
Highway Data						Site Car	ditions (	Hard	= 10, S	oft = 15)			
Average Daily	Traffic (Adl)	47,000 v	ehocles		- 1				Autos	15			
Peak Hour	Percentage:	10%			- 1	Me	edium Tru	cks (2	Arries).	15			
Peak H	our Volume:	4,700 %	ebicles			He	avy Truc	ks (3+	Axles).	15			
Ve	hide Speed:	55 :	nph		- }	Volunte	387						
Near/Far La	ne Distance:	98 f	eet		- 1		icleType		Osv	Evenin	oi ru	ani I	Daily
Site Data						****		utos:	77.59			9 536	87.42%
						1.0	edium Ta		84.69			0.3%	1.84%
Barner Type (0-W	nier Keight:	0.0	rest		- 1		Heavy Tr		86.69			0.9%	0.74%
Barrier Type (0-vii Centerline Dis					- 1		2017 111		0-3.07			0.070	0.1170
Centerine Dist		100.0			- [	Noise 5	ource Ele	vatio	ns (in i	eet)			
Barrier Distance		0.0			- 1		Autos	: 6	0.000				
Observer Height (		5.0			- 1	Mediu	m Trucks	: :	2.297				
	nd Elevation:	0.0				Hear	y Trucks	: 5	3 0 0 6	Grade.	Adjust	ment.	0.0
	id Elevation	0.0			ŀ	i ana Eo	ulvalent	Clieta	nce (in	feat!			
	ru zrevenon. Foad Grade:	0.0			ŀ	Luic Ci,	Autos		7 318	.0.9			
	Left View		o dearce:		- 1	Madia	т Тписка		7.214				
	Right View:		degree:		- 1		n Trucks		7.224				
	ragra view.	80.0	uegine:	,	- 1	1700	ry 00-110		. 2.2.4				
FHWA Noise Mode	el Calculation	75											
VehicleType	REMEL	Traffic .	Frow	Dist	ance	Finite	Road	Fres	sner	Barrier	Alten	Ber	m Atten
Autos	71.76		3.90		-3.7	4	-1.20		-4.77		0.080		0.000
Medium Trucks:	82.40		13.34		-3.7	3	-1.2B		-4.85		0.000		0.000
Heavy Trucks	86.40		17.20		-3.7	3	-1.2D		-5.16		9 9 9 9		0.000
Unmitigated Noise	l evels huiti	hour Too	o and h	arrie	r atte	suation)							
	Lea Peak Ho		ag Day			venina	Lea /	Jinti		I dn			W=7
Autos		0.7		38	100191	67.1	13391	81			86		70.3
Medium Trucks		4.1		2.6		56.3		54			3.2		63.4
Heavy Trucks:		4.2		2.8		53.7		55			3.3		63.4
Vehicle Noise:	7	2.3	7	1.6		87.6		62	.7	7	1.3		71.8
Centerline Distant	a to Maies C	contour (	n foot										
Control of Castonic		oneom (	er rente		70	d8A	85.0	BA	7	60 dBA		55	dBA
				:n:	1	22	26	2		585		1,3	218
			GM	25		31	25	er.		808			311

Friday, November 08, 2013

Friday, Nevernber 08, 281

	rio: Year 2035 W						o Valley V	simarr	
	ne: Parris Boulev				Job Murr	ber: 8870			
Road Segme	inf: Driveway 3 to	Driveway 4							
	SPECIFIC INP	UT BATA					L INPUT	S	
Highway Data				Site Co	nditions (H	erct = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 47	,000 vehicles				Autos			
Peak Hour	Percentage:	18%		5/7	ealurn Truck	s (2 Axies)	15		
Peak F	Hour Volume: 4	,760 vehicles		H	eavy Trucks	(3+ Axies)	15		
Ve	etricle Speed.	55 mph	- }	Vehicle	Miv				
Near/Fer La	ine Distance:	S8 feet	- 1		hideTvae	Day	Evenina	Night	Daity
Site Date					Aut		12.9%	9.6%	97.42%
Ra	rrier Height:	0.0 feet		A	ledium Truc	ks: 84.89	4.9%	10.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline Di		100.0 feet							
Centertine Dist		100.0 feet	į	Maise S	ource Elev		esti		
Barrier Distance		0.0 feet			Autos.	0.000			
Observer Height	(Above Padi:	5.0 feet			m Trucks	2.287	Out the dist		0.0
2	ad Elevation.	O.C feet		Hea	vy Trucks:	8.008	Grade Ad	ustriem.	0.0
Ro	ed Elevation:	0.0 feet		Lane E	guivalent Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees		Media	im Trucks:	87 214			
	Right View:	80.0 degrees		Hea	vy Trucks.	87.224			
FHWA Naise Mad	lei Calculations		i						
Verlide Type			stance			Fresnel	Berner Att		nı Alten
Aulos:	71.78	3.90	-3.7		-1.20	-4.77		000	0.000
Medium Trucks:	82.40	-13,34	-3.7		-1 20	-4 88		000	0.000
Невгу Тruсна.	86.40	-17.30	-3 7	13	-1.20	-5.16	0.0	000	9 900
Unmitigated Nois	e Levels (withou	ut Topo and barri	er atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Aukos:	70.7	88.8		67.		61.0	69.0	3	70.3
Медішті Ілиска.	64.1	62.6		58.3		54.7	63.3		63.4
Heavy Trucks:	64.2	62.8		53.	1	55.D	83.3	3	63.4
Vehicle Noise:	72.3	70.6		67.	3	62.7	71.3	)	710
Centerline Distan	ce to Noise Cor	tour (in feet)							
				σΒ.A	65 dB.	Δ.	SO dBA		dBA
		Lohr.		22	282		565		216
		CMF7	1	91	282		808	1 1	311

Scenario: Ye	ar 2035	Without Proj	ēcī			Project N	ame: Mo	reno	Valley VV	simsrt	
Road Name: Pe	rris Boul	evard				Job Nu	nber: 88	70			
Fload Segment: So	uth of In	s Avanua									
SITE SPEC	IFIC IN	PUT BAT	į						INPUT	8	
Highway Data				S	ite Cor	iditions (f	iard = 10	, Sa	řt = 15)		
Average Daily Traffic	(Adt). 4	17,000 vehic	ies				Au	68:	15		
Peak Hour Perce	ntege:	10%			Me	oburn Truc	48 12 Axx	95):	15		
Peak Hour Vo	nlume:	4,760 vehic	ies		He	avy Truck	s (3+ Axi	98):	15		
Vehicle S	peed.	55 mph		1	enicle.	Bair					
Near/Far Lane Dis	tance:	98 feet		F.		ildeTvae	I De		Eivening	Night	Daire
Site Data					V C.			5%	12.8%	9.6%	97.42%
					0.0	edium Tru		8%	4.9%	10.3%	1 84%
Barrier H		0.0 fee				Heavy Tru		.5%		10.6%	0.74%
Barrier Type (0-Wall, 1- Centerline Dist. to 8										10.070	0.1111
Centerline Dist. to a		100.0 feet		to	laise S	ource Ele	rations (	in fe	et)		
Barrier Distance to Ob:		0.0 feet				Autos.	0.000	3			
Observer Height (Above		5.0 feet			Mediu	m Trucks:	2.28				
Pad Ele		0.0 feet			Heat	ny Trucks:	8.009	3	Grade Adj	usiment.	0.0
Road Gle		0.0 feet		17	ene Fo	uivalent L	listance	(in t	leen)		
Road o		0.0166		F	4-71- 24-0	Autos:	87.31				
	1/rew	-90.0 dec	-000		Mediu	m Trucks:	87.21				
	View:	90.0 dec				v Trucks.	87.22				
ragia		00.0 009	1000			,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
FHWA Notse Model Cali											
	WEL	Traffic Flor		Estance		Pload	Fresnei		Barner Alti		m Allen
Aulos	71.78	3.		-3.74		-1.20		77	0.0		0.080
Medium Trucks:	82.40	-13.	-	-3.73		-1.20		88	0.0	100	0.000
Heavy Trucks.	96.49	-17.3	BD.	-3 73		-1.20	-5.	16	0.0	69	9 9 9 0
Unmitigated Noise Leve	is (with	out Tops at	d ban	rier attenu	ation)						
VehicleType Leg F	eak Hou	v Leg I	lay.	Leg Ev	ening	Leq N	g/hf		Ldn	C	WEZ.
Autos:	70	7	69.6		67.1	·	61.0		69.6		70.3
Medium Trucks.	84	.1	62.6		68.3		64.7		63.2		63.4
Heavy Trucks:	64	.2	62.8		53.7		55.0		63.3		63.4
Vehicle Noise:	72	.3	70.8		67.B		82.7		71.3	,	71.8
Centerline Distance to I	Voise Co	natous (in fe	eri								
			~~								
				70 d	BA I	65 dl	1.4	6	0 dBA	.55	d8.4

Scenan	io: Year 2035 V	Vithaut Project	****	********		Project	iviame:	Moren	e Valiev VV	almart	*********
	e: Perris Boule						umber				
Road Segmen	nt: Driveway 4 s	o Santiago Driv	e								
SITE	SPECIFIC IN	PUT DATA		***********	***************************************	P.	OISE	MODE	LINPUT	5	**********
Highway Data					Site Con						
Average Daily	Leaffie (Adl): 4	7,000 vehicles						Autos:	15		
Peak Hour	Percentage.	10%			Ne	dium Tri	icks (2	Axles).	15		
Peak H	lour Volumer -	4,700 vehicles			He	ary Truc	ks (J+	Axles):	15		
Ve.	nicle Speed:	55 mph		-	Vehicle I	Mile					
Near/Far La	ne Distance.	9B feat		-		eleTvoe		Day	Eveninal	Niotx	Dally
Site Data						/	utos:	77.5%	12.8%	9.8%	87.42%
Rai	nier Height:	0.0 feet			Nic	edium Ti	ucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-W		0.0			F	leavy L	WONS.	86.5%	2.7%	10.8%	0.74%
Centerline Dia		100.0 feat		-	Noise Sc						
Centerline Dist.	to Observer:	100.0 feet		· ·	NOISH SC	Auto:		000 000	een		
Barrier Distance	to Observer:	0.0 feat			2 America	нико т Тпискі		297			
Observer Height (	Above Pady	5.0 feat				v Trucki		.006	Grade Adi	iustment	0.0
	ad Elevation:	0.0 feet		_							0.5
	ed Elevation:	0 0 feet		1	Lane Eq				feet)		
	Road Grade	0.0%				Auto		.316			
	Left View:	-90.0 degrees				n Truck		.214			
	Right View:	90 0 degrees	,		Heav	y Trucki	E 67	224			
FHWA Noise Mode											
VehicleTyne		Traffic Flow	Ds	fance		Road	Fres		Barrier Att		
Autos	71.78	3.90		-3.7		-1.20		-4.77	0.0		0.000
Medium Trucks	82,40	-13 34		-3.7	-	-1.20		-4.58	0.0		0.000
Heavy Trucks:	66.40	-17.30		-3.7		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise								-,		,	
VehicleType Autos	Leg Peak Hour		3.8	Leg &	vening     B7 1	Leg	Night B L		Lain 89 F		NEL 70.3
Medium Trucks	7 G.		2.6		56.3		54		63.1		93.4
Heavy Trucks	64:		2.8		53.7		55.		63.3		63.4
Vehicle Noise	72		3.6		67.8		62		71.2		71.8
Centerline Distanc		-									
2011/01/11/12 12/12/10/											

Friday, November 88, 2013

	nio: Year 2035 V							e Valley W	almart	
	ne: Perris Boule int: North of Kra				Job Nu	mber. 8	1970			
*******************	******	************	*********		**********	******				******
SITE Highway Data	SPECIFIC IN	PUT DATA		Site Con-				LINPUT	s	
				one Con-	moons (					
	Traffic (Adl): 51						lutos:			
	Percentage.	10%			Sum Yru					
		5,000 vehicles		Hes	ny Truci	(S (J+ A	z/es):	15		
	enicle Speed:	55 mph	17	lehicle f	fix					
Near/Far La	ne Distance.	98 feat		Vehi	aleType	- 1	Day	Evening	Night	Dally
Site Data					A.	itos:	77.5%	12.9%	9.8%	87.429
Fia	rrier Height:	0.0 feet		9,50	dium Tri	eks: 1	34.8%	4.9%	10.3%	1.649
Barrier Type (0-V		0.0		H	eavy In	2088. I	88.59	2.7%	10.8%	0.749
Centerline Di		100.0 feat	-							
Centerline Dist.	to Observer:	100.0 feet	- 4	Voise Sa				e 61)		
Barrier Distance	to Observer	0.0 feet			Autos:					
Observer Height	(Above Pad):	5.0 feet			n Trucks:			Grade Ad	Lucinopat	0.0
ρ	ad Elevation:	0.0 feet		Heav	/ Trucks	8.0	UG	Grade Au	paran marin.	0.0
Ro	ad Elevation:	0.0 feat	17	ane Equ	ivalent.	Distanc	e (în	feet)		
	Road Grade	0.0%			Autos	87.3	16			
	Left View:	-90.0 degrees		Mediun	n Trucks	87.2	14			
	Right View:	90 0 degrees		Heavy	/ Trucks	67.2	24			
FHWA Noise Woo	lel Calculations									
VehicleType	REMEL.		siance	Firite -		Fresn		Barrier Att		ro Alten
Autos	71.78	4.17	-3.74		-1.20		4.77		100	0.00
Medium Trucks	82.40	-13.07	-3.73		-1.20		4.59		100	0.00
Heavy Trucks:	86.40	-17.03	-3.73	3	-1.20		5.16	0.0	100	0.000
		ut Topo and barri	er etten	uation)						
	Leg Peak How		Leg E		Leg N			Lan		MEL
Autos:	71.0			87.3		613		89 9		70 5
Medium Trucks:				56.5		55.0		69.8		63.
Heavy Trucks	64.4	93.0		54.0		55.2		63.9	3	63.
Vehicle Noise.	72.9	3 70.8		67.9		63.0		71.5	3	723
Centerline Distan	ce to Noise Co	ntour (in feet)							·	
			70 c		65 d			50 dEA		dE:A
		Ldn:	12		27			589		270
		CNEL	13		29	á		634		386

	io: Year 2035 se: Perris Boul		t				ame: Mo mber: 881	reno Vailey W 'n	almart	
	nt: Santiage D		nue					-		
SITE	SPECIFIC IN	PUT DATA			***************************************			DEL INPUT	3	**********
Highway Data					Site Con	ditions (f	iard = 10	Soft = 15)		
Average Daily	Traffic (Adl)	50,287 vehicle	5				Aut	ns: 15		
Peak Hour	Percentage:	10%			Me	dium Truc	ks (2 Axk	s): 15		
Peak h	laur Valume:	5,030 vehicle	ŝ	- 1	He	avy Truck	s (3+ Axie	s): 15		
Ve	hide Speed	55 mph			Valuate i	974				
Near/Far La	ne Distance:	98 feet				icleType	1 Da	v Evenno	Fibrati	Darly
Site Data							tos: 77	5% 12.9%	9 636	97 4 2%
Ra	rrier Keight:	0.0 feet			Air	edium Tra	c/cs. 84	6% 49%	10.3%	1.84%
Barrier Type (0-VI		0.0			· ·	leavy Tru	oks: 86	6% 2.7%	10.8%	0.74%
Centerline Di		100.0 feet			Marina Bu	urce Ele				
Centerline Dist.	to Observer:	100.0 feet			Noise Sc					
Barrier Distance	to Cibserver.	0.0 feet		- 1		Autos: n Trucks:	9.000			
Observer Height (	Above Pagl.	5.9 teet		1			2.297		uctonomi:	0.0
Pi	ad Elevation:	0.0 feet		- 1	mean	y Trucis.	8 000	Orace Au	GOLFFONE.	0.0
Ro	ad Elevation:	0.0 feet		Ī	Lane Eq.	uivaient L	Vistance .	in feet)		
	Road Grade:	0.0%				Autos:	87.318			
	Left View:	-90.0 degre	es		Mediur	т Тицева:	87.214			
	Right View:	90.0 degre	ès		Heav	y Trucks:	87.224			
FHWA Noise Mod	el Calculation	s		i						
VehicleType	REMEL	Traffic Flow	Oi-	stance	Finite	Road	Fresher	Barrier Atti	en Ben	n Atten
Autos:	71.76	4.19		-3.7	74	-1.20	-4.	77 9.0	00	0.00
Medium Trucks:	82.40			-3.7		-1.20	-4.		90	0.00
Heavy Trucks	86.40	-17.00		-3.1	73	-1.20	-5.	16 0.0	00	0.00
Unmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)					
VehicleType	Leg Peak Hou	ur Leg Da	/	Leg E	vening	Leg N		Ldn		Æi.
Autos	71		69.1		67.4		61.3	69.9		70.5
Medium Trucks	64		82 8		56 6		55.0	63.5		63.
Heavy Trucks:	64		83.0		54.0		55.3	63.6		63.
Vehicle Noise:	72	1.6	70.9		87.9		63.0	71.6		72.
Centeriine Distan	ce to Naise Co	ontour (in fee	e)							
			I		d8A	85 d£		60 dBA		dBA
			Edn:	- 1	27	275	i	592	1,3	275

Friday, November 08, 261

			08 H/G		500		100			
Scena	rio: Year 2036	Without Pro	ect			Project N	lame: Morer	io Valley W	falmart.	
Road Ner	ne: Perris Box	ulevard				Job Nu	mber: 8870			
Road Segm	wit: South of F	Gameria Ave	nue							
SITE	SPECIFIC I	NPUT DAT	Ā		********	NE	DISE MODE	L INPUT	S	
Highway Data					lite Car	nditions (I	Hard = 10, S	oft = 15)		
Average Dah	Traffic (Act)	60.000 veto	cles				Autos	15		
Peak Hou	r Percentage:	10%			Me	edium Truc	iks (2 Axles).	16		
Peak	Hour Volume:	5 000 vets	oles		He	avv Truck	is (3+ Axles).	15		
V	shicle Speed	55 mph		-	/ohicto					
Near/Far Li	ane Distance:	98 feet		μ,		ndeType	Osv	Evening	stigti	Daily
Site Data					V 67		tos: 77.59		9.6%	87.42%
					4.5	nı. Iedium Tru			10.3%	1.84%
	rrier Height:	0.0 fee	t			eolum mu Heavy Tru			10.3%	0.74%
Barrier Type (0-1		0.0				10009 110	W/10. 015.07	E.170	10.076	0.177
	list to Barrier.	100.0 fee		1	loise 5	ource Ele	vations (in f	eet)		
Centerline Dist		100.0 fee				Autos:	0.000			
Barrier Distance		0.0 fee			Mediu	m Trucks:	2.297			
Observer Height		6.0 tee 0.0 fee			Hea	ey Trucks.	8 006	Grade Ad	justment:	0.0
	ad Elevation: ad Elevation:	0.0 fee		- 17	ana Ec	usivalant i	Distance (in	faat		
7%	Foad Grade:	0.0 166	L	-		Autos:				
	Left View	-90.0 dea			Mode	m Trucks:				
	Right View:	90.0 des				w Trucks:				
	ragic view.	80.0 00	jinas	- 1	1700	ey rowns.	01.224			
FHWA Noise Mod										
VehicleType	REMEL	Traffic Fro		stance		Road	Fresher	Barrier Alt		m Atten
Autos				-3.74		-1.20	-4.77		180	0.000
Medium Trucks			-	-3 73		-1.2B	-4.85		300	0.000
Heavy Trucks	86.40	D -17	63	-3.73		-1.2D	-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo a	nd barr	ier atten	uation)					
VehicleType	Leg Peak Ho	our Legi	Day .	Leg Ev	ening	Leg N	ighi .	Ldn	Ci	VEIL
Autos	7	1.0	69.1		67.3		61.3	68.	3	70.5
Medium Trucks	6	4.4	82.8		56 5		55.0	63.5	5	63.7
Heavy Trucks	. 6	4.4	83.0		54.0		55.2	63.	3	63.7
Vehicle Noise.	7	2.6	70.8		87.9		63.0	71.	3	72.0
Centerline Dister	ce to Naise C	ontour (in f	eet)							
				70 a	84	85 di	ВА	60 dBA	55	dBA
			Litter	19	7	276		588	1.	270

Friday, November 69, 2013 Friday, November 69, 2013

231

iday, Nevernber 08, 2013

	: Year 2035 VV : Parris Boulev				eme: More	no Valley V	faimart	
	: North of San			102.941	D21. 20.0			
SITE S	PECIFIC INP	UT DATA		NO	SE MOD	EL INPUT	5	
Highway Data			Site	Conditions (H	arct = 10. :	Soft = 15)		
Average Daily T	raffic (Adt). 50	,000 vehicles			Auto	: 15		
Peak Hour F	Percentage:	10%		Medium Truck	is f2 Axies	l: 15		
Peak Ho	ur Volume: 5,	.000 vehicles		Heavy Trucks	(3+ Axles	): 15		
Vet	icle Speed.	55 mph						
Near/Fer Lan	e Distance:	S3 feet		iele Mix VehideType	Day	Evening	Night	Daity
Site Date				Auf			8.6%	97.423
P	ier Heiaht:	0.0 feet		Medium Trac			10.3%	1 349
Barrier Type (0-Wa		0.0 rees		Heavy Truc	ks: 86.5	% 2.7%	10.6%	0.749
Centerline Dist		100.0 feet						
Centerline Dist. In		IGO D feet	Nois	e Source Elev		feetj		
Barrier Distance to		0.0 feet		Autos.	0.000			
Observer Height (A		5 B feet		edium Trucks	2.287			
	d Fleuelinn	D.D. feet	- 1 /	Heavy Trucks:	6.008	Grade Aq	)ustment:	0.0
	d Elevation	0.0 feet	Lane	Equivalent D	stance (ii	feet)		
	nad Grade:	0.0%		Autos:	87.316			
		-90.0 degrees	64	edium Trucks:	87 214			
		90.0 degrees		Heavy Trucks.	97.224			
FHWA Naise Made	Calculations							
Vehicle Type	REMEL 1	raffic Flow Dis	tance F	inite Road	Fresnel	Berner Att	en Ben	m Alten
Aulos	71.70	4.17	-3.74	-1.20	-4.7	0.1	000	0.00
Medium Trucks:	82.40	-13.07	-3.73	-1.20	-4 88	0.0	000	0.00
Heavy Trucks.	36.40	-17.03	-3.73	-1.20	-5.16	( G.)	369	0.00
Unmitigated Noise	Levels (withou	it Topo and barrie	r attenuati	on)				
VehicleType :	eq Peak Hour	Leg Day	Leg Eveni	ng Leg Nijo	pht	Ldn		VEZ.
Autos:	71.0	69.1		87.3	61.3	69.	9	70.
Medium Trucks.	54.4	62.9		56.5	55.0	63.3	5	63.
Heavy Trucks:	64.4	63.0		54.0	55.2	63.	i	63.
Vehicle Noise:	72.6	70.8		57.8	63.0	71.	3	72.
Centerline Distanc	s to Noise Con	tour (in feet)						
		L	70 dBA	65 dB	A	60 dBA		dB.A
		Loh).	127	274		589		276
		CNEL	197	294		634	1.3	366

Fitday, November 69, 2013

Scenario: Year (	035 VVitho	ut Project			Project N	ame: More	no Valley VA	simart	
Road Name: Perris	Boulevard				Job Mut	nber: 8876			
Fload Segment: North	of Harley R	nox Boule	/ard						
SITE SPECIFI	CINPUT	BATA		-			EL INPUT	3	
Highway Data				Site Cor	ditions (f	tard = 10, 5	laft = 15)		
Average Daily Traffic (A	a). 53,001	) vehicles				Autos	15		
Peak Hour Percente,	ge: 16	3%		Me	oburn Truc	48 (2 Axies)	15		
Peak Hour Volur	ne: 5,360	vehicles		Re	eavy Truck	s (3+ Axies)	15		
Vehicle Spe	ed. 48	mph		Vehicie	66iv				
Near/Far Lane Distan	ce: 24	1 feet			ildeTvae	Day	Eivening	Night	Daire
Site Data						tos: 77.5°		9.6%	97.42%
Barrier Heid	L+ 0	C feet		1 44	edium Tria			10.3%	1 94%
Barrier Type (0-Wall, 1-Ber		D rees			Heavy Tru			10.6%	0.74%
Centerline Dist, to Barr		fi faet							
Centerline Dist In Obsert		D feet		Moise S		rations (in	feet)		
Barrier Distance to Obsert		.0 feet			Autos.	0.000			
Observer Height (Above Pa		D feet			m Trucks	2.287			
Ped Elevati		C feet		Heal	ny Trucks:	8.008	Grade Adj	usument:	0.0
Road Elevati		0 feet		Lane Eq	uivalent E	listance (in	feet)		
Road Gra	de: 0	8%			Autos:	99.403			
Left Vii	w90	.C degrees		Mediu	m Trucks:	99 314			
Right Vii		.0 degrees		Hea	vy Trucks.	89.323			
FHWA Noise Madei Calcul	ntions			i					
VehicleType RSME	L Traf	Se Flow	Distance	Finite	Pload	Fresnei	Barrier Atte	n Ben	n Allen
Autos: 6	8.46	5.29	-4	.58	-1.20	-4.77	C.C	60	0.080
Medium Trucks: 7	9 45	-11.95	-4	.57	-1.20	-4 88	0.0	00	9.900
Heavy Trucks. 9	4.25	-15.9D	-4	67	-1.20	-5.16	0.0	69	9 990
Unmitigated Noise Leveis	without T	opo and b	arrier att	snuation)					
VehicleType Leg Pear	How	Leg Day	Leg	Evening	Leg Ni	ght	Ldn	C	wEZ.
Autos:	88.0	6	3.1	64.3		58.3	66.9	i	67.5
Medium Trucks.	81.7	66	3.2	69.9		62.3	60.9		61.0
Heavy Trucks:	62.8	6	.2	52.1		53.4	81.7		61.8
Vehicle Naise:	69.8	68	3.1	64.9		60.2	88.8		69.2
Centerline Distance to Noi	e Contou	r (in feet)							
			7	2 dBA	65 dE	3.4	60 dB.A	.55	d8.4

	io: Year 2035		ect						e Valley VV	almart	
	ne: Perris Boul					Job No	mbar	8870			
Road Segme	nt: San Michel	e Road to N	andina A	Avenue							
	SPECIFIC IN	PUT DATA	1	*****	*********				LINPUT	;	*********
Highway Data					Site Con	ditions (	Hard				
Average Daily		55,000 venic	les					Autos:			
	Percentage.	10%				dium Tru					
Peak E	lour Volume	5,500 vehic	les		He	вну Тгис	ks (J+	Axles):	15		
	nicle Speed:	55 mph		ŀ	Vehicle I	Mix					
NeanFar Le	ne Distance.	98 feat		ľ	Veh	eleType	Т	Day	Evening	Nigix	Daily
Site Data						A	utos:	77.5%	12.8%	9.8%	87.42%
fia:	rrier Height:	0.0 feet			N/Sc	dum Tr	ueks:	84.9%	4.9%	10.3%	1.64%
Benier Type (0-VI		0.0			F	leavy In	ACAS.	88.5%	2.7%	10.8%	0.74%
Centerline Di	st. to Berner	100.0 feat		ŀ	Noise Se	uroa Ele	untin	ne Gn S	nedi		
Centerline Dist.	to Observer:	100.0 feet		-	40/31/ 00	Autos		1.000			
Barrier Distance	to Observer:	0.0 feat			2.dourning	наког п Тпискв		297			
Observer Height (	Above Pady	5.0 feat				v Trucks		1.006	Grade Adi	ustment	0.0
	ad Elevation:	0.0 feet									
Ros	ad Elevation:	0.0 feet			Lans Eq.				feet)		
	Road Grade:	0.0%				Autos		.318			
	Left View:	-90.0 deg				n Trucks		7.214			
	Right View:	90 0 deg	rees		Heav	y Trucks	: 87	224			
FHWA Noise Wod	of Catculation										
VehicleTyne	REMEL	Traffic Flow		si ance	Finite		Free		Barrier Att		
Autos	71.78	4.5	9	-3.7	4	-1.20		-4.77	0.0	00	0.000
Medium Trucks	82.40			-3.7		-1.20		-4.58	0.0		0.000
Heavy Trucks:	66.40	-18.8	31	-3.1	13	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo ar	d barri	er otte	nuationi						
Vehicle Type	Leg Peak Hos	x Leg €	6y	Leg 8	vening	Legi		T	Lan		VEL
Autos:	71		88.5		87.8		61		70 3		70.9
Medium Trucks:	64		63.3		56.9		55	A	63.1		64.1
Heavy Trucks	64		63.4		54.4		55	.8	64.0		64.1
Vehicle Noise.	79	1	71.2		68.3		63	.4	72.0		72.4

Friday, November 86, 2013

Centerline Distance to Noise Contour (in feet)

	io: Year 2035 V							e Valley W	almart	
	ne: Perris Boule				Job Nu	imber. 1	3870			
Road Segme	nt: South of Ha	rley Knox Boulevar	d							
SITE	SPECIFIC IN	PUT DATA	www					LINPUT	S	
Highway Data				Site Cone	litions (	Hard ≃	10, Sc	dt = 15)		
Average Cally	Leaffic (Adl): 4	1,900 vehicles				,	lutos:	15		
Peak Hour	Percentage.	10%		Med	lium Tru	cks (2 A	xles).	15		
Peak F	lour Volume	4,100 vehicles		Hes	ny Trua	ks (J+ A	zies):	15		
Ve	nicle Speed:	45 mph	-	Vahiala fi	e					
Near/Far Le	ne Distance.	24 feat	H		deTvpe		Dav	Evenina	Night	Dally
Site Data							77.5%		9 8%	
	rrier Height:	0.0 feet		0.60	dium Yn		64.9%		10.3%	1.64%
Barrier Type (0-VI		0.0 1960			eavy In		88.5%		10.8%	0.74%
Centertine Di		100 0 feat	ļ.,							
Centerline Dist		100.0 feet	1	Noise Sa				e <i>t)</i>		
Barrier Distance		G.O. feet			Autos		100			
Observer Height		5.0 feet			i Trucks		97			
	ad Elevation	0.0 feet		Heav,	Trucks	8.0	106	Grade Ad	ustment.	0.0
Ro	ad Elevation:	0.0 feet	1	Lane Equ	ivalent	Distant	e (in	(set)		
	Road Grade	0.0%	1		Autos	. 89.	103			
	Left View:	-90.0 degrees		Mediun	:Trucks	99.3	314			
	Right View:	90 0 degrees		Heavy	Trucks	99	323			
FHWA Noise Wod	ol Calculations		L							
VehicleType	REMEL.	Traffic Flow Di-	siance	Finite !	Poset	Fresn		Barrier Att		
Autos	69.48	4.18	-4.5	-	-1.20		4.77		100	0.000
Medium Trucks	79.45	-13.08	-4.5		-1.20		-4.53		100	0.003
Heavy Trucks:	84.25	-17.02	-4.5	7	-1.20		5.16	0.0	100	0.009
Unmitigated Nois	e Levels (with	ut Topo and barri	er etter	uation)						
Vehicle Type	Leg Peak Hou	Leg Day	Leg E	vening	Legi	light		Edin	Cf	VEC
Autos	66.			63.2		57 1		85 (		86 4
Medium Trucks:	60.			52.7		51.2		59.		59.8
Heavy Trucks	61.	5 60.0		51.0		52.3		60.9	3	60.
Vehicle Noise.	69.	7 67.0		63.8		59.1		67.	7	68.
Centerline Distan	ce to Noise Co	ntour (în feet)	70 (	27.7	65.0	75.4	r	o dea	T	dE.A
		£dn:		1 AHA	15		;	324		99 99
		CNFI:	7	6	18			348		50

Scenan	o: Year 2035	Without	Project				Project N	алте: і	ida ren	a Valley W	almart	
Road Nam	e: Perris Seu	ievard					Job Nur	nber:	8870			
Road Segmen	zí: South of N	andina A	erue									
	SPECIFIC II	PUT E	ATA	~~~~						LINPUT	S	**********
Highway Data					S	te Con	ditions (f					
Average Daily									Autos:	15		
	Percentage:	109					dium Truc			15		
Peak H	iour Volume:	9,380	vehicles			He	avy Truck	s (3+ A	ixles):	15		
Ve	hicle Speed	55	riibh		V	phicte i	W.					
Near/Far La	ne Distance:	98	feet		F		cleType		Day	Evening	Night	Daily
Site Data					+		Au	tos:	77.5%	12.9%	9 6%	97 4 29
Bas	rier Keight:	0.0	feet		7	Ale	elium Tru	cita.	84.6%	4.8%	10.3%	1.849
Barner Typie (0-W	M. 1-Serre	0.0				P	leavy Tru	eks:	96.6%	2.7%	10.8%	0.74%
Centerline Dis		100.0	feet		-	nine Co	urce Ele					
Centerline Dist.	lo Observer:	100.0	feet		74	0150 30			100	i ez)		
Barrier Distance	to Observer.	0.0	feet				Autos: n Trucks:		100			
Observer Herafit (	Above Padl.	5.0	beet.							Grade Ad.		
Pa	ed Elevation:	0.0	feet			Heav	y Truces.	81	106	Grade Ad,	GS(II)SIII	. 0.0
Ros	ad Elevation:	0.0	feet		L	ene Equ	rivaient L	listano	e (in	est)		
,	Road Grade:	0.0	96				Autos:	87.	318			
	Left View:	-90.0	dearees			Mediur	n Trucks:	87.	214			
	Right View:	90.0	degrees			Heav	y Trucka:	87.	224			
FHWA Noise Mode	el Calculation	5										
VehicleType	REMEL	Traffic	Flow	Distanc	e	Finite	Road	Fresh	19	Barrier Att	en Bei	m Atten
Autos:	71.76		4.42		3.74		-1.20		4.77	0.0	100	0.00
Medium Trucks:	92.40		-12.82	-	3 73		-1.20		4.89	0.0	100	0.00
Heavy Trucks	86.40		-16 77	-	3.73		-1.20		-5.16	0.0	100	0.00
Unmitigated Noise	Levels (with	out Top	o and ba	rrier at	tenu	ation)						
VehicleType	Leg Peak Ho.	ur i	eg Day	Lec	Eve	ening	Leg N	ghi	I	Ldn		NEIL
Autos	7	.3	69	.4		67.8		61.5		70.3	?	70.
Medium Trucks	64	.7	63	2		56.8		55.2		63.7		63.
Heavy Trucks:	64	1.7	83	.3		54.2		55.5		63.0	3	64.
Vehicle Noise:	72	.0	71	.1		89.1		63.3		71.0		72.
Centerline Distanc	e to Naise C	ontour (	in feet)									
					70 dE		85 d£		6	0 dBA		dBA
			1.11		132		224			813		320

Friday, Nevernber 08, 2013

	io: Year 2036 se: Perris Soul	Without Projec	t			Project Job Ni			no Valley M	'almart	
		evaro knona Express				JOD /48	ımoer	8670			
*************	************	***************************************	array		*******		*****		*******	******	************
	SPECIFIC IN	PUT DATA							EL INPUT	s	
Highway Data					ine Con	ditions	Hard		oft = 15)		
Average Daily		10,090 vehicle	S					Autos			
	Percentage:	10%				edium Tru					
	laur Valume:	4,000 vehicle	S		He	avy Truc	ks (3+	Axles)	: 15		
	hicle Speed:	55 mph		1	onicte i	Mix					
Near/Far La	ne Distance:	36 feet			Ven	icleType	- 1	Day	Evening	stigni	Daily
Site Data						//	utos:	77.59	6 12.8%	9 634	87 42%
Se	rrier Height:	0.0 feet			An.	edium Tr	uchs.	84.69	4 9%	10.3%	1.84%
Barrier Type (0-W		0.0			ż	Heavy Tr	ucks:	86.69	% 2.7%	10.8%	0.74%
Centerline Di		100.0 feet				ource El					
Centerline Dist.	to Observer:	100.0 feet		12	10156 54	Ource En		ns (m) 1000	re etj		
Barrier Distance	to Observer.	0.0 feet				ников т Тписка		7.297			
Observer Height (	Above Pad).	5.0 teet				т і піскі ы Тrucкі		2.297	Grade Ad	inetman	e o p
P	ad Elevation:	0.0 feet			mean	ay resons		5 1100	Orace Ac	por all reserve	0.0
Ro	ad Elevation:	0.0 feet		1	ane Eg	ulvaient	Disto	nce (în	feet)		
	Froad Grade:	0.0%				Autos		3.494			
	Left View:	-90.0 degre	es			т Тписке		3.404			
	Rigiż View:	90.0 degre	ēS		Heat	ry Trucki	: 91	3,413			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	0	istance	Finite	Road	Fres	3007	Barrier Alt	en Be	rm Atten
Autos:	71.79	3.20		-4.52		-1.20		-4.77	0.0	100	0.000
Medium Trucks:	82.40	-14.04		-4 51		-1.2B		-4.89	9.0	100	0.000
Heavy Trucks	86.40	-18 60		-4.51		-1.2D		-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	uation)						
VehicleType	Leg Peak Hou			Leg Ev		Leq I			Ldn		WEIL
Autos:	69		67.4		65.8		58		68.3		68.6
Medium Trucks	62		81.1		54.8		53		61.		61.8
Heavy Trucks:	62		81.3		52.2		53		61.1		62.0
Vehicle Noise:	70	.8	89.1		86.1		81	.2	69.	3	70.3
Centerline Distan	e to Naise Co	ontour (in feet	)								
				70 g		85.			60 dBA		dBA

Friday, November 98, 2013

Friday, Nevernber 08, 201:

	rio: Year 2035 VV					ime: Morer	o Valley V	simarr	
	ne: Parris Boulev				Job Murr	ber: 8870			
Road Segme	nf: South of Ran	tona Expressway							
	SPECIFIC INP	UT DATA				SE MODE		S	
Highway Data				Site Co	nditions (H	erct = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 31	,000 vehicles				Autos	15		
Peak Hour	Percentage:	18%		5/7	ealurn Truck	s (2 Axies)	15		
Peak F	Hour Volume: 3	,160 vehicles		H	eavy Trucks	(3+ Axies)	15		
	etricle Speed.	55 mph	- }	Vehicle	Miv				
Near/Fer La	ine Distance:	S8 feet	- 1		hideTvae	Day	Evenina	Night	Daily
Site Date					Auf			9.6%	97.42%
D-	rrier Heiaht:	0.0 feet		Α	ledium Truc	As: 94.89	4.9%	10.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline Di		100.0 feet							
Centertine Dist		IGO B feet	į	Moise S	ource Elev		esti		
Barrier Distance	to Observer	0.0 feet			Autos.	0.000			
Observer Height	(Above Padi:	5.0 feet			m Trucks	2.287	Overde du		
2	ad Elevation	D.C feet		Hea	vy Trucks:	8.008	Grade Ad	ustriem.	0.0
Ro	ed Elevation:	0.0 feet	-	Lane E	guivalent Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees		Media	ım Trucks:	87 214			
	Right View:	90.0 degrees		Hea	vy Trucks.	87.224			
FHWA Noise Mad	lei Calculations								
Verlicie I ype			stance			Fresnel	Berner Aft		m Alten
Aulos	71.78	2.09	-3.7		-1.20	-4.77		000	0.000
Medium Trucks:	82 40	-15.15	-3.7		-1 20	-4 88		000	0.000
Неаку Ілиска.	86.40	-19.10	-3 7	.3	-1.20	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (withou	it Topo and barri	er atte	nuation)					
VehicleType	Leg Peak How	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	WEZ.
Aukos:	88.9	67.0		65.3		59.2	67.0	3	68.4
Medium Trucks.	62.3			54.5		52.9	61.4		61.5
Heavy Trucks:	62.4	8.09		51.8	}	53.2	81.5	5	81.6
Vehicle Noise:	70.6	9.89		66.1	3	60.9	68.5	5	70.6
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dB.	۵	SO dBA		dB.A
		Lohr.		12	199		426		23
		CMF7:		19	214		461		99

Finday, November 69, 2013

Scenar	io: Year 2005	Withou	t Project				Project I	lame:	Moren	o Valley Va	simsrr	
Road Nan	e: Kitching S	tre et					Job Nu	mber:	8876			
Fload Segme	nt: North of J	ohn F. K	iennedy (	kive								
SITE	SPECIFIC I	NPUT	BATA	*****	**********	********	N	DISE	MODE	L INPUT	S	
Highway Data					S	ite Cor	ditions (	Hard?	10, S	ořt = 15)		
Average Daily	Traffic (Adt).	18,543	vehicles						Autos:	15		
Peak Hour	Percentage:	109	46			Me	aturn Trui	3h8 f2	Ажев):	16		
Peak h	lour Volume:	1,954	vehicles			Re	avy Truct	s (3+	Axies):	15		
Ve	hicle Speed.	49	roph		12	etric is	10/w					
Near/Far La	ne Distance:	12	feet		- F		ideTvae	-	Dav	Evenina	Night	Daire
ite Data								stas:	77.5%		9.6%	97.42%
	rrier Heiaht:	0.0	feet			54	edium Tri		84.8%		10.3%	1 94%
Barrier Type (0-Vi		0.0				- 1	leavy Th	icks	86.5%	2.7%	10.8%	0.74%
Centediae Fit		169.0			ļ							
Centerline Dist.			feet		10	aise S	ounce Ele			B <i>9t</i> )		
Barrier Distance		0.0	feet				Autos.	_	.000			
Observer Height (	Above Padi:	5.0	feet				m Trucks	-	287	The state of an		0.0
	ed Elevation.	0.0	feet			Heat	y Trucks:	6	690.	Grade Ad	usunen.	0.0
Ro	ad Elevation:	0.0	feet		L	ane Eq	ulvalent :	Distar	ce (in	feet)		
	Road Grade:	0.0	96				Autos	99	945			
	Left View.	-90.0	degree	2		Mediu	m Trucks:	89	956			
	Right View:	90.0	degree	5		Heat	y Trucks.	89	.886			
HWA Noise Mad	el Calculatio	ris										
Vehicle Type	REWEL	Traffic	Flow	Dist	9000	Finite	Pload	Fres	nei	Barner All	en Ben	n Ailen
Aulos	68.5	1	1.47		-4.62		-1.20		-4.77	0.0	69	9.986
Medium Trucks:	77.7	2	-15.77		-4.61		-1.20		-4 88	0.0	100	0.800
Heavy Trucks.	82.99	9	-19.72		-4.61		-1.20		-5.16	6.0	69	9.990
Inmitigated Nois	s Leveis (wit	hout To	os and l	arrie	r attenu	ation)						
VehicleType	Leg Peak Ho	XX I	.eq Day	7	Leg Ev	ening	Legh	lig/hf	T	Ldn	CI	WEL.
Autos:	8	2.2		0.8		59.5		52.	4	61.1		61.3
Medium Trucks.	5	6.1	- 6	4.6		48.3		46.	7	56.3		56.
Heavy Trucks:	5	7.5	5	8.0		47.C		48.	3	56.6		56.
Vehicle Noise:	6	4.2	6	2.4		58.2		54.	6	63.3		63.
Centerline Distan	ce to Noise C	Contour	(in feet)									
					70 di	3.4	65 d	8.4	1 0	90 dB.4	.55	dB.4

Road Name: Kitchin Road Segment: North o	Street	aut Project					Name: umber:		e Valley VV	almart	
SITE SPECIFIC	***************************************		*******		*******	Pi	OISE	MODE	L INPUT	5	*********
Highway Data				Sit	е Соп	ditions	(Hard	× 10, Se	xft ≈ 15)		
Average Daily Traffic (Ad	0: 17,1	30 venicles		1				Autos:	15		
Peak Hour Percentag	8.	10%			Mc.	žium Tri	icks (2	Axles).	15		
Peak Hour Volum	e: 1,7	13 vehicles			Hee	ary Truc	ks (J+	Axles):	15		
Venicle Spea	o: :	55 mph		Ve	hicle f	Mie					
Near/Far Lane Distanc	€.	36 feat		-		deType		Day	Evening	Nigiti	Daily
Site Data				+			lutos:	77.5%	12.9%	9.8%	87.42%
Barrier Heiol	17	0.0 feet		-	Mic	dum Ti	ucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Bern		0.0			H	leavy I	wors.	88.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barri		0.0 feat		26.0	lea Ca	urce El	Se continu				
Centerline Dist. to Observi	w: 10	0.0 feet		740	1517 OU	Auto:		.000			
Barrier Distance to Observi	W:	0.0 feet			. American	наю п Тписк		297			
Observer Height (Above Par	ý:	5.0 feat		'		v Trucki			Grade Ad	iustment	0.0
Pad Elevatio	n:	0.0 feet									
Road Elevatio		0 0 feet		La	пв Едг	iivalem			feet)		
Road Grad		0.0%				Auto		.494			
Left Vie		0.0 degrees				n Truck		1.404			
Right Vie	w: 9	0.0 degrees	•		Heavy	y Trucki	s: 98	413			
FHWA Noise Model Calcula											
VehicleTyne REMEL		offic Flow	Distanc		Finite -		Free		Barrier Att		
	.78	-0.48		4.52		-1.20		-4.77		100	0.000
	1.40	-17.72		1.51		-1.20 -1.20		-4.58		100	0.000
,	1.40	-21.88		4.51		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Levels ( VehicleType   Lea Peak		Leg Day			tioni ilog	160	Night		l do		NE)
Autos:	65.6		3.7	1000	81.9	2019	55	9	84 4		85.1
Medium Trucks:	58.0	5	7.5		51.1		49	6	58.6	)	58.2
Heavy Trucks	59.0	5	7.6		48.5		49	8	58.		58.3
Vehicle Noise	87.2	R	5.4		82.4		57	В	66		68.8

Friday, November 88, 2013

	o: Year 2035 e: Kitching S		Project			- /	roject i Job Nu			o Malley W	almart	
Road Sagmer			ennedy D	rive			300176	muer.	6970			
SITE	SPECIFIC I	NPUTE	ATA	******	T	**********	řě:	OISE	MODE	LINPUT	9	********
Highway Data					S	ite Cono	itions (	Hard	= 10, Se	đt ≈ 15)		
Average Daily	Traffic (Adl):	18,986	vehicles		1				Autos:	15		
Peak Hour	Percentage.	109	6			Med	um Tru	oks (2	Axles).	15		
Peak H	our Volume	1,809	vehicles			Hea	ly Truci	ks (J+	Axles):	15		
Ve	nicle Speed:	40	mghi		-	ehicle M	· /					
Near/Far La.	ne Distance.	12	feat		-		leTvpe	_	Dav	Evenina	Night	Dally
Site Data					+	vens.		utos:	77.5%		F 8%	
					-	0.60	n. Sum Yn	31011	64.9%		10.3%	1.645
	ner Height:		feet				asv In		88 5%		10.8%	0.74
Barrier Type (0-W		0.0				/75	rasy m	www.	60.070	2.176	10.0%	G.741
Centerline Dia		100.0			N	oise Sa	irce Ele	vatio	ns (in h	61)		
Centerline Dist.		100.0			-		Autos	: 0	.000			
Barrier Distance			feet			Medium	Trucks	: 2	297			
Observer Height (			feet			Heavy	Trucks	- 8	.006	Grade Ad	ustment.	0.0
	ad Elevation:		feet									
	ed Elevation:		feet		1	ane Equ				eeti		
,	Road Grade	0.0					Autos		.945			
	Left View:		degrees			Medium			.856			
	Right View:	90.0	degrees			Heavy	Trucks	: 56	885			
FHWA Noise Work	d Catculatio	28										
VehicleType	REMEL	Traffic		Distanci		Finite F		Fres		Barrier All		ro Alter
Autos	66.5		1.13	-4	.62		-1.20		-4.77	0.0	100	0.00
Medium Trucks	77.72	2	-16 10	-4	.61		-1.20		-4.59	0.6	100	0.00
Heavy Trucks:	62.98	,	-20.06	-4	.61		-1.20		-5.16	0.0	100	0.00
Unmitigated Noise			oo and ba									
VehicleType	Leq Peak Ho	W L	.ед Дау		Ev	ening	Legi		1	Lán		NEL
Autos:		1.8	58			58.2		52		80		81
Medium Trucks:		9.8	54			47,9		46		54.8		66
Heavy Trucks	- 5	7.1	55	.7		46.7		47		56.3	3	56
Vehicle Noise.	6	3.8	62	.1		58.8		54	.3	62.8	3	63
Centerline Distanc	e to Noise C	antaur	(in feet)								·,	
					77 da		65 a		1 1	0 dEA		dE:A
			£d.		33		7;	2		154		32
			CNE		38		73			185		55

	Year 2035 V	Vithout Project			Project N Job Nui			n Valley W	almart.	
Road Seamers					2007401	Julei. o	010			
*******************	PECIFIC IN		***************************************			uec M	000	LIMPUT		**********
Highway Data	PEGITIC IN	PUIDAIA		Site Con	ditions (f				•	
Average Daily Ti	raffic (Adt): 1	7.235 vehicles				A	utos:	15		
Peak Hour P	ercentage:	10%		Me	dium Truc	ks (2 A)	rles):	15		
Peak Ho	ur Valume:	1.724 vehicles		He	aw Truck	s (3+ A)	des):	15		
Vehi	icle Speed	40 mph		Ma 62 - 4 - 1						
Near/Far Lane	Distance:	12 feet		Vehicle i	ideType	1 /	Jav	Evening	Shahi	Darly
Site Data				2674			7.5%		9.6%	97.42%
					All Million Tou		7.1296 14 1596		10 3%	1 84%
	ier Keight:	0.0 feet			iolum i ru leavy Tru		14.6% 16.6%		10.3%	0.74%
Barrier Type (0-Wa		0.0		,	ecety ma	uno. e	ry.u xe	2.770	10.075	0.743
Centerline Dist		100.0 feet		Noise Sc	urce Ele	vations	(in fe	et)		
Centerline Dist. to		100.0 feet			Autos:	0.0	30			
Barrier Distance to		0.0 feet		Mediu	n Trucks:	2.2	97			
Observer Height (A.		5.0 teet		Heav	y Truces.	8.0	96	Grade Ad	justment	0.0
	Elevation:	0.0 feet		/ F-	uivaient E					
	f Elevation: sad Grade:	0.0 feet		Lane Esp	Autos:	98.9		689		
PA	Jed Grade: Led View:	0.0%			n Trucks:	98.9				
		-80.0 degrees			n i rucks: v Trucks:	99.8				
,	Right View:	90.0 degrees		mean	у глиени:	99.8	co			
FHWA Noise Model										
VehicleType	REMEL	Traffic Flow	Distance		Road	Freshe		Barrier Att		m Atten
Autos:	86.51	0.92	-4.		-1.20		4.77		100	0.00
Medium Trucks:	77.72	-18.31	.4		-1.20		4.89		390	0.00
Heavy Trucks	82.98	-20 27	-4.	81	-1.20	-	5.16	0.0	100	0.001
Unmitigated Noise										
	eg Peak Hou			Evening	Leg N			Ldn		VEI.
Autos	61.		1.7	58.0		51.8		60.		61.
Medium Trucks	55.		1.1	47.7 48.5		46.2		54.1		54.5
Heavy Trucks: Vehicle Noise:	56. 83		i.5	46.5 58.6		47.7 54.1		56.1 62.1		56.1 63.1
				0.00		υ4. I		62.		62.
Centeriine Distance	to Noise Co	ntour (in feet)		d8A	85 df			0 884	1	dBA

Friday, November 08, 261

Scena	rio: Year 2036	Without Project			Project N	'ame: Moren	n Valley W	falmart.	
Road Ner	ne: Kitching St	reat			Job Nui	mber: 8870			
Road Segm	wiż: North of Iri	s Avenua							
SITE	SPECIFIC IN	APUT DATA			Nε	ISE MODE	L INPUT	S	**********
Highway Data				Site Cor	nditions (f	dard = 10, Se	oft = 15)		
Average Daily	Traffic (Act)	15,993 vehicles				Autos:	15		
Peak Hou	r Percentage:	10%		Me	edium Truc	ks (2 Axles):	15		
Peak i	Hour Volume:	1.580 vehicles		He	aw Truck	s (3+ Axles):	15		
V	shicle Speed:	55 mph		Volticio					
Near/Far Li	ane Distance:	36 feet			ndeTvoe	Day	Evening	stigti	Daily
Site Data				1 20		tos: 77.5%		9.6%	87.42%
					nu ledium Tau			10.3%	1.84%
	rrier Keight:	0.0 feet			Heavy Tru			10.9%	0.74%
Barrier Type (0-1		0.0			neery mo	uno. 00.0 A	2.170	10.076	0.1470
	ist to Barrier.	100.0 feet		Noise 5	ource Ele	vations (in f	eet)		
Centerline Dist		100.0 feet			Autos:	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks:	2.297			
Observer Height		5.0 feet 0.0 feet		Hea	ey Trucks.	8 9 9 8	Grade Ad,	justment:	0.0
	ad Elevation: ad Elevation:	0.0 feet		Lana Fe	usivaiant (	Vistance (in	faat!		
7%	Road Grade:	0.0 leet		Luit Ci	Autos:	98.494			
	Left View	-90.0 deares		Made	m Trucks:	98.404			
	Rigiti View:	-80.0 degree 90.0 degree			w Trucks:	98.419			
	ragiz view.	вили педне	is.	1909	ey rracea.	90.410			
FHWA Noise Mod	let Calculation	13							
VehicleType	REMEL	Traffic Frow	Distant	ce Finite	Road	Fresher	Barrier Alt	en Ber	m Atten
Autos		-0.81		4.52	-1.20	-4.77	9.0	300	0.000
Medium Trucks	82.40	-18.05		4 51	-1.20	-4.85	9.0	300	0.000
Heavy Trucks	86.40	-22.00		4.51	-1.2D	-5.16	9.0	100	0.000
Unmitigated Nois	e Levals iwith	out Tono and	barrier a	ttenuation)					
	Lea Peak Ho			a Evenina	Lea N	ati	Ldn	0	WEIL
Autos	65	1.3	33.4	61.8		55.5	64.3	Ź	64.8
Medium Trucko	- 58	1.6	57.1	50.8		48.2	67.3	)	67.9
Heavy Trucks	56	1.7	57.3	48.2		49.5	57.0	3	59.0
Vehicle Noise.	86	3.8	35.1	82.1		57.2	65.8	3	86.3
Centerline Distor	sce to Noise C	ontour (in feet							
		arrear (arrear		70 d8A	85 d£	3A   6	99 dBA	55	dBA
			ran	52	112		243	- 6	24

Friday, November 08, 2013

Friday, November 08, 201

	rio: Year 2035 Wi ne: Kitching Stree					ime: Morei ber: 8870	o Valley VA	aimart	
Road Segme	inf: South of Iris A	Avenue							
	SPECIFIC INP	UT DATA		****			L INPUT	3	**********
Highway Data				She Cor	iditions (H				
	Traffic (Adt). 22,				alurn Truch	Autos			
	: Percentage: Hour Volume: - 2.	10% 279 vehicles			avurn zruck avv Trucks				
	nour volume:	,278 vehicles 45 mph				(31 AXRES)	. 10		
	incie speed. Ina Fistance	45 mpn 36 feet	(	Vehicle					
	me Distance.	20 1981		Veh	ide?ype	Day	Evening	Night	Daity
Site Date					Aut			9.6%	97.42%
Ba	rrier Height:	0.0 feet			edium Truc			10.3%	1 84%
Barrier Type (0-V	Vall, 1-Berm).	9.0			Heavy Truc	ks: 88.59	€ 2.7%	10.6%	0.74%
Centerline D	ist to Barrier: 1	100.0 feet		Maise S	ource Elev	ations (in:	'eezi		
Centerline Dist.		IGO.C feat	1		Autos	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks:	2.287			
Observer Height		5.0 feet		Heal	n Trucks:	8.008	Grade Adj	ustment:	0.0
	ad Elevation	0.0 feet	}						
Ric	ed Elevation:	0.0 feet		Lane Eq	uivalent D		7861)		
	Road Grade:	0.0%		44	Autos: m Trucks:	98.494			
		-90.0 degrees			m i rucks: nr Trucks.	98 413			
	rigit view:	90.0 degrees		nea	ry Trucns.	80.413			
FHWA Naise Mag	lei Calculations								
Vehicle Type			stance			Fresnel	Barrier Afte		m Alten
Autos	68.46	1.63	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	79 45	-15.81	-4.5		-1 20	-4 88	0.0		0.000
Heavy Trucks.	84.26	-19.57	-4 5	51	-1.20	-5.16	0.0	00	0.000
Unmitigated Nois		t Topo and barri	er atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	Vening	Leg Nig	iht	Ldn	C	νEΣ.
Aufas:	84 4	62.5		60.7		54.6	63.3		63.9
Medium Trucks.	58.1	58.6		50.3		48.7	57.2		57.4
Heavy Trucks:	59.0	57.5		48.5		48.8	58.1		58.2
Vehicle Noise:	68.2	64.5		61.3		56.6	85.2		85.6
Centerline Distan	ce to Noise Con	tour (in feet)							
			70	dB.A	65 dB.	4	60 dBA		dB.A
		Lahr.		18	103		221		77
		CMS7 ·		5.1	1.10		937	- 5	

Finday, November 69, 2013

Scenario: Year 1										Valley V&	simart	
Road Name: Sunny							Job Nut	nber: 887	0			
Road Segment: Perris	Eloule	vard to	SFR-80	EB (	On-Ram	)						
SITE SPECIF	CIN	PUT	ATA							INPUT	3	
Highway Data						ite Cor	iditions (f	lard = 10	Sa	řt = 15)		
Average Daily Traffic (A	at). 2	9,096	ve hicles					Aut	68:	15		
Peak Hour Percente	ge:	109	6				alum Truc			16		
Peak Hour Volui	ne:	2,910	vehicles			He	avy Truck	3 (3 + Axid	(8)	15		
Vehicle Spe	ed.	65	roph		- 5	/e hic is	90/v					
Near/Far Lane Distar	ce:	36	feet		H		ideTvae	Do	v 1	Eivening	Night	Daire
Site Data							Au		5%	12.9%	8.6%	97.42%
Barrier Heic	tre:	0.0	feet			54	edium Tria		8%	4.9%	10.3%	1 94%
Barrier Type (0-Wall, 1-Ber		0.0	1601			- 1	Heavy Tru	ks: 86	5%	2.7%	10.8%	0.74%
Centerline Dist. to Ban		100.0	feet		ļ.,		<u></u>					
Centerline Dist. to Observ		100.0			1	loise S	ounce Ele			eij		
Barrier Distance to Obsert			feet				Autos.	0.000				
Observer Height (Above Pr			feet				m Trucks	2.287		The state of the		0.0
Ped Elevel.	on.	0.0	feet			Heat	ry Trucks:	6.008		Grade Adj	Jaurnern.	0.0
Road Elevat	on:	0.0	feet		Ti.	ane Eq	uivalent E	istance	in i	eet)		
Road Gra	de:	0.0	96				Autos:	98.494				
Left V	SW.	-90.0	degree	S		Mediu	m Trucks:	98 404				
Right VI	9W.:	90.08	degree	s		Heat	ry Trucks.	98.413	:			
FHWA Noise Model Calcul	otions											
VehicleType REME		Traffic		D	stance		Road	Fresnei		Barrier Atte		n Allen
	1.78		1.82		-4.52		-1.20	-4.		0.0		9.986
	2 40		-15.42		-4.51		-1 20	-4		0.0		0.000
,	8.49		-19.3B		-4 51		-1.20	-5.	16°	0.0	B9	9 9 9 0
Unmitigated Noise Leveis				ham								
VehicleType Leg Pea			eq Day		Leg Ev		Leq Ni			Ldn		wEZ.
Autos:	87			0.6		64.2		58.2		86.8		67,4
Medium Trucks.	81.3			9.6		69.4		61.9		60.3		60.
Heavy Trucks:	61.			9.8		50.8		52.1		8C.5		8C.
Vehicle Naise:	68.	5	(	7.7		64.7		58.9		68.4		88.5

		Vithaut Project						ic Valley V	almart	
Road Name: La					Job N	umber.	8970			
Road Segment: No	irth of Iris	Avenue								
SITE SPEC	IFIC IN	UT DATA						L INPUT	S	
Highway Data				Site Con	ditions	(Hard	10, S	oft ≈ 15)		
Average Daily Traffic		9,380 vehicles	3				Autos:			
Peak Hour Perce	nlage.	10%			dium Tr					
Peak Hour V		2,938 vehicles	5	He	ary Tru	oks (J+	Axies):	15		
Venicle 8	Speed:	55 mph		Vehicle	Mie					
Near/Fat Lane Dis	iance.	36 feat			oleTvos		Dav	Eveninal	Niolx	Dally
Site Data						Autos:	77.59	12.8%	9.8%	87.42%
Barrier i	iaishr	0.0 feet		169	edum T	rucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-		0.0		,	teasy I	rucks.	88.59	6 2.7%	10.8%	0.74%
Centerline Diet To F		100.0 feat								
Centerline Dist. to Oti-	server	100.0 feet		Noise S				eoŋ		
Barrier Distance to Ob.	servey:	0.0 feet			Auto		.000			
Observer Height (Above	Pad:	5.0 feat			m Truck		297	C 1-		
Pad Ele	vetion:	0.0 feet		Heat	y Truck	S' 8	.006	Grade Aq	usimeni	. 0.0
Road Ele	vation:	0.0 feet		Lane Eq	uivalen	Dista	ce (In	feat)		
Road	Grade:	0.0%			Auto	s: 95	.494			
Lef	EView:	-90.0 dagree	s	Mediu.	m Truck	s 98	.404			
Righ	t View:	90 0 degree	:\$	Hear	y Truck	s: 99	413			
FHWA Noise Model Cal	culations			L						
VehicleTyne RE	WEL	Traffic Flow	Distance	Firite	Road	Fres	nel i	Barrier Att	en Bei	m Atten
Autos	71.78	1.86	-4.	52	-1.20		-4.77	0.0	000	0.000
Medium Trucks	82.40	- 15 38	-4.	51	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-19,34	-4.	51	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Leve	els (witho	ut Topo and I	barrier ette	nuation)						
VehicleType Leg F	eak How	Leg Day	Legi	Evening	Leg	Night	T	Lán	C	NEL
Autos:	67.9	3 6	36 O	84.3		58	2	86	3	87.4
Medium Trucks:	61.3	3 6	6.86	53.4		51	9	80.	1	60.6
Heavy Trucks.	61.3	3 5	59.9	50.9		52	1	60:	5	60.8
Vehicle Noise	89		37.7	64.8		59	~	68		68.5

Friday, November 88, 2913

	Year 2035 With			Project is	ame: More	ne Valley VVa	elmart	
	Eucalyptus Ave			Job Nu	mber: 8870			
Road Segment:	East of Penis E	Soulevard						
SITE SI	ECIFIC INPU	T DATA	************			EL INPUTS		
Highway Data			Site	Canditions (F	iard ≃ 10, t	oft = 15)		
Average Cally I n	offic (Adl): 15,0	96 vehicles			Auto	: 15		
Peak Hour Pe	rcentage.	10%		Medium Yruc	ks (2 Axles	). 16		
Peak Hou	v Volume: 1,5	10 vehicles		Heavy Truck	s (3+ Axles	): 15		
Venic	le Speed:	40 mph	17. 5	cle Mir				
Near/Far Lane	Distance.	12 feat	ven	VehioleType	Dav	Evenina	Night	Elally
Site Data					tos: 77.5		G 8%	
		0.0 feet		Medium Tru			10.3%	1.64%
	er Height:	0.0 feet 0.0		Heavy Iru			10.8%	0.74%
Barrier Type (0-Wat Centerine Dist		0.0 10.0 feat	L					0
Centerline Dist. to		10.0 feet	Nois	e Source Ele	rations (in	fest)		
Barrier Distance to		CO feet		Autos:	0.000			
Observer Height (Al		5.0 feet		edium Trucks:	2 297			
	Elevetion:	0.0 feet		leavy Trucks	8.006	Grade Adju	istment.	0.0
	Elevation:	0.0 feet	Lam	Equivalent L	listance (li	feet)		
	ad Grade	0.0%		Anins	89 945			
	refi View -	0.0 degrees	5.6	edium Trucks	98.856			
F		00 0 degrees	- 1	teavy Trucks:	98 865			
FHWA Noise Wodel	Calculations		l					
VehicleType				inite Road	Fresnel	Barrier Alle		m Alten
Autos.	66.51	0.35	-4.82	-1.20	-4.77			0.000
Medium Trucks	77.72	- 16 89	-4.61	-1.20	-4. EX			0.003
Heavy Trucks:	62.99	-20.85	-4.61	-1.20	-5.76	0.01	90	0.000
Unmitigated Noise I	evels (without	Topo and bank	r ettenuati	on)				
VehicleType L	g Peak Hour	Ling Day	Leg Eveni	ng Leg M	ight	Lan	Ci	VEL
Autos	61.0	58 1		57.4	513	59.9		80 :
Medium Trucks:	65.0	58.5		17.1	45.6	54.1		54.0
Heavy Trucks	56.9	54.9		\$5.9	47.1	55.5		55.1
Vehicle Noise.	63.1	61.3		58.0	53.5	62.0		62.
Centerline Distance	to Noise Conto	ur (in feet)						
			70 dBA	65 d£	3A	60 dBA		d5.4
		£dn:	29	63		137	- 2	94
		CNFI:	32	68		146		15

Scenar	rio: Year 2035	Without f	roject			Project N	'ame: Mo	areno	Valley W	almart	
	ne: Lassake S					Job Nui	nber: 88	70			
Road Segme	vić: South of Ir	is Avenue									
	SPECIFIC II	PUT DA	ATA	**********					INPUT	S	***********
Highway Data					Site Cor	nditions (f	land = 10	), So	ft = 15)		
Average Daily	Traffic (Adt):	35,200 v	ehoctes					tos:	15		
Peak Hour	Percentage:	10%				edium Truc			15		
Peak F	lour Volume:	3,520 v	ebicles		He	avy Truck	s (3+ Ax	(es):	15		
Vs	thicle Speed:	55 ::	ııph		Vahiate	350					
Near/Far La	ine Distance:	36 fe	et			ricleType	1 0	97	Evening	Strate	Daily
Site Data							tos: 71	7.5%	12.9%	9 636	97 42%
Ba	rrier Keight:	0.0	feet		A-	ledium Tru	clus. 84	1.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0				Heavy Tru	oks: 86	3.6%	2.7%	10.9%	0.74%
Centerline Di		100.0	heet		N	ource Ele					
Centerline Dist.	to Observer:	100.0	feet		Motse 3		0.00		eti		
Barrier Distance	to Observer.	0.0	feet		2.44 40.	Autos: m Trucks:	2.28				
Observer Height	(Above Pad).	5.9 (	teet.			ин гласка: vy Trucka:	3.00		Grade Ad.	iu atanomi:	0.0
P	ad Elevation:	0.01	feet		mea	ey trucks.	8 00	0	Orace Au,	G SUTTES AL	0.0
Ro	ad Elevation:	0.0	feet		Lane Eq	uivaient L	listance	(in t	688)		
	Road Grade:	0.0%				Autos:	98.49	4			
	Left View:	-80.0	degrees		Mediu	т Тицека:	98.40	4			
	Right View:	90.0	degrees		Hea	vy Trucks:	98.41	3			
FHWA Noise Mod	lei Calculation	:5			İ						
VehicleType	REMEL	Traffic I	10W	Distance		Road	Fresher		Barrier 4tt		m Atten
Autos:	71.76		2.64	-4.		-1.20		.77	0.0		0.00
Medium Trucks:	92.40		14.60	-4	51	-1.20		.00	0.0		0.000
Heavy Trucks	96.40	-	18 66	-4.	51	-1.20	-5	.16	0.0	100	0.00
Unmitigated Nois			and ba	rrier atte	nuation)						
Vehicle Type	Leg Peak Ho	ur Le	g Day	Legi	Evening	Leg N	ghi		Ldn		WEIL
Autos	6	3.7	66	.8	65.0		59.0		67.6	3	68.
Mediam Trucks	6:	2.1	89	5	54.2		527		61.1		61.
Heavy Trucks:	6		80		51.7		52.9		61.3		61.4
Vehicle Noise:	71	0.3	88	.5	85.6		60.7		69.1		69.7
Centerline Distan	ce to Naise C	ontour (k	n feet)								
					) d8A	85 d8		б	0 dBA		dBA
						4.130					12.4

Friday, November 08, 261

	nio: Year 2036					ame: Morer	io Valley W	falmart .	
	ne: Cattonwoo				Job Nur	mber: 8870			
Road Segme	ਅਤੇ: YVest of Inc	dian Street							
	SPECIFIC II	APUT DATA				ISE MODE		S	**********
Highway Data				Site Can	ditions (F	lard = 10, S	oft = 15)		
Average Daily	Traffic (Act)	15,952 vehicles	1			Autos	15		
Peak Hou	Percentage:	10%		Me	olum Truc	ks (2 Arles)	15		
Peak I	lour Volume:	1,595 vehicles		He	avy Truck	s (3+ Axles)	15		
V	shicle Speed	45 mph	-	Volume	3.87~				
Near/Far La	ane Distance:	24 feet	H		ideType	Day	Evening	stignt	Daily
Site Data					Au			9 6%	87.42%
	rrier Keight:	0.0 feet		As-	edium Trus			10.3%	1.84%
Barrier Type (0-V		() ()			Heavy Trus			10.9%	0.74%
	ist to Barrier.	100.0 feet							
Centerline Dist.		100.0 feet	- 1	Noise Se		rations (in i	eet)		
Barrier Distance		0.0 feet	- 1		Autos:	0.000			
Observer Height		5 0 teet			m Trucks:	2.297	0-4-6-		0.0
	ad Elevation	0.0 feet		Heav	y Trucks.	8 006	Grade Ad	jusemene.	0.0
Ro	ad Elevation:	0.0 feet	Ī	Lane Eg	ulvaient E	istance (in	feet)		
	Road Grade:	0.0%			Autos:	98.403			
	Left View:	-90.0 degrees	- 1	Mediu	m Trucks:	99.314			
	Rigiti View:	90.0 degrees		Heat	y Trucks:	99.323			
FHWA Noise Mod	let Calculation	13							
VehicleType	REMEL	Traffic Frow C	listance	Finite	Road	Fresher	Barrier Alt	en Ber	m Atten
Autos:	68.46	0.08	-4.5	58	-1.20	-4.77	9.0	100	0.000
Medium Trucks:	79.45	-17.16	-4 !	7	-1.2B	-4.85	0.0	300	0.000
Heavy Trucks	84.25	-21.12	-4.5	57	-1.2D	-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and ban	rier atte.	nuation)					
VehicleType	Leg Peak Ho.	ur Leg Day	Legi	vening	Leg N	ghi	Ldn	C	VEIL
Autos	63	9.00	3	59.1		53.0	61.	7	62.3
Medium Trucks	58	3.5 55.0		48 6		471	65.	3	65.8
Heavy Trucks:	57	7.4 55.9	1	46.9		48.2	56.	5	56.6
Vehicle Noise:	84	1.6 82.9		59.7		55.0	63.	3	64.0
Centerline Distan	ce to Naise C	ontour (in feat)							
			70	d8A	85 dE	3/4	60 dBA	55	dBA
				**			170		20

Friday, November 08, 2013

Friday, Nevernber 08, 201

Scenar	rio: Year 2035 VV	ith Project			Project Na	ime: Moren	o Valley Va	aimarr	
Road Nan	ne: Cottonwood A	Avenue			Job Nurr	ber: 8870			
Road Segme	nf: East of Indian	Street							
	SPECIFIC INP	UT BATA				SE MODE		5	
Highway Data				Site Co.	nditions (H	ard $= 10.3$	oft = 15)		
Average Daily	Traffic (Adt). 13	,145 vehicles				Autos:	15		
Peak Hour	Percentage:	19%		5/8	ealurn Truck	s (2 Axies):	15		
Peak F	lour Volume: 1	315 vehicles		H	eavy Trucks	(3+ Axies):	15		
Ve	rhicle Speed.	45 mph	- }	Vehicle	860v				
Near/Fer La	ine Distance:	24 feet	1		iideTvae	Day	Evenina	Night	Daity
Site Date					Auf		12.9%	9.6%	97.42%
Ra	rrier Heiaht:	0.0 feet		Set.	ledium Truc	ks: \$4.89	4.9%	19.3%	1 94%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet					·		
Centertine Dist.	to Observer.	100.0 feat	- 1	marse 5	ource Elev Autos		eng		
Barrier Distance	to Observer	0.0 feet		46	Autos. m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			im Frucks:	6.008	Grade Ad	i i olimont	0.0
2	ed Elevation.	0.0 feet						comme:n.	0.0
Ro	ed Elevation:	0.0 feet	- [	Lane Ec	juivalent Di		feet)		
	Road Grade:	0.0%			Autos:	99.403			
	Left View.	-90.0 degrees		Media	m Trucks:	99 314			
	Right View:	90.0 degrees		Hea	vy Trucks.	99.323			
FHWA Noise Mad	lei Calculations								
Verlide Type			stance			Fresnel	Berner Att		nı Alten
Aulos:	68.46	-0.76	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	79 45	-18.00	-4.6		-1 20	-4 88	0.0		0.000
Неаку Ілиска.	84.26	-21.96	-4 6	7	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (withou	it Topo and barri	er atte	nuation)					
Versicle Type	Leg Peak Hour		Leg E	vening	Leg Nig		Ldn		WEZ.
Aikas:	81.9	0.69		58.3		52.2	60.0		61.4
Medium Trucks.	55.7	54.2		47.8		46.3	54.		55.0
Heavy Trucks	58.5	55.1		48.1		47.3	55.7		55.8
Vehicle Noise:	63.8	62.0		58.8	:	54.2	62.7		63.1
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dB.	٥	SO dBA		dB.A
		Loh. CNF7		13	71 76		162		27 61

Scenario: Y										o Valley V	simart	
Road Name: A							Job Nui	nber:	9870			
Fload Segment: V	46.25 OL 1-8	sacosk:	Saser					*******				
SITE SPE	CIFIC II	NPUT	BATA							L INPUT	S	
Highway Data					s	ite Con	ditions (I	fard :	10. 3	aft = 15)		
Average Daily Troff				3					Autos:			
Peak Hour Perc		109	6				alum Truc					
Peak Hour 1			vehicles	S		He	avy Truck	s (3+ .	Axies):	15		
Vehicle	Speed.	65	roph		1	ehic is i	90/v					
Near/Far Lane D	istance:	88	feet		i i		ideTvae		Dav	Evenina	Night	Daire
Site Data								fos:	77 59		8.6%	97.42%
Barrier	11-1-1-	0.0	feet			5.0	edium Tru		84.89		10.3%	1 84%
Barrier Type (0-Wall, 1		0.0					Heavy Tru		86.5%		10.6%	0.74%
Centerline Dist. to		100.0			ļ							
Centerline Dist. In O.		100.0			10	oise So	ource Ele			697)		
Barrier Distance to O.			feet				Autos.	_	.000			
Observer Height (Abor			feet				m Trucks		.287			
	evation	0.0	feet			Heat	ry Trucks:	8	690	Grade Ad	jusument.	0.0
Street Fil			feet		L	ane Ea	uivalent L	distan	ce (in	feet)		
Rose	Grade:	0.0					Autos:	87	316			
Lo	at View.	-90.0	degree			Mediu	m Trucks:	87	214			
Rig	ht View:		degree			Heav	ry Trucks.	97	224			
FHWA Noise Madei Co	leulation	15			i							
VehicleType R	EWEL.	Traffic	Flow	Di	stance	Finite	Pload	Fres	nei	Barrier Att	en Ber	n Allen
Aulos	71.78		4.53		-3.74		-1.20		-4.77	C.0	000	0.000
Medium Trucks:	82.40		-12.71		-3.73		-1.20		-4 88	0.0	000	0.000
Heavy Trucks.	96.40		-16.6B		-3 73		-1.20		-5.16	6.0	000	9 9 9 0
Unmitigated Noise Lev	reis (with	out To	og and	bami	er attenu	etion)						
	Peak Ho		ea Dav		Lea Ev		Lea N	io/nf	7	Ldn	C	νΕί.
Autos	7	: 4		89.5 ^t		67.7		61.	7	70.3	3	70.8
Medium Trucks.	84	4.8		89.8		58.9		66	4	63.5	3	64.0
Heavy Trucks:	64	4.8		63.4		54.3		66.	8	84.6	)	84.1
Vehicle Noise:	73	3.C		71.2		68.2		63.	4	71.5	)	72.4
			C- 20									
Centerline Distance to	Moise C											
Centerline Distance to	Noise C	ontour	(in rees)		70 di	3.4	65 dl	3.4	T 7	90 dB.4	55	dB.A

Scenar	io: Year 2035	With Project				Project	iviame:	Moren	e Valley W	almart	***************************************
	e: Cottenyace						umber				
Road Segme	nt: West of Pr	erris Boulevard									
SITE	SPECIFIC II	NPUT DATA	*********	-	***************************************	·	IOISE	MODE	LINPUT	<del></del> 5	***********
Highway Data					Site Cone	iltions	(Hard	× 10, S	oft ≈ 15)		
Average Daily	Leaffic (Adl):	20,096 vehicle	S					Autos:	15		
Peak Hour	Percentage.	10%			Med	ium Tr	uaks (2	Axles).	15		
Peak F	four Volume:	2,010 vehicle	5		Hes	ny Tru	cks (3+	Axles):	15		
Ve	micle Speed:	45 mph		-	Vehicle #	8/4					
Near/Far La	ne Distance.	24 feat		- 1		deTvoc		Day	Evening	Night	Daily
Site Data							Autos:	77.5%			87.42%
5.	rrier Height:	0.0 feet			Me	dium T	rucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-V		0.0			н	eavy I	rucks.	88.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet									
Centerline Dist		100.0 feet		-	Noise Sa				001)		
Barrier Distance	to Observer	D.O. feet				Auto		.000			
Observer Height	(Above Padi:	5.0 feat			Mediun			297	Grade Ad		0.0
p	ad Elevation:	0.0 feet			Heav	Truck	S' 8	.006	Orace Aq	usimeni	0.0
Ro	ad Elevation:	0.0 feet		-	Lane Equ	ivalen	Dista	ice (In	feet)		
	Road Grade:	B.0%		Ī		Auto	s: 95	.493			
	Left View:	-90.0 deare	es		Mediun	:Truck	s: 98	.314			
	Right View:	90 0 degre	es		Heavy	Truck	s: 99	323			
FHWA Noise Mod	ol Catculation	15		L							
VehicleTyne	REMEL.	Traffic Flow		ance	Finite I	ବରଶ୍ର 🍦	Fres	nel	Barrier Att	en Bei	ro Atten
Autos	69.49	1.00		-4.5	G	-1.20		-4.77	0.0	000	0.000
Medium Trucks				-4.5	7	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	64.28	-20.11		-4.5	7	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	banic	rotter	uation)						
Vehicle Type	Leg Peak Ho	ur Leg Day	/	Leg E	vening	Leg	Night	T	Lán		NEL
Autos	-		81.9		6B 1		54		82		83.3
Medium Trucks:	5	7.5	56.0		49.6		48	.1	56.8	6	56.6
Heavy Trucks	51	8.4	56.9		47.9		49	2	57.5	5	57.8
Vehicle Noise		5.6	63.9		60.7		56	~	64 (		65.0

Friday, November 88, 2013

Centerline Distance to Noise Contour (in feet)

Scenario	p: Year 2035	With Pn	olect				Proie	ct iviame	e: Moren	Valley VV	almart	
Road Nam	e: Alessandro	Boulev	and				Job	Numbe	c 8870			
Road Segmen	x: East of Hea	acock S	treet									
SITE S	SPECIFIC IN	PUTE	ATA	****	*********	acconnec	*********	NOISE	MODE	LINPUT		***********
Highway Data						Site Ce	maitiar	is (Harc	i≃ 10, Sc	rit ≈ 15)		
Average Cally i	raffic (Adl): +	48,192	vehicles						Autos:	15		
Peak Hour I	Percentage.	10%	ú.			A,	ledium '	Trucks (	2 Axles).	15		
Peak Hi	our Volume	4,819	vehicles			j.	leavy Tr	ucks (J	+ Axles):	15		
	vicle Speed:		mph		-	Vehicle	Miz					
Near/Far Lar	ne Distance.	98	feat		H	Ve	hicle?v.	90	Dav	Evenina	Night	Dally
Site Data								Autos:	77.5%	12 9%	9.8%	87.42%
Fiar	rier Height:	0.0	feet				Medium	Trucks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Vis		0.0					Heavy	Truces.	88.5%	2.7%	10.8%	0.74%
Centerline Dis		100.0	feat						ons (in f			
Centerline Dist. t	o Observer	100.0	feet		-	NOISE				61)		
Barrier Distance t	o Observer	0.0	feet				AU ium Trus		2.297			
Observer Height (r	Above Padi:	5.0	fest				um rrux avv Touc		8.006	Grade Ad	Location	0.0
Pa	d Elevation:	0.0	feet			He	avy i ruc	362.	8.006	Croue Au	uounan.	0.0
Roa	d Elevation:	0.0	feet		- 1	Lane E	quivale	ex Dist	ance (in:	leet)		
F	Road Grade	0.0	%		Γ		Αυ	ios: 8	37.316			
	Left View:	-90.0	dagrea	s		Med	ium Truc	eker f	7.214			
	Right View:	90.0	degrae	ē		He	avy Truc	oks: E	37 224			
FHWA Noise Wode	d Cateulation	\$			L							
VehicleType	REMEL	Traffic	Flow	Dis	dance		le Abad	Fre		Barrier All		n Alten
Autos.	71.78		4.01		-3.7		-1.2		-4.77	0.0	100	0.000
Medium Trucks	82.40		-13 23		-3.7	-	-1.2		-4.59		100	0.003
Heavy Trucks:	86.40		-17.19		-3.7	3	-1.2	9	-5.16	0.0	100	0.000
Unmitigated Noise	Levels (with	out Top	o and i	oani	er etter	uation	ý					
VehicleType			eq Day		Leg E	vening	Le	g Night		Lán		EL
Autos:	7.0	.8		8 (1		67	2	8	11	89	3	70 4
Medium Trucks:	64	.2	5	32.7		56	4	- 5	4.8	69.3	3	69.6
Heavy Trucks	64		6	2.9		53	.8	5	5.1	63.4	!	63.6
Vehicle Noise.	72	.4	-	0.7		67	7	6	2.8	71.4		71.5
Centerline Distanc	e to Noise Co	antaur (	în feet)									
					70	泊A	1 6	5 dEA		0 dEA	.55	d5.A
				.dn:	1:	24		267		575	1.3	139

	io: Year 2035 e: Cottonwoo					Project N			o Valley W	almart	
	of: East of Per					300 740	nuer.	0010			
SITE	SPECIFIC IS	DIIT DATA	**********	-	00000000	N.	USE A	tone	LINPUT		***************************************
Highway Data	ar con 12 m	a di onin		S	lte Con	ditions (f					
Average Daily	Traffic (Adl)	18,182 vehicles	:				,	Autos:	15		
Peak Hour	Percentage:	10%			Me	dium Truc	3cs (2 /	orles):	15		
Peak h	laur Valume:	1,819 vehicles			He	avy Truck	8 (3+ 4	ixles):	15		
Ve	hide Speed	40 mph		-	ahiata i						
Neav/Far La	ne Distance:	12 feet		- 1		icleType	- 1	Oev	Evening	Night	Darly
Site Data					V 674			77.5%		9.6%	97.42%
						edium Tou		84 899		10.3%	1 84%
	rrier Keight:	0.0 feet				eelani Tra 4eeuv Tru		96.6W		10.3%	0.74%
Barrier Type (0-VI		0.0				,				10.075	0.147
Centerline Di		100.0 feet		Α	loise Sc	ource Ele	vation	i (în fi	ret)		
Centerline Dist.		100.0 feet				Autos:	0.0	100			
Barrier Distance		0.0 feet			Medius	m Trucks:	2.0	97			
Observer Height (		5.0 teet			Heav	y Truces.	8 (	106	Grade Ad,	iustment:	0.0
	ad Elevation: ad Elevation:	0.0 feet		-		uivaient i	W		2		
	ad Elevation: Foad Grade:	0.0 feet		12	ane cu	Autos:			1699		
	Froatrionaue: Left View:	990 0			Admin's co	ников. т Тицска:					
	Right View:	-90.0 degree 90.0 degree				n Trucks: v Trucks:					
	ragni view.	sulu degree	S		near	gr 17 ucasu.	99.	5055			
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow	Dist a			Road	Fresh		Barrier 4tt		n Atten
Autos:	86.51	1.18		-4.82		-1.20		-4.77	0.0		0.000
Medium Trucks:	77.72	-18.09		4 61		-1.20		4.89	0.0		0.000
Heavy Trucks	82.98	-20 03		-4.81		-1.20		-5.18	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and I	barrier	atten	uation)						
VehicleType	Leg Peak Hou	r Leg Day	1_	eq Ev	ening	Leg N	light	T	Ldn	O?	dE1.
Autos	61	.9 6	0.0		58.2		52.1		60.8	3	617
Medium Trucks	55	.8 8	34.3		48.0		45.4		54.9	3	55.
Heavy Trucks:	57	.1	5.7		46.7		47.9		56.3	3	56.4
Vehicle Noise:	83	.9 (	32.1		59.9		54.3		62.0		63.0
Centerline Distan	e to Noise Co	intour (in feet)									
								,		,	
				70 d	8A	85 dt	BA		00 dBA	55	dBA

Friday, Nevernber 08, 2013

	- 10					0003500			
Scenar	nlo: Year 2036 V	vith Project			Project N	'алте: Моле	no Valley W	falmart.	
Road Ner	ne: Alessandro 8	Boulevard			Job Nur	mber: 8870			
Road Segme	vz: VVest of India	an Street							
SITE	SPECIFIC IN	UT DATA	*********	******	N.C	ISE MOD	EL INPUT	S	*********
Highway Data				Site Car		dand = 10, 3		•	
Δυσσασιο Παίλι	Traffic (Act): 48	£197 vehicles				Autor	15		
	Percentage:	10%		Me	edium Touc	ks (2 Anles	16		
		1619 vehicles	- 1			s (3+ Axles			
	shiole Speed	55 mph	1			- 1			
	ne Distance	98 feet	L	Vehicle.					
				Ven	icleType	Day	Evening	Night	Daily
Site Data						tos: 77.5		9 6%	87 4 2%
Ba	rrier Keight:	0.0 feet	- 1		edium Tru			10.3%	1,84%
Barner Type (0-V		0.0			Heavy Tru	oks: 86.6	% 2.7%	10.8%	0.74%
Centerline D.	ist to Barrier.	198.9 feet	ŀ	Noise S	ource Fie	vations (in	feati		
Centerline Dist.	to Observer:	180.0 feet	ŀ		Autos	0.000			
Barrier Distance	to Observer.	0.0 feet		Markin	m Trucks:	2 297			
Observer Height	(Above Pad).	5 8 Neet	- 1		y Trucks.	8 006	Grade Ad	iustment	0.0
P	ad Elevation:	0.0 feet			,				
Ro	ad Elevation:	0.0 feet		Lane Eg		listance (ir	r feet)		
	Froad Grade:	0.0%	- 1		Autos:	87.318			
	Left View:	-90.0 degrees	i		т Тпискв:	87.214			
	Right View:	90.0 degrees		Hear	ry Trucks:	87.224			
FHWA Noise Moo	lei Calculations								
VehicleType	REMEL	Traific From C	)istance		Road	Fresher	Barrier Alt		m Atten
Autos	71.78	3.82	-3.7	4	-1.20	-4.77	0.0	300	0.000
Medium Trucks:	82.40	-13.42	-3.7	3	-1.2B	-4.88	9.0	300	0.000
Heavy Trucks	86.40	-17 37	-3.7	.3	-1.2D	-5.76	9.0	100	0.000
Unmitigated Nois	e Levels (witho	ut Topo and bar	rier atter	suation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	vening	Leg N	ghi	Ldn	Ci	VEIL
Autos:	70.7	98.8	3	67.0		60.8	68.	3	70.3
Medium Trucks	64.1	82 €	3	56.2		54 6	63.	1	63.3
Heavy Trucks:	64.1	82.3	?	53.6		54.9	63.5	2	63.4
Vehicle Noise:	72.3	2 70.5		87.5		62.7	71.	2	71.7
Centerline Distan	ce to Naise Co	tour (in feet)							
			70	d8A	85 d£	3/4	69 dBA	55	dBA
		Ldn	1	20	259	<u> </u>	558	1,	264
		CME	3	30	279		601	- 12	298

Friday, November 69, 2013 Friday, November 69, 2013

Frid:

	io: Year 2035 VV						no Valley V	simart	
	e: Alessandro B				Job Mun	nber: 8876			
Fload Segme	nf: East of Indian	Street							
	SPECIFIC INP	UT DATA					EL INPUT	S	
Highway Data				Site Con	ditions (H	ard = 10. :	iaft = 15)		
Average Daily	Traffic (Adt). 43					Auto			
	Percentage:	10%				is (2 Axies			
Peak F	lour Volume: 4,	310 vehicles		He	avy Trucks	i (3+ Axies	): 15		
Ve	hicle Speed.	55 mph	- }	Vehicle I	Miv				
Near/Fer La	ne Distance:	S8 feet			deType	Day	Evening	Night	Daily
Site Date					Aul	as: 77.5	% 12.9%	9.6%	97.429
Ba	rrier Heiaht:	0.0 feet			edium Truc		% 4.9%	19.3%	1 849
Barrier Type (0-Vi		0.0		<i>+</i>	leavy Truc	ks: 86.5	N 2.7%	10.6%	0.74%
Centerline Dr		100.0 feet	-	Maine C	Ela.	ations (in	de and		
Centerline Dist.	to Observer.	160.0 feat	- }	MONE SE	Autos	0.000	76119		
Barrier Distance	to Observer	0.0 feet		A sin etii u	n Trucks	2.287			
Observer Height (	Above Pad):	5.6 feet			v Trucks:	6.008	Grade Ad	inelmant	0.0
8	ad Elevation.	0.0 feet		mean	y Tround.	0.000	Divide Au	prount: n	0.0
Ro	ad Elevation:	0.0 feet	- [	Lane Eq	uivalent D	istance (ii	feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees		Mediu	n Trucks:	87 214			
	Right View:	90.0 degrees		Heav	y Trucks.	87.224			
FHWA Naise Mad	si Calculations		i						
Vehicle Type	REMEL 1	raffic Flow   Di	stance	Finite	Road	Fresnel	Berner Aft	en Ber	m Alten
Aulos	71.78	3.52	-3.7	4	-1.20	-4.7	0.0	000	0.00
Medium Trucks:	82.40	-13.72	-3.3	3	-1.20	-4.86	0.0	000	0.00
Heavy Trucks.	96.40	-17.67	-3 7	3	-1.20	-5.16	0.0	000	0.00
Unmitigated Nois	e Levels (withou	t Topo and barri	er atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nij	pht	Ldn	C	WEZ.
Autos:	70.4	68.5		66.7		60.6	69.3		69.1
Medium Trucks.	63.8	62.3		55.9		54.3	62.8		63.1
Heavy Trucks:	63.8	62.4		53.3		54.6	62.9		83.
Vehicle Noise:	71.8	70.2		67.2		62.4	70.9	)	71.
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dB	,A	60 dBA		dBA
		Lobs.		15	248		534		156
		CMF7		94	267		67.4		237

Fitday, November 69, 2013

	: Year 2035		t						o Valley W	simsrt	
Road Name	: Cactus Av	enue				Job Mu	mber:	0870			
Fload Segment	: West of i-2	215 Fraeway	,								
	PECIFIC II	NPUT DAT	A			N	DISE I	NODE	LINPUT	8	
Highway Data				S	ite Cor	nditions (	Hard =	10, S	ořt = 15)		
Average Daily T	roffic (Adt).	42,000 veh	ides					Autos:	15		
Peak Hour P	ercentage:	1896			Me	olum Tru	OH8 12 1	4 <i>x1</i> 66 <i>)</i> :	15		
Peak Ho	ur Volume:	4,260 veh	icies		He	avy Truct	is (3+ A	txies):	15		
Veh	icle Speed.	55 mpl	3	-	'e hic is	ani-					
Near/Far Lan	e Distance:	36 feet		F.		ilateTvae		Dav	Evening	Night	Daire
Site Data					v 6/		ifos:	77.5%		9.6%	97.42%
	ier Helaht:	0.0 fe			54	edium Tri.		84.8%		10.3%	1 94%
Barrier Type (0-Wa		0.0 164	11			Heavy Th		86.5%		10 8%	0.74%
Centerline First		100 ft fax		L.							
Centerline Dist. to		100.0 fea		to	oise S	ounce Ele	vation	s (in f	8 <i>8</i> ()		
Barrier Distance to		0.0 fee				Autos.		000			
Observer Height (A		5.0 fee				m Trucks		287			
	: Elevation	0.0 fee			Hea	уу Түшккө:	6.	699	Grade Adj	usiment:	0.0
	f Glevation	0.0 fee		T	ane Ec	uivalent i	Distan	ce (in	feet)		
	nad Grade:	0.0%	10,	F	W-74- Park	Autos		494			
	Left View	-90.0 de	01665		Mediu	m Trucks		404			
	Right View:	90.0 de			Hea	ny Trucks.	98.	413			
HWA Noise Made	Calculation	15		i							
Verticae Type	REWEL	Traffic Fic		Vistance		Floatd	Frest		Barner Att		n Alten
Autos:	71.78	-	41	-4.52		-1.20		-4.77	0.0		0.000
Medium Trucks:	82.40			-4.51		-1.20		-4 80	0.0	100	0.000
Heavy Trucks.	96.49	-17	.78	-4 51		-1.20		-5.16	0.0	60	9 9 9 0
Unmitigated Noise	Leveis (with	rout Topo a	nd ban	rier attenu	ration)						
	eq Peak Ho			Leg Ev		Leg A			Ldn		WEZ.
Autos:	8:	9.5	67.6		65.6		59.0		66.4		69.0
Medium Trucks.	61	2.9	61.4		65.0		637		61.8	1	62.1
Heavy Trucks:	61	2.9	61.5		52.4		53.7		82.0		62.2
Vehicle Noise:	7	1.C	69.3		66.3		61.5	5	70.6	1	70.5
Centerline Distance	to Noise C	ontour (in )	eer)								
				70 d	BA	65 d	8.4	1 0	90 dB.4	.55	dB.4

Scenario: Yes								e Valley W	/almart	
Road Name: Ale					iob f	lumber	8870			
Road Segment: We	st of Perris I	Boulevard								
SITE SPEC	IFIC INPU	T DATA						LINPUT	5	
Highway Data				Site	Conditions	(Hard				
Average Daily Traffic		96 vehicles					Autos:			
Peak Hour Percer		10%			Medium Tr					
Peak Hour Vo		10 vehicles			Heavy Tru	icks (3+	Axles):	15		
Venicle S		55 mph		Vehi	cle Mix					
Near/Far Lane Dist	ance.	9B feat			VehicleTyp	e l	Day	Evening	NiglX	Daily
Site Data				<b></b>		Autos:	77.5%	12.9%	9.8%	97.42%
Barrier H	eisht:	0.0 feet		1	Medium 7	rucks:	84.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-E		0.0			Heavy I	rucks.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. to B		0.0 feat		87 - 7-	e Source E		6 6			
Centerline Dist. to Obs	erver: 10	0.0 feet		14012	Auto		1.000	con		
Barrier Distance to Obs	ervev:	0.0 feat			нию найит Тписк		297			
Observer Height (Above	Pad):	5.0 feat			iaiam i rucii Ieavv Trucii		1.006	Grade Ad	Si cotono no	0.0
Pad Elev	retion:	0.0 feet		,	teary truck	125 6	1.006	Oracle Au	yuounan	. 0.0
Road Elev	ration:	0.0 feet		Lane	Equivalen	t Dista	nce (in	feet)		
Road 0	Frade:	0.0%			Auto	s: B	1.318			
Left	View: -9	0.0 degrees	s	246	adium Truck	ics: B	7.214			
Right	View: 9	0 0 degrees	S	F	feavy Truci	is: B	224			
FHWA Noise Model Cate	viations			.L						
VehicleTyne REI	WEL Tre	offic Flow	Distance		nite Road	Free		Barrier Att		
Autos	71.78	3.52	-3	.74	-1.20		-4.77	0.0	000	0.000
Medium Trucks	82.40	-13.72		.73	-1.20		-4.58	0.0	000	0.000
Heavy Trucks:	66.40	-17.87	-3	.73	-1.20		-5.16	0.0	000	0.000
Unmitigated Noise Leve										
	eak Hour	Leg Day	Leq			Night		Lán		NEL
Autos	70.4	-	B 5		36 7	60		89		89 9
Medium Trucks	63.8		2.3		55.9	54		62.		63.0
Heavy Trucks	63.6		2.4		33.3	54		62.		63.1
Vehicle Noise.	71.9	7	0.2	6	37.2	62	.4	70.	9	71.4

Friday, November 08, 2013

Average Casy   Traffic (45)   47,900 \ \text{verticles}	Scenario	: Year 203	S With Pr	oject			Pr	oject ivar	ne: Morer	ne Valley W	almart	
SITE SPECIFIC INPUT DATA   ROISE NODE: INPUTS	Road Name	: Cactus Av	/enue				3	ob Numt	er. 8970			
	Road Segmen	t: I-215 SB	Ramps to	i-215 N	B Ramp	ıs						
Average Daily Traffice (Ad)	SITE S	PECIFIC I	NPUTE	ATA		-	************	NOI	E MODE	L INPUT	9	000000000
Peak Hour Percentage   19N	Highway Data					S	ite Candit	ions (Ha	rd≃10,S	oft = 15)		
Peak Hour Volume   4,700 vehicles   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick   Vehicle Rick	Average Cally I	raffic (Adl):	47,900	vehicles					Autos	: 15		
Vehicle Figs	Peak Hour I	Percentage.	109	6			Mediu	m Trucko	(2 Axles)	. 15		
Ske Data	Peak Ho	sur Volume:	4,700	vehicles			Heavy	Trucks:	"J+ Axles)	: 15		
Near/For Lane Distance   86 feet	Ver	icle Speed:	55	mph		14	ahicle Mir					
Size Date   Autor   77.5 %   17.9 %   6.8 %   77.4 %	Near/Far Lan	e Distance.	36	feat		H			Dav	Eveninal	Niolii	Elally
Benior Type (i)-Wall 1-Benior   0.0 feet   Med-sur Trucker   84.9%   4.9%   10.3%   1.84   Med-sur Trucker   84.9%   4.9%   10.3%   1.84   Med-sur Trucker   84.9%   4.9%   10.3%   1.84   Med-sur Trucker   84.9%   4.9%   10.3%   1.84   Med-sur Trucker   84.9%   4.9%   10.3%   1.84   Med-sur Trucker   84.9%   4.9%   10.3%   1.84   Med-sur Trucker   84.9%   4.9%   10.9%   1.84   Med-sur Trucker   84.9%   4.9%   10.9%   1.84   Med-sur Trucker   84.9%   4.9%   10.9%   1.84   Med-sur Trucker   84.9%   4.9%   10.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.9%   1.	Site Data											
Berner Prize (I) - West   - Series   0.0		de e ideale ha	0.0	fore		-	Media	ım Yruck	a: 64.9%	a 4.9%	10.3%	1.645
							Hea	vy Iruch	s. 88.55	6 2.7%	10.8%	0.749
Centering Det to Observer   190 0   feet												
Barrier Observer to Observer   0.0   feet	Centerline Dist. 6	o Observer:				Į,				leet)		
Clearer Proposit (Abcove Page 5 0 feet   Heavy Trucker 8 0.00   Grade Adjustment 0.0   Dest	Barrier Distance to	o Observer:	0.0	feet								
Pad CEvrision   0.0 feet	Observer Height (A	bove Pady	5.0	feet						Crosin Asi		0.0
Road Grade   0.0%	Pa	d Elevation:	0.0	feet			Heavy i	COCHE:	8.006	Grade Au	procentraria.	0.0
Let View	Roa	d Elevation:	0.0	feet		L	ene Equiv	slert Di	tance (in	feet)		
PRIVISA Noise Model Cataculations   Privisa Noise Model Cataculations   Privisa Noise Model Cataculations   Privisa Noise Model Cataculations   Privisa Noise Model Cataculations   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa Noise   Privisa   Privisa Noise   Privisa Noise   Privisa Noise   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privisa   Privis	F	load Grade:	0.0	%		-		Autos:	88.484			
FHIVA Noise Novel Calculations   Verlice*  7/00   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   February   Feb		Left View:	-90.0	degree:	ŝ		Medium 7	rucks	98.404			
Verbeck*  700   Febbel.   Traffic Flow   Dalarce   Fristo Food   Frenze   Barrier Mino  Searn-Mice		Right View:	90.0	degree	6		Heavy 7	ruchs:	98 413			
Asces   11.76   3.80   4.52   1.20   4.77   0.000   0.00	FHWA Noise Mode	l Catoviatio										
Heavy Trucks   88.40   47.00   4.51   4.20   4.56   0.000   0.00			-									
Unmitigated Noise Levels (without Topo and barrier attenuation)         Leg Royal         Leg Royal         Leg Fwenty         Leg Royal         Leg Royal         Leg Royal         Leg Royal         Leg Royal         Leg Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal         Royal												0.00
Verticle Flyse         Leg Peak Hour         Leg Day         Leg Evening         Leg Night         Lon         CNEL           Autor         70.0         88 1         66 3         60.2         88 9         98           Medium Trucks         83.2         61.9         55.5         54.9         92.4         82           Heavy Trucks         63.4         92.0         52.8         54.2         62.5         62.5	Heavy Trucks:	85.4	0	-17.30		4.51		.20	-5.16	0.0	100	0.00
Autor         70.0         88.1         66.3         60.2         88.9         88.9           Medium Trucks         83.2         61.9         55.5         53.9         92.4         92.           Heavy Trucks         63.4         42.0         52.9         54.2         62.5         62.5				o and b	arrier e	ttenu	ation)					
Medium Trucks         63.3         61.9         55.5         53.9         62.4         62.           Heavy Trucks         63.4         62.0         52.9         54.2         62.5         62.						q Eve		Leg Nigi				
Heavy Trucks 63.4 62.0 52.9 54.2 62.5 62												
Vehicle Noise. 71.5 89.8 86.8 61.9 70.5 71.												
	Vehicle Noise.		1.5	6	9.8		86.8		61.9	70.5	5	71.
	Centerline Distanc											
70 dBA 65 dBA 60 dBA 55 dBA Ldo: 108 238 501 1,080						1.7				60 dBA		

Scenar	io: Year 2035	With Project				Project N.	9/пе: M	anena	vailey W	almart	
Road Nan	e: Alessandro	Soulevard				Job Nun	nber: 88	379			
Road Segme	nt: East of Per	ris Boulevard									
	SPECIFIC IN	PUT DATA	******		***************************************				LINPUT	3	**********
Highway Data					Site Con	ditions (h	land in 1	0, Sa	ft = 15)		
Average Daily	Traffic (Adl): -	48,098 vehicle	5					yos.	15		
Peak Hour	Percentage:	10%				dium Truc			15		
Peak h	laur Valume:	4,610 vehicle	5		He	avy Trucki	(3+ A)	(e s):	15		
	hide Speed	55 mph		-	/ahiata i	Wix					
Near/Far La	ne Distance:	36 feet		H		icleType	1.0	67	Evening	16 ghé	Daily
Site Data				-		Aus	los: 7	7.5%	12.9%	9 6%	97.42%
Ba.	rrier Keight:	0.0 feet			Att	edium Truc	les. 8	4.6%	4.8%	10.3%	1.84%
Barner Twoe (0-W	Aut. 1-Serre:	0.0			F	leavy Truc	As: 8	6.6%	2.7%	10.8%	0.74%
Centerline Di	at to Barrier.	100.0 feet		١-,	Jaine Fr	urce Elev		Con Se			
Centerline Dist.	to Observer:	100.0 feet		H.	10/20 20	Autos	0.00				
Barrier Distance	to Cibserver:	0.0 feet			full of the	n Trucks	2.25				
Observer Height (	Above Pad).	5.9 teet				v Trucks.	8.00		Grade Adi	ustment	0.0
$p_i$	ad Elevation:	0.0 feet		L					· · · · · · · · · · · · · · · · · · ·		0.0
	ad Elevation:	0.0 feet		1	ane Eq	uivaiant D			690)		
	Road Grade:	0.0%				Autos:	98.49				
	Left View:	-80.0 degree				т Тицекв:	98.40				
	Right View:	90.0 dagre	s		Heav	y Trucks:	98.41	13			
FHWA Noise Mod	el Calculation	5									
VehicleType	REMEL	Traffic From	Dista	soce.	Finite	Road	Freshe.		Barrier Atti		m Atten
Autos:	71.76	3.61		-4.53		-1.20		.77	0.0		0.000
Medium Trucks:	92.40	-13.42		4.51		-1.20		1.89	0.0	90	0.000
Heavy Trucks	86.40	-17.38		-4.5		-1.20	-£	. 16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	atten	uation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg Ev		Leg Ni			Ldn		WEIL
Autos	69	.9	68.0		66.2		60.2		68.8		69.4
Mediam Trucks	63	.3	81.8		55 4		538		62.3		62.5
Heavy Trucks:	63		81.9		52.8		54.1		62.4		62.6
Vehicle Noise:	71	.5	89.7		86.7		61.9		70.4		70.9
Centeriine Distan	ce to Naise Co	ontour (in feet	,								
				70 c		85 dE	Α	б	0 dBA		dBA
			Lan:	10	7	230			495	1,0	269

Friday, Nevernber 08, 2013

		17279000	1617.067777007	200	********	ere e	*********	5375577	7279198			
_		****	******		****	******	******	···	*****		******	*******
	nio: Year 2035 ne: Cactus Av		roject					Name: Jmber:		io Valley M	/almart	
	ne: Cactus Av va: East of I-2						JOD /48	ımoer:	8670			
кова ведте	VX: East of I-2	RAICI	ramps			**********		***********				
	SPECIFIC I	TUPE	DATA							L INPUT	S	
Highway Data						Site Car	ditions	Hard:				
Average Daily	Traffic (Adt):	65,700	vehicles						Autoe			
Peak Hour	Percentage:	10	96		- 1	Me	edium Tru	icks (2	Axles).	16		
Peak F	lour Volume:	6,570	vehicles			He	avy Truc	ks (3+	Axles).	15		
	chicle Speed:	56	mph		1	Vehicle	Allx					
Near/Far La	ine Distance:	38	feet		t	Veh	icleType		Day	Evening	Shari	Daw
Site Data								utos:	77.59		9.6%	87.42%
			0 feet			1.0	edium Tr		84.69		10.3%	1.84%
	rrier Keight:	0.					Heavy Tr		86.59		10.8%	0.74%
Barner Type (0-V Centerline D.			U O beet		- 1						10.070	0.1 170
Centerine Dist.			u reet O feet			Noise 5	ource El	evation	ns (in i	eet)		
					I		Autos	: 0	.000			
Barrier Distance			0 feet		- 1	Mediu	m Trucks	: 2	.297			
Observer Height			8 heet			Hear	y Trucks	. 9	906	Grade Ad	justment:	0.0
	ad Elevation:		0 feet		-	Lane Eq		8/				
	ad Elevation:		0 feet		ŀ	Lane En				10119		
	Road Grade:		0%		- 1		Autos		.494			
	Left View:		0 degree:				т Тписка		.404			
	Rigiti View:	90.	0 degree:	S	- 1	near	ry Trucki	. 99	413			
FHWA Noise Moo	el Calculation	75										
VehicleType	REMEL	Traff	c Frow	Oi-	stance	Finite	Road	Fres	1901	Barrier Alt	en Ber	m Atten
Autos	71.78		5.35		-4.5	2	-1.20		-4.77	0.0	380	0.000
Medium Trucks:	82.40		-11.89		-4 !	1	-1.2B		-4.85	0.8	300	0.000
Heavy Trucks	86.40		-15 84		-43.5	11	-1.2B		-5.16	9 :	300	0.000
Unmitigated Nois	e Levels (wit	out Te	po and b	am	er atte	suation)						
VehicleType	Leg Peak Ho	J.F	Leg Day		Leg E	vening	Leq1	Vighi	T	Ldn	Ci	VEI.
Autos:	7	1.6	- 6	9.5		97.7		61.	7	70.	3	70.9
Medium Trucks	6	1,8	8	33		58 8		55	4	63.	9	64.1
Heavy Trucks:	6	9.8	8	3.4		54.4		55.	ô	64.	0	€4.1
Vehicle Noise:	7	3.0	7	1.2		88.3		63.	4	72.	0	72.4
Centerline Distan	ce to Naise C	ontou	(in feet)									
					70	d8A	851	1BA	1	69 dBA		dBA
				an:		35	21			627		360
			(0.64)			40	0.4			12.2 4		450

Friday, November 88, 2913

Friday, November 08, 2013

	rio: Year 2035 W						o Valley V	simart	
	ne: Cactus Aven				Јор Мил	ber: 8870			
Road Segme	nf: West of Elsw	orth Street							
	SPECIFIC INP	UT DATA					L INPUT	3	
Highway Data				Site Con	ditions (H	erd = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 63	,400 vehicles				Autos:			
Peak Hou	Percentage:	10%				s (2 Axies):			
Peak I	Hour Volume: E	,340 vehicles		He	avy Trucks	(3+ Axies):	15		
Ve	stricle Speed.	55 mph	1	Vehicle !	iniv				
Near/Fer Le	ine Distance:	36 feet			ideType	Day	Evening	Night	Daity
Site Date					Auf	as: 77.59	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		5A	edium Truc	ks: 94.89	4.9%	19.3%	1 84%
Barrier Type (0-V	Vall. 1-Berml.	0.0		<i>+</i>	leavy Truc	ks: 86.5%	2.7%	10.6%	0.74%
Centerline D		100.0 feet		Maine C	Elas	ations (in f			
Centerline Dist.	to Observer.	160.0 feet	1	MONE SE	Autos	0.000	6119		
Barrier Distance	to Observer	0.0 feet		A diameter	m Trucks:	2.287			
Observer Height	(Above Pad):	5.6 feet			v Trucks:	6.008	Grade Adj	refmant:	0.0
£	ad Elevation.	0.0 feet		moun	y Trocho.	0.000	Didde Adj	comme: n.	0.0
Ro	ed Elevation:	0.0 feet	į	Lane Eq	uivalent D	stance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0 degrees		Heat	y Trucks.	98.413			
FHWA Naise Mag	lei Calculations		i						
Vehicle Type	REMEL	Traffic Flow   D	fstance	Finite	Road	Fresnel	Berner Afte	en Ben	m Alten
Aulos	71.78	6.20	-4.5	52	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	82.40	-12.04	-4.5	51	-1.20	-4 88	0.0	00	0.000
Неву Тrискв.	98.40	-16.0D	-4 (	51	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois	e Levels (withou	ut Topo and barr	ier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legi	vening	Leg Nijo	ht	Ldn	C	WEZ.
Aukos:	71.3	69.4		67.6		61.5	70.2		70.8
Medium Trucks.	54.6			56.6		55.2	63.7		63.9
Heavy Trucks	64.7	63.3		54.2		55.5	83.8		84.0
Vehicle Noise:	72.6	71.1		68.1		63.2	71.8		72.3
Centerline Distan	ce to Noise Car	itour (in feet)							
				dBA	65 dB	4	SO dBA		dB.A
		Loh).		32	284		612		316

Scenario: Year 201		iject					no Valley Va	simart	
Road Name: Cactus A	venue				Job Mui	mber: 8870			
Fload Segment: East of F	rederick S	traet							
SITE SPECIFIC	INPUT D	ATA					EL INPUT	S	
lighway Data			S	ite Cor	iditions (f	fard = 10, 1	Saft = 15)		
Average Daily Traffic (Adt).	62,838	vehicles				Auto	: 15		
Peak Hour Percentage	1896			Me	oburn Truc	48 (2 Axies	J: 16		
Peak Hour Volume	6,284 v	vehicles		Ke	avy Truck	s (3+ Axies	): 15		
Vehicle Speed	65 (	mph	-	enicia.	aniv				
Near/Far Lane Distance	88 1	eet			ildeTvae	Dav	Eivening	Night	Daire
ite Date				V (		tos: 77.5		9.6%	97.42%
Barrier Height		feet		54	edium Tru			10.2%	1 94%
Barrier Type (0-Wall, 1-Berm)		ree1			Heavy Tru			10.6%	0.74%
Gentedine Flest to Barrier		foot							
Centerline Dist. to Observer	100.0		1	laise S		vations (in	feet)		
Barrier Distance to Observer		feet			Autos.	0.000			
Observer Height (Above Pad)		feet			m Trucks	2.287			
Pad Elevation		feet		Heat	ny Trucks:	8.008	Grade Ad	jusiment.	0.0
Sned Fieration		feet	ī	ane Ea	ulvalent L	Distance (ii	i feet)		
Road Grade	0.08	6			Autos:	87.316			
Left View	-90.0	degrees		Mediu	m Trucks:	87 214			
Right View		degrees		Heat	vy Trucks.	87.224			
HWA Notse Madei Calculati									
VehicleType REMEL	Traffic		Distance		Pload	Fresne!	Barrier Att		m Alten
Autos: 71.	-	5.16	-3.74		-1.20	-4.77		000	0.000
Medium Trucks: 82	-	-12.0B	-3.73		-1.20	-4.86		900	0.000
Heavy Inucks. 96 s		-16.03	-3 73		-1.20	-5.16	5 G.L	000	9 9 9 0
Inmitigated Noise Leveis (w.									
VehicleType Leg Peak i		eq Day	Leg Ev		Leq N		Ldn		WEZ.
	72.0	70.		68.8		62.9	70.8		71.5
	85.4	69.	-	67.6		56.0	64.4		64.7
***********	65.4	64.		55.C		56.2	84.5		84.7
	73 R	71		68.8		84 ft	72.5		73.0

	o: Year 2035 e: Cactus Av nt: East of El	enue						Name: 'umbar:		ic Valley VV	almart	
SITE (	SPECIFIC I	NPUTE	ATA			C/4- D				LINPUT	5	
<del>.</del>						aite Coi	rowons	·				
Average Daily .	i rame (Adi): Percentaga:	103,450					edium Yr		Autos:			
	our Volume:		vehicles				eauv Trui					
	uicle Saeed:		venicies moti					aks (ar i	4,2,23).	10		
Near/Fat La			rigiri feat			Vehicle						
	on Diaterace.	30	1501			Vet	poleType		Day	Evening	Niglx	Daily
Site Data									77.59			87.42%
Bar	rier Height:	0.0	feet				edum T		64.9%		10.3%	
Barrier Type (0-W	all, 1-Bermi:	0.0					Heavy I	nucks.	86.59	6 2.7%	10.8%	0.74%
Centerline Dis		100.0	feat		ŀ	Noise S	ource E	levation	s (in t	eati		
Centerline Dist. I	to Observer:	100.0	feet		- 1		Auto		000	/		
Barrier Distance :		0.0	feet			8.6e-riii	т Тписк		297			
Observer Height (	Above Pad):	5.0	feat				vv Truck		0.06	Grade Ad	iustment	0.0
	nd Elevetion:	0.0	feet									
	ed Elevation:	8.0	feet		L	Lane Eq				feet)		
f	Road Grade:	0.0					Auto		316			
	Left View:	-90.0	degrees				т Ттиск		214			
	Right View:	90.0	degrees			Hea	ny Truch	5: 67	224			
FHWA Noise World												
VehicleTyne	REMEL	Traffic		Dist	ance		Road	Fresi		Barrier Att		m Atten
Autos	71.78		4.85		-3.7		-1.20		-4.77	0.0		0.000
Medium Trucks	82.40		- 12 39		-3.7		-1.20		-4.58		100	0.000
Heavy Trucks:	66.40		-16.35		-3.1		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise												
VehicleType Autos	Leg Peak Ho	17	eq Day	18	red s	ivening BB 0		Night 82 I	<u></u>	Lain 70 F		NEL 71.2
Autos: Medium Trucks:		1.7 5.1		8 8 8.6		57.2		55.		70 t 54.1		54.4
		5.1		s.u 3.7		54.7		55.		64.3		84.4
Heavy Trucks Vehicle Noise		3.3		1.5		68.6		63		72.5		72.7
				1.0		58.5		93.		72.2	<u></u>	72.1
Centerline Distanc	e to Noise C	ontour	in feet)		70	d9.4	65	d8A	T	50 dBA	7.5	dBA

Friday, November 88, 2913

	io: Year 2035 1 xe: Cactus Ave						ivame: umber		e Valley W	almart	
	nt: West of Gri					JUD 140	mucr.	6010			
SITE	SPECIFIC IN	PUT DATA		*******	*************	H	OISE	MODE	LINPUT	9	******
Highway Data				8	ite Cone	iitions (	hard =	10, S	oft = 15)		
Average Cally	Leaffic (Adl): 3	9,572 vehicles						Autos:	15		
Peak Hour	Percentage.	10%			Med	lium Tru	oks (2 :	Axles).	15		
Peak F	lour Volume	5,857 vehicles			Hea	ny Truc	ks (J+ ,	Axles):	15		
Ve	nicle Speed:	55 mph		-	ahiala A	6/-					
Near/Far La	ne Distance.	98 feat		H.		de?Vpe		Day	Evening	Night	Dally
Site Data							uios:	77.5%		9.8%	87.429
Đa.	rrier Height:	0.0 feet			0,60	dium Tri	ucks:	64.8%	4.9%	10.3%	1.649
Barrier Type (0-VI		0.0			н	eavy In	UCFS.	88.59	2.7%	10.8%	0.749
Centerline Di		100 0 feat									
Centerline Dist.		100.0 feet			ioise Sa				e <i>61)</i>		
Barrier Distance	to Observer:	0.0 feet				Autos		000			
Observer Height (	Above Pady	5.0 fest				i Trucks Trucks		297 006	Grade Ad	Sistement	0.0
ρ	ad Elevation:	0.0 feet					-			proutitorit.	0.0
Ro	ed Elevation:	0.0 feat		1	ane Equ				feet)		
	Road Grade	0.0%				Autos		316			
	Left View:	-90.0 degree				: Trucks		.214			
	Right View:	90 0 degree	6		Heavy	Trucks	67	224			
FHWA Noise Wod	el Calculation	s									
VehicleType	REMEL.	Traffic Flow	Di	siance	Finite I		Fresi		Barrier Att		m Atten
Autos.	71.78	4.93		-3.74		-1.20		-4.77		100	0.00
Medium Trucks	82.40	-12.31		-3.73		-1.20		-4.58		100	0.00
Heavy Trucks:	86.40	-16.27		-3.73	:	-1.20		-5.16	0.0	100	0.00
Unmitigated Nois			ani	er etten	uation)						
	Leg Peak Hou			Leg Ev		Legi			Lán		WEL
Autos	71		8 8		88 1		62		70		71
Medium Trucks:	65		3.7		57.3		55.1		84.1	-	64.
Heavy Trucks	65		9.8		54.7		56.		64.		64
Vehicle Noise.	73		1.6		68.6		63.	8	72.3	3	723
Centerline Distan	e to Noise Co	ntour (in feet)		70 a	94 7	650	76.6	T	50 dEA	T 65	dE.A
		1	do:	14	9	30	17		862	1.4	127

Scenar	no: Year 2035	With Proj	ect			Project N	'ame: Mo	nenc	Valley W	almart	
	ne: Cactus Avi					Job Nui	nber: 88	70			
Road Segme	vá: YVest of Fr	edenck S	treet								
	SPECIFIC II	APUT DA	ATA	**********					LINPUT	S	***************************************
Highway Data					Site Cor	nditions (f	land in 10	), So	ft = 15)		
Average Daily		60,581 W	ehoctes					tos:	15		
Peak Hour	Percentage:	10%				edium Truc			15		
Peak H	lour Volume:	6,058 vi	ebicles		Ffe	avy Truck	s (3+ Ax	(e s):	15		
Vs	thicle Speed	55 rr	ııph		Vahiate	287×					
Near/Far La	ine Distance:	98 fe	et			ricleType	1 0	3//	Evening	Shaht	Darly
Site Data						Au	tos: 71	.5%	12.9%	9 6%	97.42%
Ba.	rrier Keight:	0.0 1	feet		A-	ledium Tru	clus. 84	.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0				Heavy Tru	oks: 86	.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 (	heet		N	ource Ele					
Centerline Dist.	to Observer:	100.0 f	feet		Motse 3		0.00		eti		
Barrier Distance	to Observer.	0.0 f	feet			Autos: m Trucks:	2.28				
Observer Height	(Above Pad).	5.0 1	teet.			ин гласка: vy Trucka:	3.00		Grade Ad.	ivetenomi	0.0
P	ad Elevation:	0.0 f	feet		mea	ey truces.	8 00	0	Orace Au,	G SHIPSON.	0.0
Ro	ad Elevation:	0.0 f	feet		Lane Eq	ulvaient L	listance	(in t	6 <i>9</i> 2)		
	Road Grade:	0.0%				Autos:	87.31	8			
	Left View:	-80.0	degrees		Mediu	т Тицека:	87.21	4			
	Right View:	90.0	degrees		Hea	vy Trucks:	87.22	4			
FHWA Noise Mod	el Calculation	:5			i						
VehicleType	REMEL	Traffic F	10W	Distance		Road	Fresher		Barrier 4tt		m Atten
Autos:	71.76		5.00	-3.		-1.20		.77	0.0		0.00
Medium Trucks:	82.40		12.24	-3		-1.20		89	0.0		0.00
Heavy Trucks	86.40	-	16 19	-3.	73	-1.20	-5	16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo	and ba	rrier atte	nuation)						
Vehicle Type	Leg Peak Ho.	ur Le	g Day	Legi	Evening	Leg N			Ldn		WEIL
Autos	7	1.8	69	8	68.2		62.1		70.7	7	717
Mediam Trucks	65	5.2	83	7	57.4		55.8		64.3	3	64.5
Heavy Trucks:		i.3	83		54.8		56.1		64.4		64.5
Vehicle Noise:	73	1.4	71	.7	89.7		63.6		72.4		72.
Centerline Distan	ce to Naise C	ontour (li	n feet)								
					:d8A	85 d8		б	0 dBA		dBA
					117	944			670		

Friday, Nevernber 08, 2013

Scena	nlo: Year 2035	With Project		~~~~	Project N	ame: Morer	o Valley M	almart	~~~~
	ne: Cactus Ave					mber: 8870	,		
Road Segme	wit: East of Gra	tham Street							
	SPECIFIC IN	PUT DATA		monomo		ISE MODE		\$	mmmmm
Highway Data				Site Con	ditions (F	lard = 10, S	oft = 15)		
Average Daily	Traffic (Act):	55,142 vehicles	1			Autos	15		
Peak Hou	Percentage:	10%		Me	dium Truc	ks (2 Anles).	15		
Peak I	lour Volume:	5,514 vehicles		He	avy Truck	s (3+ Axles).	15		
V	shicle Speed:	55 mph		Volume	1874				
Near/Far La	ane Distance:	98 feet	H		icleType	Day	Evening	stignt	Daily
Site Data						tos: 77.59		9 5%	87.42%
0.	rrier Keight:	0.0 feet		An An	edium Tau	/os 84.69	4.8%	10.3%	1.84%
Barner Type (0-V		0.0			leavy Trus	sks: 86.69	2.7%	10.8%	0.74%
	ist to Barrier.	190.0 feet	-			etions (in f			
Centerline Dist.	to Observer:	100.0 feet	-	Pro156 54	Autos	n nan	990)		
Barrier Distance	to Observer.	0.0 feet		Calman and Cal	m Trucks:	2.297			
Observer Height	(Above Pad).	5.8 heet			y Trucis.	8.006	Grade Ad	ivetmani	0.0
P	ad Elevation:	0.0 feet	- [					por succession.	0.0
Ro	ad Elevation:	0.0 feet		Lane Eg		listance (în	feet)		
	Froad Grade:	0.0%			Autos:	87.318			
	Left View:	-90.0 degrees			т Тписка:	87.214			
	Right View:	90.0 dagreas		Heat	y Trucks:	87.224			
FHWA Noise Mod		3							
VehicleType	REMEL		listance	Finite	Road	Fresher	Barrier Alt		m Atten
Autos	71.78	4.58	-3.1		-1.20	-4.77		180	0.000
Medium Trucks		-12.65	-37	-	-1.20	-4.85		300	0.000
Heavy Trucks	86.40	-15 60	-3.7	3	-1.2D	-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and bar	rier atte.	nuation)					
VehicleType	Leg Peak Hou	ur Leg Day	Legi	vening	Leg N	ghi	Ldn		VEI.
Autos:	71	A 69.5	5	97.8		61.7	70.	3	70.9
Medium Trucks	64			57.0		55.4	63.5	9	64.1
Heavy Trucks:	64			54.4		55.7	64.1		64.1
Vehicle Noise:	73	1.0 71.0	3	88.3		63.4	72.1	)	72.5
Centerline Distan	ce to Naise Co	ontour (in feet)							
				d8A	85 dE		50 dBA		dBA
				0.0	0.000		600		O.C.E

Friday, November 69, 2013
Friday, November 69, 2013

Friday, Nove

	rio: Year 2035 VV ne: Cactus Aveni					ime: Morei ber: 8878	o Valley W	aimarr	
	nt: West of Head				300 1900	ster. dare			
************								*****	
Highway Data	SPECIFIC INP	UT BATA		Site Cor	NOI Hotitions (H		L INPUT	8	
Average Daily	Tes660 (Az8) - 60	.768 vehicles				Autos			
	Percentage:	18%		565	alurn Truch				
		.077 vehicles			avy Trucks				
	ehicle Spead.	55 mph	į						
	ine Distance:	S8 feet	1	Vehicle			Let 1	A C 1	F) >
Site Data				ven	iideType Aub	28: 77.53	Evening 12.9%	Night 9.6%	Daily 97.42%
					Aun Rakum Trac			10.3%	1 84%
	rrier Height:	0.0 feet			eaium i ruc Heavy Truc			10.8%	0.74%
Barrier Type (0-V		0.0			neavy muc	NS 00.01	5 2.790	10.650	0.74%
Centerline Di		100.0 feet		Noise S	ource Elev	ations (in	(sec		
Centerline Dist.		160.0 feat	1		Autos.	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks	2.287			
Observer Height		5.0 feet		Heal	vy Yrucks:	8.008	Grade Adj	ustment:	0.0
	ed Elevation.	O.C feet	-	/ P-	uivalent D		F0		
	ed Elevation: Road Grade:	0.0 feet	1	Cave Ed	Autos:	87.316	7001)		
		0.0%		44	m Trucks:	87.316			
	Left View. Right View:	-90.0 degrees			m i rucks: vv Trucks.	87.224			
	rigin view:	80.0 degrees		near	ry Trucns.	51.224			
FHWA Noise Mod	lei Calculations								
Verlicie Type			stance			Fresnel	Berner Afti		m Alten
Aulos	71.70	4.29	-3.7		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-13.00	-3.		-1.20	-4 88	0.0		0.000
Невгу Тruсна.	38.40	-16.96	-3	13	-1.20	-5.16	0.0	600	9 900
Unmitigated Nois			er atte	nuation)					
Verticle Type	Leg Peak Hour	Leg Day	Leg E	Vening	Leg Nig	iht	Ldn	Ci	νEΣ.
Aikas:	71.1	69.2		67.4		61.4	70.0		70.0
Medium Trucks.	84.5	63.0		56.6		55.1	63.6		63.8
Heavy Trucks:	64.5	63.1		54.0		55.3	83.7	, 	83.8
Vehicle Noise:	72.7	70.8		67.8		63.1	71.6	i	72.
Centerline Distan	ce to Noise Con	tour (in feet)							
			70	σB.A	65 dB.	Δ.	60 dBA	55	dB.A
		Loh).		28	278		585		283
		CMS7 ·		20	947		840		agn

Finday, November 69, 2013

Road Name:	Year 2005 V							reno Valle			
C	Cactus Aver	sur				Job Mus	nber: 88	7.0			
ricad Segment:	East of India	in Street									
SITE SP	ECIFIC IN	PUT DATA	******		**********	NO	ISE MC	DEL INP	UTS	******	nanananananananananananananananananana
Highway Data					Site Cor	nditions (f	dard = 16	l, Saft = 1:	9)		
Average Daily Tri	offic (Adt). 3	9,331 vehic	85				Αu	ios: 15			
Peak Hour Pe	ercentage:	1896			Me	edium Truc	48 (2 Axi	es): 15			
Peak Hou	ir Volume:	3,933 vehici	es	- 1	Re	eavy Truck	s (3+ Ax)	es): 15			
Vehic	de Speed.	65 roph		-	Vehicle	60iv					
Near/Far Lane	Distance:	36 feet				nideTvae	1 04	v Even	inal aci	aht i	Daire
ite Data								5% 12.			97.42%
Powle	er Heiaht:	0.0 feet			54	ledium Tru				3 3%	1 94%
Barrier Type (0-Wall		0.0 1661				Heavy Tru	cks: 86	.5% 2.	7% 16	3.6%	0.74%
Genterline Dist.		100 fi faet		1.							
Centerline Dist. to		100.0 feet		-	Noise S	ource Ele					
Barrier Distance to		0.0 feet				Autos.	0.00	-			
Observer Height (Ab		5.0 feet		- 1		im Trucks:	2.28				
	Elevation	0.0 feet			Hea	иу Тгиска:	8.00	8 Grade	: Adjusti	ment:	0.0
	Elevation:	0.0 feet		ľ	Lane Eq	ulvalent L	Distance	(in feet)			
Ro	ad Grade:	0.0%				Autos:	98.49	4			
	Left View.	-90.0 dean	336		Mediu	m Trucks:	98 40	4			
R	hght View:	90.0 degn	ees		Hea	vy Trucks.	98.41	3			
HWA Noise Madei	Calculations			i							
Vehicle Type	REWEL	Traffic Flow	D	stance	Finite	Pload	Fresnei	Barries	Atten	Bern	: Alten
Autos	71.78	3.13	2	-4.5	2	-1.20	-4	77	0.000		0.000
Medium Trucks:	82 40	-14.1	1	-4.5	1	-1.20	-4	88	0.000		0.000
Heavy Trucks.	96.40	-16.0	)	-4 5	1	-1.20	-5	16	0.000		9 900
nmitigeted Noise L	eveis (with	ut Topo and	i bam	er atter	uation)						
VehicleType Le	ng Peak How	Leg Da	14	LegE	vening	Leq N	ig/tf	Ldn	T	CN	EI.
Autos:	89.	2	67.3		65.5		59.5		66.1		66.7
Medium Trucks.	62.9	3	61.1		64.7		63.2		61.6		61.8
Heavy Trucks:	62.	3	61.2		52.2		53.4		61.8		81.9
Viehicie Maise:	70.	8	69.C		0.99		61.2		69.7		70.3
Verificier repraer.											
	to Noise Co.	ntour (in fee	17)								
Centerline Distance	to Noise Co.	ntour (in fee	Loh)		oBA IS	65 dl		60 d8.4		55 c	

	**********		***************************************	******	*******	******	****		*********	
Scenario: Ye								Valley W	almart	
Road Name: C					Job No.	imber 88	70			
Road Segment: Ea	sst of Flea	cock Street								
	CIFIC IN	PUT DATA						INPUT	9	
Highway Data				Site Co.	nditions (		·	f(≈15)		
Average Daily Traffi		3,555 vehicles					tos:	15		
Peak Hour Perce	enlage.	10%			edium Tru			15		
		4,356 vehicles		H	евну Тгис	ks (3+ Ax	(es):	15		
Venicle -	Speed:	55 mph		Vehicle	Mir					
Near/Fat Lane Di	siance.	36 feat		Vei	holeType	D	ay i	Evening	Nigix	Daily
Site Data				+	A	utos: 7	7.5%	12.9%	9.8%	87.42%
Barrier i	iaishr	0.0 feet		- A	ledium Tr	ucks: 64	19%	4.9%	10.3%	1.64%
Bernier Type (0-Wall, 1-		0.0			Heavy In	uchs. 88	3.5%	2.7%	10.8%	0.74%
Centerline Dist. to .		100.0 feat								
Centerline Dist. to Ot.	server:	100.0 feet		Noise S	aurae Ek			ery		
Barrier Distance to Ot	server:	0.0 feet			Autos um Trucks					
Observer Height (Abov	e Pady	5.0 feat			im i rucks vv Trucks			Grade Ad	i colono na	0.0
Pad Ele	vetion:	0.0 feet		Hea	vy i ruens	8.00	ю	Orace Au	uounem.	0.0
Road Ele	evation:	0.0 feet		Lane E	quivalent	Distance	(in f	eet)		
Road	Grade:	B.0%			Autos	99.49	4			
LE	fl View:	-90.0 degree	s	Medit	um Trucks	98.40	rij.			
Righ	x View:	90 0 degree	S	Hea	vy Trucks	98 41	3			
FHWA Noise Wodel Ca										
VehicleTyne Rt	WEL.	Traffic Flow	Distanc	9 Firite	- Road	Fresnel		Barrier Att	en Ber	m Atten
Autos	71.78	3.57	-4	.52	-1.20	-4	.77	0.0	100	0.000
Medium Trucks	82.40	- 13 67	-6	1.51	-1.20	-4	.68	0.0	100	0.000
Heavy Trucks:	66.40	-17.83	-4	1.51	-1.20	-6	16	0.0	100	0.000
Unmitigated Noise Lev	els (with	ut Topo and i	oanier et	enuation)						
VehicleType Leg :	Peak How	Leg Day	Lec	Evening	Legi	light		Lán	Ci	NEL
Autos:	68.		37.7	86 (		59.9		88 5		89 1
Medium Trucks:	63.1		31.5	55.1		53.6		52.1		92.3
Heavy Trucks	63.	1 6	31.6	52.8	3	53.8		62.2	2	62.3
										70.8

Friday, November 08, 2013

Centerline Distance to Noise Contour (in feet)

	Year 2035 Wit						e Valley VV	almart	
	Cactus Avenue			Jo	b Number	8870			
Road Segment.	West of Perris	Boulevard							
SITE S	PECIFIC INPL	JT DATA	*****	***********	NOISE	MODE	LINPUT	9	*******
Highway Data			Si	te Conditie	ns (Hard	≈ 10, S	oft ≈ 15)		
Average Daily L	raffic (Adl): 37 (	300 vehicles				Autos:	15		
Peak Hour P		10%		Mediun	1 Yrucks (2	Axles).	15		
Peak Hot	ur Volume: 3,1	700 vehicles		Heavy	Trucks (3+	Axles):	15		
Veni	cle Speed:	55 mph		hicle Miz					
Near/Far Lans	Distance.	36 feat	**	Vehicle?	ima I	Dav	Eveninal	Night	Dally
Site Data				venue	Autos:	77.5%			87 4 2%
				a double	n Trucks:	64.9%		10.3%	1.64%
	er Height	0.0 feet			v Trucks.	88 5%		1D 8%	0.74%
Barrier Type (0-Wa Centerline Dist		0.0 00.0 feat		11241	, , , , , , , , , , , , , , , , , , , ,	00.07		10.070	Q., 17
Centerline Dist. to		UC.O feet DD.O feet	No	oise Sauro	e Elevatio	ns (in f	e <i>t)</i>		
Barrier Distance to		G O feet				0.000			
Observer Height (A.		5.0 feet		Меайит Те		2 2 9 7			
	(Elevetion	0.0 feet		Heavy Tr	uchs: 8	3000	Grade Adj	ustment.	0.0
	i Elevation	0.0 feet	L	ne Equiva	lers Dista	nge (In	feat)		
	nad Grade	0.0%	1			1494			
		90.0 degrees		Medium Tr	uche: 9	3.404			
, , ,		90 0 degrees		Heavy 77	uchs: 9	3 413			
FHWA Noise World	Calculations								
VehicleType		raffic Flow Dis	fance	Finite Roa	d Free	sne/	Barrier All	en   Ber	n Atten
Autos	71.78	2.86	-4.52	-1.	28	-4.77	0.0	100	0.000
Medium Trucks	82.40	-14.38	-4.51	-1.	20	-4.58	0.0	100	0.008
Heavy Trucks:	89.40	-18.33	-4.51	-1.	20	-5.16	0.0	100	0.009
Unmitigated Noise	Levels (without	Topo and barri	r ettenu	ation)					
VehicleType 1.	eq Peak Hour	Leg Day	Leg Eve		.eq Night		Lán		Æ
Autos:	68.8	87.0		85.3	58		87 6		88 4
Medium Trucks:	62.3	6.08		54.4	52		81.4		61.8
	62.3	60.9		51.9	53		61.5		61.5
Heavy Trucks				85.8		8	89.5		683
Heavy Trucks Vehicle Noise.	70.5	89.7		93.0	90				
								T	
Vehicle Noise.			70 dE		65 dBA		0 dEA 427		dE/4

Scenar	no: Year 2035	With Project				Project Na	me: Morer	in Valley W	almart	
	ne: Cactus Avi					Job Num	ber: 8870			
Road Segme	vá: YVest of Inc	dian Street								
	SPECIFIC II	APUT DATA		-	***********			LINPUT	S	**********
Highway Data					Site Cor	ditions (He				
Average Daily	Traffic (Adl)	39,564 vehocte	5				Autos			
Peak Hour	Percentage:	10%		- 1		elium Truck				
Peak F	laus Valume:	3,956 vehicle	S	- 1	He	avy Trucks	(3+ Axles).	15		
Ve	thicle Speed	55 mph		- 1	Vahiate	Affir				
Near/Far La	ine Distance:	36 feet		t		icleType	Day	Evening	Strate	Daily
Site Data						Auto	s: 77.59	12.9%	9 6%	97 4 2%
Ba	rrier Keight:	0.0 feet			M	edium Truci	cs. 84.69	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0				Heavy Truck	s: 96.69	5 2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	Noise C	ource Elevi		io anth		
Centerline Dist.	to Observer:	188.9 feet		- 1	2910760 31		0.000	neti		
Barrier Distance	to Observer.	0.0 feet		- 1	and a second	Autos: m Trucks:	2.297			
Observer Height	(Above Pad).	5.0 teet				т гиска: ы Тгиска:	8 006	Grade Ad	iu atanomi:	0.0
p.	ad Elevation:	0.0 feet		- 1	near	ly itusiro.	5 000	Oldac Ha	varrorn.	0.0
Ro	ad Elevation:	0.0 feet		ſ	Lane Eq	uivaient Di	tance (in	feet)		
	Road Grade:	0.0%		- 1		Autos:	98.494			
	Left View:	-90.0 degre	es			т Тписка:	98.404			
	Right View:	90.0 degre	es		Hear	ry Trucks:	98.413			
PHWA Noise Mod	el Calculation	:5								
VehicleType	REMEL	Traffic Flow	Oi	stance		Road I	resner	Barrier Att		m Atten
Autos:	71.76			-4.5		-1.20	-4.77		100	0.000
Medium Trucks:	82.40			-4 (	51	-1.20	-4.89		100	0.000
Heavy Trucks	86.40	-18 04		-4.5	51	-1.20	-5.16	0.0	100	0.000
Unmitigated Nois			barr	ier atte	nuation)					
Vehicle Type	Leg Peak Ho.	ur Leg Daj	7	Leg E	vening	Leq Nig		Ldn	O O	WEIL
Autos			67.3		65.5		59.5	68.		68.
Medium Trucks			81 1		54 7		532	61.6		61.5
Heavy Trucks:			81.2		52.2		53.4	61.1		61.
Vehicle Noise:	70	0.0	89.0		86.1		61.2	.69	9	70.2
Centeriine Distan	ce to Naise C	ontour (in feet	)							
			7		d8A	85 dB/	1	60 dBA		dBA

Friday, November 08, 2013

	******						*****		******		*********
					****		****	****			
	io: Year 2035 i								o Valley M	/almart	1
	e: Cactus Ave					Job N	umber.	8870			1
Road Segmen	of: East of Pen	is Beulavard									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data				8	ite Can	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 3	2,098 vehicle	S					Autos:	15		1
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Anles):	15		1
Peak H	laur Valume:	3,210 vehicle	S		He	avy Truc	:ks (3+	Axles):	15		
	hide Speed:	55 mph		v	ahiate i	Mix					
Near/Far La	ne Distance:	38 feet			Ven	icleType	T	Oev	Evening	filight	Daily
Site Data							lutos:	77.5%	12.8%	9 636	87 42%
0	rrier Keight:	0.0 feet			An An	edium Tr		84.6%		10.3%	
Barner Tvoe (0-W		0.0 1000				Heavy Tr	UOAS:	86.5%	2.7%	10.9%	0.74%
Centerline Dis		100.0 feet		L.,							
Centerine Dist		100.0 feet		A	oise Se	ource El	evatio	ns (in f	set)		
Barrier Distance		0.0 feet				Autos		0.000			1
	Diserver Height (Above Pad). 5 0 feet					т Тпискі	: 2	2.297			- 1
					Heav	у Тгискі	s. S	900	Grade Ad	ijustmeni	0.0
	Pad Elevation: 0.0 feet  Road Elevation: 0.0 feet				ana Ec	ulvaient	Clieta	nce (in	faat		
	ru zrevenon. Finad Grade:	0.0 feet 0.0%		-	unc en	Autos		3.494			
,	Froatt Gradet Left View				14- AL	ликок т Тписки		3.484 3.404			- 1
		-90.0 degree				m Trucki w Trucki		3.413			- 1
	Rigiti View:	90.0 degree	es.		riea	gr ir uciki	i. 90	2,410			
FHWA Noise Mode	el Calculation:	,									
VehicleType	REMEL	Traffic From	0	istance	Finite	Road	Fred	STREET.	Barrier Alt	en Ber	m Atten
Autos	71.79	2.24		-4.52		-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-15.00		-4.51		-1.20		-4.85	8.8	300	0.000
Heavy Trucks	86.40	-18 95		-4.51		-1.2D		-5.16	9:	300	0.000
Unmitigated Noise	e Levels (with	ut Topo and	ban	ier atten	iation)						
VehicleType	Leg Peak Hou	r Leg Day	-	Leg Ev	ening	Leq.	Nighi		Ldn	C	NEL.
Autos:	68	3	68.4		94.8		58	.8	67.	2	67.8
Medium Trucks	61	7	80 2		53.8		52	3	60.	7	61.0
Heavy Trucks:	61	7	80.3		51.3		52	.5	69.	9	0.19
Vehicle Noise:	69	9	88.1		85.2		69	.3	63.	3	69.3
Centeriine Distanc	e to Noise Co	ntour (in feet	)								
				70 di		85:			50 dBA		dBA
			Lan:	64	64 190 398 637						37

Friday, Nevention 08, 2013

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Friday, Nevernber 08, 20

	rio: Year 2035 W						o Valley V	simart	
	ne: Cactus Aven				Job Murr	ber: 8870			
Road Segme	inf: East of Kitch	ing Street							
	SPECIFIC INP	UT DATA					L INPUT	3	
Highway Data				Site Con	ditions (H	erd = 10. S	oft = 15)		
Average Daily	Traffic (Adt). 25	,117 vehicles				Autos			
Peak Hou	Percentage:	10%				s (2 Axies)			
Peak I	Hour Volume: 2	,512 vehicles		He	avy Trucks	(3+ Axies)	15		
Ve	stricle Speed.	55 mph	- }	Vehicle !	iniv				
Near/Far Le	ine Distance:	36 feet	1		ideTvae	Day	Evening	Night	Daity
Site Date					Auf	as: 77.51	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	G C feet		5/8	edium Truc	ks: 84.89	4.9%	19.3%	1 84%
Barrier Type (0-V		0.0			leavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline D		100.0 feet		W-7 6		ations (in t			
Centertine Dist.	to Observer.	160.0 feat	-	maise Sc			eny		
Barrier Distance	to Observer	0.0 feet		A diameter	Autos. m Trucks:	2.287			
Observer Height	(Above Padi:	5.0 feet					Grade Adj		
	ad Elevation.	D.C feet		Hear	y Trucks:	6.008	Grade Aug	DOLLIETA.	0.0
Ro	ed Elevation:	0.0 feet	- 1	Lane Eq	uivalent D	stance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0 degrees		Heav	y Trucks.	98.413			
FHWA Naise Mag	lei Calculations		i						
Vehicle Type	REMEL	Traffic Flow   Di	stance	Finite	Road	Fresnel	Berner Afte	en Ben	m Alten
Aulos	71.78	1.16	-4.5	52	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	82.40	-16.08	-4.5	51	-1.20	-4 88	0.0	00	0.000
Неву Тrucкв.	98.40	-20.02	-4 6	51	-1.20	-5.16	0.0	69	0.000
Unmitigated Nois	e Levels (withou	ut Topo and bam	ier atte	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	iht :	Ldn	C	WEZ.
Aikas.	87.2	65.3		63.6		57.5	66.1		66.7
Medium Trucks.	50.6	59.1		52.6		51.2	59.7		59.9
Heavy Trucks:	60.7	59.2		50.2		51.5	58.8		58.9
Vehicle Noise:	68.6	67.1		64.1		58.2	67.8		69.3
Centerline Distan	ce to Noise Cor	itour (in feet)							
				dBA	65 dB.	٥	SO dBA		dBA
		/ ob		7.1					11
		LOD.		7.1	153		330		0.5

Finday, November 69, 2013

Scenario:	Year 2005	With Project				Project i	Varne: 1	doren	o Valley W	simset	
Road Name:						Job Mu	imber: 6	1870			
Fload Segment:	West of inc	lian Straet									
	ECIFIC IN	PUT DATA							LINPUT	8	
Highway Data				S	ite Cor	ditions (	Hard = :	10, Sc	ift = 15)		
Average Daily Tr	offic (Adt).	20,044 vehicle	s				A	lutos:	15		
Peak Hour Pe	ercentage:	10%			Me	olum Tru	048 12 A	x106J:	16		
Peak Hou	r Volume:	2,004 vehicle	S		Re	avy Truc	ks (3+ A	xies):	15		
Vehic	de Speed.	65 mph		132	etric is	80iv					
Near/Far Lane	Distance:	36 feet		i i		ildeTvae	- 1	Oav	Eivening	Night	Daire
Site Data								77 5%		9.6%	97.42%
	er Heiaht:	3.0 feet			54	edium Tri		94.8%		10.3%	1 84%
Barrier Type (0-Wal		0.0 rees				Heavy Th		86.5%		10.6%	0.74%
Centedine fast		100 fi faet									
Centerline Dist. to		100.0 feet		10	aise S	ource Ek			98 <b>3</b>		
Barrier Distance to		0.0 feet				Autos					
Observer Height (At		5.0 feet				m Trucks					
	Elevation	0.0 feet			Heat	иу Тгиско	6.6	69	Grade Adj	usiment:	0.0
	Clevation	0.0 feet		17	ane Ea	uivalent	Distanc	e (in	feet)		
	ad Grade:	0.0%				Autos			×		
	Left View	-90.0 degre	90		Mediu	m Trucks	98.4	104			
F	hght View:	90.0 degre			Heat	vy Trucks	98.4	118			
FHWA Noise Model											
Vehicle Type	REWEL	Traffic Flow		fstance	Finite	Pload	Fresno		Barrier Att		n Allen
Autos	71.78	0.20		-4.52		-1.20		4.77	0.0		0.080
Medium Trucks:	82 40	-17.04		-4.51		-1 20		4 88	0.0		9.800
Heavy Trucks.	96.40	-21.0D		-4 61		-1.20		5.16	0.0	60	9 990
Inmitigated Noise L	eveis (with	out Tops and	ban	ier attenu	ation)						
	eq Peak Hou			Leg Ev		Leq?			Ldn		wEZ.
Autos:	86		64.4		62.6		56.5		65.3		65.8
Medium Trucks.	59		69.1		61.6		60.2		56.7		56.9
Heavy Trucks:	59		58.3		49.2		50.5		58.6		58.0
Vehicle Noise:	67	.8	68.1		63.1		58.2		3.98		87.3
Centerline Distance	to Noise Co	ontour (in feet	6								
				70 di	3.4	65 c	8.4	- 6	i0 dB.4	55	dB.4

Scenario: Year								ic Valley Vv	almart	
Road Name: John Road Segment: Wes					Job N	lumbar.	8970			
***********************		************								
SITE SPECIA Highway Data	IC IN	PUT DATA		Site Con				LINPUT	5	
<del></del>				Site Con	ONIONS	(maro				
Average Daily Traffic (							Autos:			
Peak Hour Percent		10%			dium Tr					
Peak Hour Volu		1,810 vehicles		He	ary Tru	oks (J+	Axies):	15		
Venicle Sp		55 mph		Vehicle I	Wix					
Near/Far Lane Dista	nce.	36 feat		Veh	eleType	2	Day	Evening	Niglx	Dally
Site Data						Autos:	77.59	12.8%	9.8%	97.42W
Barrier Hei	ohr:	0.0 feet		0.6	edium T	rucks:	84.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Ba		0.0		,	teasy I	rucks.	88.59	6 2.7%	10.8%	0.74%
Centerline Dist. to Ba		100.0 feat		Noise S						
Centerline Dist. to Obse	rver:	100.0 feet		NOIST S				eon		
Barrier Distance to Obse	rvev:	0.0 feet		Adm of the	Auto m Truck		297			
Observer Heighl (Above F	(ad)	5.0 feat			er Truck		.006	Grade Ad	Systemant	0.0
Pad Eleve	tion:	0.0 feet			*				i di di mana	. 0.5
Road Eleva	tion:	0.0 feet		Lane Eq	uivalen	t Dista	ce (in	feet)		
Road Gr	ade:	0.0%			Auto	s: 96	.494			
Left V	iew:	-90.0 dagrea	s		m Truck		.404			
Right V	iew:	90 0 degree	S	Hear	y Truch	s: 99	413			
FHWA Noise Model Calcu	lations									
VehicleTyne REM		Traffic Flow	Distance		Road	Fres		Barrier Att		
Autos	71.78	-0.76	-4.	52	-1.20		-4.77	0.0	000	0.000
	82.40	-17.99	-4.	51	-1.20		-4.58	0.0	100	0.003
Heavy Trucks:	66.40	-21.95	-4.	51	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Levels			oarrier atte	nuation)						
VehicleType Leg Pe-	ak How	Leg Day	Leq:	Evening	Leg	Night	T	Łán		NEL
Autos:	65.3		33 4	61.6		55	6	84 :	5	84 9
Medium Trucks:	58.		77.2	50.8		49	3	57.		58.0
Heavy Trucks	59.3		7.3	48.3		49		57.1		58.0
Vehicle Noise	86		15.1	62.2		57	0	65.1	`	68.3

Friday, November 88, 2913

Scenario	: Year 2035	With Pr	giect			Project N	ame: More	ne Valley W	almart	
Road Name	: John F. Ki	ennedy D	Prive			Job Nun	nber: 8870			
Road Segment	: East of Inc	ian Stre	et							
SITES	PECIFIC I	MOUTE	ATE	**********		NO.	ISE MOD	EL INPUT	g	*******
Highway Data	,				Site Co.	iditions (h				
Average Cally I	raffic (AdD):	21.200	veticles				Autos	15		
Peak Hour F		109			Mic	dium Truci	ks (2 Axles	. 15		
	ur Volume	2.120	vehicles		He	any Trucks	: (3+ Axles	: 15		
Ven	icle Speed:	55	moh	-	Vehicle					
Near/Far Lan	e Distance.	36	feat	F		noieType	Dav	Eveninal	Night	Dally
Site Data					ver	Au			74/gra 9 8%	
						ли ledium Truc			10.3%	1.643
	ier Height:		feet			eaam ruc Heavy Truc			10.8%	0.749
Barrier Type (0-Via		0.0				neary ma.	wa. 60.u	70 2.176	10.0%	G.741
Centerline Dist		100.0		Ī	Noise S	aurce Elev	ations (in	fest)		
Centerline Dist. In		100.0				Autos:	0.000			
Barrier Distance to			feet		Media.	m Trucks:	2 297			
Observer Height (A			feet		Hea	vy Trucks	8.006	Grade Ad	ustment.	0.0
	d Elevation:		feet	-						
	d Elevation:		feet	ŀ	Lane Ec	uivalent D		reep		
R	oad Grade	0.0				Autos:	98.494			
	Left View:		degrees			m Trucks	98,464			
	Right View:	90.0	degrees		mea	vy Trucks:	98 413			
FHWA Noise Wode	Catovistica	25		L						
VehicleType	REMEL	Traffic	Flow D	siance	Firite	Road	Fresnel	Barrier All	en Ber	m Alten
Autos	71.78		0.44	-4.5	2	-1.20	-4.77	0.0	100	0.00
Medium Trucks	82.40		- 16 80	-4.5	1	-1.20	-4.5%	0.1	100	0.00
Heavy Trucks:	86.40		-20.75	-4.5	1	-1.20	-5.16	0.0	100	0.00
Unmitigated Noise	Levels (with	hout To	oo and ban	ier etter	nuationi					
VehicleType I	Jeg Peak Ho	w i	eq Day	Leg E	vening	Leg Ni	atit	Edn	Ci	VEL
Autos	6	6.5	84.6		82 E		56.8	85 -	1	86
Medium Trucks:	6	9.9	58.4		52.0		50.5	58.	3	59.
Heavy Trucks.	- 5	9.9	59.5		49.5		50.7	59.		59
Vehicle Noise.	6	8.1	66.3		63.4		58.5	67	3	67
Centerline Distance	e to Noise C	antaur	în feeti							
			Z	70	dB/A	65 dE	4	60 dBA	.55	dE.A
			7 do		4	137		295		35
			ONEL:		18	137		31.7		83

			-						15 15		
Average Daily Peak Hour	Percentage:	10%			Me	edium Tru	cks (2 A	orles):	15		
	laur Valume:	1,545 vehicle:	5		Ffe	avy Truc	ks (3+ A	ixles):	15		
	hicle Speed	55 mph		1	Vehicle	Mix					
Neav/Far La	ne Distance:	36 feet		t	Vet	icleType		Day	Evening	Stight	Daily
Site Data						А	utos:	77.5%	12.9%	9 6%	97 4 29
Ba.	rrier Keight:	0.0 feet			A	ledium Tr	ucios.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0		- 1		Heavy Tr	ucks:	96.6%	2.7%	10.8%	0.749
Centerline Di		100.0 feet		-	M-2	ource Ek					
Centerline Dist.	to Observer:	100.0 feet		-	Morse 3	Autos		100	ez)		
Barrier Distance	to Observer.	0.0 feet			2.1-20	Autos m Trucks		190			
Observer Height (	Above Pad).	5.9 teet				чт і тыска «v Trucks			Grade Ad.	iu atanomi:	0.0
P _i	ad Elevation:	0.0 feet								G SUTTES AL	0.0
Ro	ad Elevation:	0.0 feet		ſ	Lane Eq	uivaient	Distant	e (in	6et)		
	Road Grade:	0.0%				Autos	38.	494			
	Left View:	-90.0 degree	28		Mediu	m Trucks	98.	4D4			
	Pight View:	90.0 degree	es		Hea	vy Trucks	98.	413			
FHWA Noise Mod	el Calculation										
VehicleType	REMEL	Traffic Flow	Oi-	stance		Road	Fresh		Barrier 4tt		m Atten
Autos:	71.76	-0.93		-4.5		-1.20		4.77	0.0		0.00
Medium Trucks:	92.40	-18.17		-4.5		-1.20		-4.89	0.0		0.00
Heavy Trucks	86.40	-22 13		-4.5	11	-1.20		-5.18	9.0	100	0.00
Unmitigated Nois											
	Leg Peak Ho			Leg E	vening	Leq!			Ldn		VEIL
Autos	65		63.2		61.5		55.4		64.0		64.
Mediam Trucks	58		57.0		50 9		491		57.F		57.
Heavy Trucks:	58		57.1		48.1		49.3		57.7		57.
Vehicle Noise:	86	.7	84.9		82.0		57.1		65.7	,	66.
Centeriine Distan	ce to Naise C	ontour (in feet	,								
					d8A	85.5		ť	0 dBA		dBA
			l esa:		51	11			238		14

Friday, November 08, 201

			****		61853	520,000	1000			
Scena	rio: Year 2036	With Project				Project N	lame: Morer	io Valley W	almart	
Road Ner	ne: John F. Ki	ennedy Drive				Job Nu	mber: 8870			
Road Segme	wiz: YVest of P	emis Boulevan	ź							
	SPECIFIC I	NPUT DATA			www		HSE MODE		S	***********
Highway Data					Site Car	nditions (I	dand = 10, S	oft = 15)		
Average Daily	Traffic (Act)	25,680 vehicl	es				Autos	15		
Peak Hou	r Percentaae:	10%			Me	edium Truc	ks (2 Arles).	16		
Peak I	Hour Volume:	2.580 vehicl	es		He	avv Truck	8 (3+ Axles).	15		
Ve	shicle Speed	55 mph		- 1-	/ohicte	A92				
Near/Far La	ane Distance:	38 feet		H		nicleType	Dav	Evening	Night	Daily
Site Data					V CV		tos: 77.59		9 6%	87.42%
					4.0	nı. Iedium Tru			10.3%	1.84%
	rrier Keight:	0.0 feet		- 1		Heavy Tru			10.3%	0.74%
Barrier Type (0-V		0.0				10009 110	uno. 05.67	E.170	10.070	0.1476
	list to Barrier.	100.0 feet		17	Voise 5	ource Ele	vations (in f	eet)		
Centerline Dist.		100.0 feet		Γ		Autos:	0.000			
Barrier Distance		0.0 feet			Mediu	m Trucks:	2.297			
Observer Height		5.8 heet			Hear	ey Trucks.	8 9 9 8	Grade Ad	justment:	0.0
	ad Elevation: ad Elevation:	0.0 feet 0.0 feet			ana Fa	nduniant i	Nistance (in	te art		
PSC	Foad Grade:	0.0 feet 0.0%		1	ane En	Autos:	98.494	1009		
	Froat Grade:				14-20	мисов: т Тпискв:				
	Pialž View:	-90.0 degr				m i mais. w Trucks:				
	rogiz view:	90.0 degr	ees		mean	egr Francisco.	90,413			
FHWA Noise Mod	lei Calculation	75								
VehicleType	REMEL	Traffic From	Dis	lance		Road	Frestier	Barrier Alt	en Ben	n Atten
Autos:		1.2	3	-4.5		-1.20	-4.77	0.0	100	0.000
Medium Trucks:	82.40	-15.9	4	4.5		-1.2B	-4.85	0.0	300	0.000
Heavy Trucks	86.40	-19.9	3	-4.5		-1.2D	-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (witi	hout Topo an	i barrie	ratten	uation)					
VehicleType	Leg Peak Ho	ur Leg Di	25'	Leg E	ening	Leg N	ight	Ldn	C/	Æ1.
Autos	6	7.6	65.5		63.7	,	57.8	68.3	3	68.9
Medium Trucks	6	0.7	59.2		52.8		513	58.1	3	60.0
Heavy Trucks	. 6	0.0	59.4		50.3		51.6	59.9	3	60.1
Vehicle Noise:	8	9.9	87.2		84.2		59.3	67.	3	66.4
Centeriine Distan	ce to Naise C	ontour (in fe	rt)							
				70 :	18 <i>A</i>	85 di	B.A.	69 dBA	55	dBA
			Edn:	7	2	156	3	336	7	24

Friday, November 98, 2013

iday, Nevernber 08, 2013

	o: Year 2035 Wit						reno Valley V	Vaimarr	
	s: John F. Kenne				Job Murn	ber: 887	0		
Road Segmen	f: East of Perris	Boulevard							
	SPECIFIC INPL	JT DATA					DEL INPUT	rs	
Highway Data				Site Con	ditions (H				
	Fraffic (Adt). 31,					Aut			
Peak Hour I		10%			alum Truck				
		135 vehicles		He	avy Trucks	(3+ Axie	s): 15		
	ncie Speed.	55 mph	- 1	Vehicle I	My				
Near/Fer Lar	ne Distance:	36 feet			ideType	Da.	y Evening	Night	Daity
Site Date					Auto	18: 77	5% 12.9%	9.6%	97.42%
Bar	rier Heiaht:	0.0 feet		5/8	edium Truc	s: 94.	8% 4.9%	19.3%	1 94%
Barrier Type (0-W	all, 1-Berml.	0.0		+	leavy Truci	er 86.	5% 2.7%	10.6%	0.74%
Centerline Dis	t to Barrier: 1	00.0 feet	- 1	Maine C	ounce Elevi	ware /	n de and		
Centerline Dist. (	o Observer. 1	GO.C feat	- }	MONE SE	Autos	0.000			
Barrier Distance f	o Observer	0.0 feet		A decision of	m Trucks	2.287			
Observer Height (/	Above Pad):	5.0 feet			v Trucks:	6.008	Grade Ac	ti referent	e n.a
Pa	d Elevation.	0.0 feet		mean	y rrocno.	0.000	Diame A	goorno:n	. 0.0
Ros	d Elevation:	0.0 feet	- [	Lane Eq	uivalent Di	stance (	in feet)		
F	Road Grade:	0.0%			Autos:	98.494			
	Left View	90.0 degrees		Mediu	m Trucks:	98 404			
	Right View:	90.0 degrees		Heav	y Trucks.	98.413			
FHWA Naise Made	i Calculations		i						
Verticae Type	REMEL 19	raffic Flow   Dis	dance	Finite	Road	resnel	Berner Af	ten Bei	m: Alten
Aulos	71.78	2.14	-4.5		-1.20	-4	77 C.	.000	0.000
Medium Trucks:	82.40	-15.10	-4.5		-1.20	-41	90 O.	.000	0.000
Heavy Trucks.	36.40	-19.05	-4 5	1	-1.20	-5.1	16 G.	000	9 990
Unmitigated Noise	Levels (without		er atte	nuation)					
	Leg Peak Hour	Leg Day	Leg E	vening	Lea Nig		Ldn		WEL.
Autos:	88.2	66.3		64.5		58.5	67.		67.3
Medium Trucks.	51.6	69.1		63.7		62.2	60.		60.9
Heavy Trucks:	61.8	60.2		51.2		52.4	80.		80.9
Vehicle Noise:	69.8	0.89		65.1		60.2	68	.7	69.3
Centerline Distanc	e to Noise Cont	our (in feet)							
		L		dBA	65 dB:	1	60 dBA		dBA
		Loh.		12	178		383		324
		CNEL		19	191		412		367

Fitday, November 69, 2013

Scenark	o: Year 2005 1	With Project			Project N	lame: Morei	no Valley V&	simarr	
Road Name	e: Gentian Av	enue			Job Nui	mber: 8876			
Fload Segmen	f: West of Ind	ian Straet							
SITE S	SPECIFIC IN	PUT DATA	*********		NC	ISE MODE	EL INPUTS	;	**********
Highway Data				Site C	onditions (I	fard = 10, S	aft = 15)		
Average Daily 1	Traffic (Adt).	3,268 vehicles	3			Autos	1.5		
Peak Hour I	Percentage:	10%		1 /	Aedium Truc	48 (2 Axies)	1.5		
Peak Ho	our Volume:	328 vehicles	s	1 1	deavy Truck	s (3+ Axies)	15		
Vet	nole Speed.	45 roph		Vehic	to filling				
Near/Far Lar	ne Distance:	36 feet			shideTvae	Dav	Evenina	Night	Daire
Site Data						tos: 77.59		8.6%	97.42%
	rier Heiaht:	3.0 feet			Medium Tru			10.3%	1 84%
Barrier Type (0-W		0.0 rees			Heavy Tru			10.8%	0.74%
Centedine file		100 fi faet							
Centerline Dist. (		100.0 feet		Noise	Source Ele		eet)		
Barrier Distance f		0.0 feet			Autos.	0.000			
Observer Height (		5.0 feet			ium Trucks	2.297			
	d Elevation	0.0 feet		He	avy Trucks:	6.00%	Grade Adj	usiment:	0.0
	d Elevation	0.0 feet		Lane	Caulvalent L	Distance (in	feeti		
	Road Grade:	0.0%			Autos	98.494	×		
	Left View	-90.0 degree	· e	Med	ium Trucks:	98 404			
	Right View:	90.0 degree		He	evy Trucks.	88.413			
HWA Naise Made	i Calculation	·							
Vehicle I voe	REME	Traffic Flow	Distant	or Fin	te Road i	Fresnei	Barrier Afte	n Bee	n Alten
Autos	68.46	-6.78		4.52	-1.20	-4.77			0.000
Medium Trucks:	79 45	-24.02		4.51	-1.20	-4 88	0.0	00	0.000
Heavy Trucks.	94.25	-27.9B		4.61	-1.20	-5.16	0.0	B9	9 9 9 0
Inmitiaeted Noise	Leveis (with	out Toos and	barrier a	tenuation	7)				
VehicleType	Leg Peak Hou	r Leg Day	Le	g Evening	Leg N	ight	Ldn	Cl	WEZ.
Autos:	56	0 6	54.1	52	.3	46.2	54.9		55.5
Medium Trucks.	49	.7 .	48.2	41	.6	40.8	46.8		49.0
	50	.8 4	49.1	40	.1	41.4	48.7		48.6
Heavy Trucks:						***********			
Heavy Trucks: Vehicle Noise:	57	.8 .5	58.1	52	.9	48.2	56.8		57.3
Vehicle Noise:				52	.9	48.2	56.8		57.2
				62 70 dBA	.8 65 dl		56.8 80 dBA	55	57.3 dBA

Road Name: .		idy Drive				Project in Job Nu			c Valley VV	almart	
Road Segment: \	*************	***********						~~~			
SITE SPI Highway Data	ECIFIC INPL	JT DATA			Site Con				LINPUT	5	
		Brick I I			one con	awons (			15		
Average Daily Tra Peak Hour Per		JZ6 Vehicles				Sum True		Autos:	15		
Peak Hour Per Peak Hour		10% RR3 vehicles				auan Truck anv Truck					
	volumer a, Someti	55 mah			/161	any iruch	2 (3+)	exieta).	15		
Near/Far Lane I	,	38 feet			Vehicle f	dix					
	Jiscentue.	20 last			Vehi	deType			Evening	Nigix	Dolly
Site Data								77.5%			87.42%
Barrie	Height:	0.0 feet				dum Tru		64 9%		10.3%	1.64%
Barrier Type (0-Wall)	1-Berm):	0.0			F	leavy Inu	CNS.	88.5%	2.7%	10.8%	0.74%
Centerline Dist. to	Bəmer 1	00.0 feat		- h	Noise Sc	uree Fle	vation	s fin f	edi		
Centerline Dist. to C	bserver: 1	00.0 feet		F		Autos		100			
Barrier Distance to C		D O feet			Mediur	n Trucks		297			
Observer Height (Abo		5.0 feat				v Trucks		006	Grade Ad	ustment.	0.0
	levetion:	0.0 feet		-							
	Revation:	D O feet		1.5	Lane Equ				feet)		
	d Grade:	D.0%				Autos:					
		90.0 degrees				n Trucks		404			
Rig	ght View:	90 0 degrees			Heav	y Trucks:	59	413			
FHWA Noise World C		rathic Flow	F	ance	1 Finite	0	Fresi		Barrier Att		244
Autos	71.78	1.85	LAS	-4.5		-1.20		477	0.0		0.000
Medium Trucks	82.40	-15.29		-4.5		-1.20		-4.77 -4.58	0.0		0.000
Heavy Trucks	62,40 88,40	-19 24		-4.5		-1.20		-9.00 -5.16	0.0		0.000
Unmitigated Naise Le						-1.20		-0.70	0.0		0.000
	Peak Hour	Leg Day			vening	Leg N	light	Τ	Lán	Ci	VEL
Autos	68.0	66	1		64.3		583		86.5		87 5
Medium Trucks:	61.4	58	.9		53.5		52.0	ı	90.8	i	90.7
Heavy Trucks	61.4	60	.0		51.0		52.2	!	60.8	3	60.7
Vehicle Noise.	69.6	67	.8		64.9		60.	)	68.8	3	69.0
Centerline Distance t	o Noise Cont	our (în feet)									
				70 -		65.8			SO HEA	1 55	de A

Friday, November 88, 2913

	nio: Year 20,35 V							e Valley VV	almart	
	ne: Gentian Ave int: East of Perr				JOD IVU	nber. 89	370			
000000000000000000000000000000000000000	SPECIFIC IN	****************	******	********	ki r	HEE MA	one	LINPUT		********
Highway Data	0, 2, 3, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1,			Site Con	ditions (i					
Average Cally	Losffic (Adl):	7.596 vehicles				A	itos:	15		
	Percentage.	10%		Med	Sum Truc	ks /2 Ax	les).	15		
	lour Volume	760 vehicles		He	ny Truck	s (3+ Ax	(es):	15		
Ve	mide Speed:	40 mph	-	lehicle f	e/-					
Near/Far La	ne Distance.	12 feat	H.		aleTvpe	1.7	av	Evening	Night	Dally
Site Data							7.5%		9.6%	
		0.0 feet		0.60	dum Tru		4.9%		10.3%	1.64%
	rrier Height	0.0 feet 0.0			leavy Inu		8.5%		10.8%	0.74%
Barrier Type (0-V Centerline O		100 0 fear	L							
Centerline Dist.		100.0 feet		Voise So	urce Ele			e <i>tj</i>		
Barrier Distance		0.0 feet			Autos:	0.00				
Observer Height		5.0 fest			n Trucks:	2.28				
	lad Elevation:	0.0 feet		Heav	/ Trucks	8.00	)E	Grade Ad	justment.	0.0
	ad Elevation	0.0 feet	17	ane Eq	ivalent f	istance	Bn	feet)		
	Road Grade	0.0%	- 1		Autos:	89.94	15			
	Left View:	-90.0 degrees		Mediur	n Trucke	99.85	16			
	Right View:	90 0 degrees		Heav	/ Trucks:	98 88	36			
FHWA Noise Was	lel Cateulations									
VehicleType	REMEL.		siance	Finite		Fresne		Barrier Att		ro Alten
Autos	86.51	-2.83	-4.6		-1.20		1.77		100	0.000
Medium Trucks	77.72	-19 97	-4.6		-1.20		1.58		100	0.003
Heavy Trucks:	62.99	-23.83	-4.6	1	-1.20	-4	5.16	0.0	100	0.009
Unmitigated Nois	e Levels (with	ut Topo and barri	er etten	uation)						
	Leg Peak How		Leg E	rening	Leg N			Lan		NEL
Autos	58.			54.4		483		57 :		57
Medium Trucks:				44.2		42.6		51.		51.3
Heavy Trucks	69.			42.9		44.1		52.5		52.5
Vehicle Noise.	80.	1 58.3		55.1		50.5		59.0	3	59.5
Centerline Distan	ce to Noise Co.	ntour (în feet)	70 c	45 A T	65 d	T		O dEA	T - cc	dEA.
						201				
		Ldn: CNEL:	1 2		40 43			68		96 99

Scenar	io: Year 2035	With Pr	oject				Project Na	ите: Мо	reno i	Valley W:	almart	
Road Nan	e: John F. Ke	nnedy D	nve				Job Nun	ber: 887	18			
Road Segme	of: East of Kito	hing St	re at									
	SPECIFIC IN	PUTE	ATA			**********				INPUTS	;	***************************************
Highway Data						Site Con	ditions (H	ard = 10	Soft	□ 15)		
Average Daily	Traffic (Adt):	28,624	vehicles					Aut		15		
Peak Hour	Percentage:	109	5		- 1	Me	dium Truck	s (2 Axk	8):	15		
Peak F	laur Valume:	2,682	vehicles			He	avy Trucks	(3+ Axis	3):	15		
Ve	hicle Speed:	55	riibh		-	Vehicle i	Miv					
Near/Far La	ne Distance:	36	feet		- +		icleType	De	v 15	POTITION	Shark	Darly
Site Data							Aut	os: 77	5%	12.9%	9 636	97.42%
Ba.	rrier Kelaht:	0.0	feet			An	edium Truc	fcs. 84	8%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0				1	чевку Тис	As: 96	.6%	2.7%	10.8%	0.74%
Centerline Di		100.0	feet		-		ource Elev					
Centerline Dist.	to Observer:	100.0	feet		-	Motse 34	Autos	0.000		9		
Barrier Distance	to Observer.	0.0	feet			2.44 (40)	m Trucks:	2.297				
Observer Height (	Above Pad).	5.9	teet				пт гиска: v Trucка:	8 008		irade Adji	uetenomi	0.0
$p_i$	ad Elevation:	0.0	feet			near	y itusio.	5 000		isac naj	y Jan Port	0.0
Ro	ad Elevation:	0.0	feet		ſ	Lane Eg	uivaiant D	stance	(in fe	et)		
	Road Grade:	0.0	36				Autos:	98.494				
	Left View:	-80.0	degrees			Mediu	m Trucks:	98,404				
	Right View:	90.0	degrees			Heat	y Trucks:	98,413	3			
FHWA Noise Mod	et Calculation	5										
VehicleType	REMEL	Traffic	Flow	Ois	tance	Finite	Road	Fresher	8	arrier Atto	n Ber	m Atten
Autos:	71.76		1.48		-4.5	2	-1.20	-4	77	0.0	00	0.000
Medium Trucks:	92.40		-15.78		-4.5	1	-1.20	-4.	88	0.0	90	0.000
Heavy Trucks	86.40		-19 73		-4.5	1	-1.20	-5.	16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Top	o and b	arie	r atter	uation)						
Vehicle Type	Leg Peak Ho	y L	eg Day	-T	Leg E	vening	Leg Nk	iti	1.	dn	0	WEIL
Autos	67	.5	65	8.		63.9		57.8		68.4		67.0
Medium Trucks	80	.9	59	1.4		53.0		515		60.0		60.0
Heavy Trucks:	61	.0	59	1.5		50.5		51.7		69.1		60.3
Vehicle Noise:	89	.1	87	.3		84.4		69.5		69.1		66.5
Centeriine Distan	e to Noise C	ontour (	in feet)									
				T		d8A	65 dB	A		dBA		dBA
				10.	7		180			45		43

Friday, Nevernber 08, 2013

		***************************************	85555	*********	******		*******				
_		***************************************		****	****			****			****
	no Year 2035								no Valley M	falmart	
	ne: Santiago D					Job Ni	imoer:	8670			
кова ведте	vit: East of Per	ns Beulevard									
	SPECIFIC IN	PUT DATA							EL IMPUT	s	
Highway Data					ite Car	ditions (	Hard:	- 10, S	oft = 15)		
Average Daily	Traffic (Adl)	7,198 vehicles						Autos	15		
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2	Anles)	15		
Peak F	lour Volume:	720 vehicles			He	avy Truc	ks (3+	Axles)	15		
Ve	thicle Speed	40 mph		,	ohicte	3.87~					
Near/Far La	ine Distance:	12 feet		H		icleType	- 1	Osv	Evening	stight	Daily
Site Data							utos:	77.59		9 636	
0-	rrier Keight:	0.0 feet			ž.	edium To	ucles	84.69		10.3%	
Barner Type (0-V		0.0 10%				Heavy Tr	ucks:	86.59	6 2.7%	10.9%	0.74%
Centerline Di		100.0 feet									
Centerline Dust		100.0 feet		7	oise 5	ource Ele			(set)		
Barrier Distance		0.0 feet		- 1		Autos		.000			
Observer Height		5.0 teet				m Trucks		.297			
	ad Elevation:	0.0 feet		- 1	Hear	ay Trucks	. 9	906	Grade Ad	justmeni	0.0
	ad Elevation	0.0 feet		1	ane Eq	ulvalent	Distor	ce (in	feeti		
	Food Grade:	0.0%		F		Autos		945			
	Left View	-90.0 dearce:		- 1	Modic	m Trucks		856			
	Platé View:	90.0 degree:				n/ Trucks		865			
	ragic tion.	30.0 469.66	,			,					
FHWA Noise Mod	let Calculation	3									
VehicleType	REMEL	Traffic Frow	Ois	tance		Road	Fres	1901	Barrier Att	en Bei	m Atten
Autos	86.51	-2.67		-4.82		-1.20		-4.77	0.0	100	0.000
Medium Trucks:	77.72	-28.11		-4.61		-1.2B		-4.89	9.6	000	0.000
Heavy Trucks	82.98	-24 08		-4.81		-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arri	er atten	iation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg Ev	ening	Leq /	lighi	T	Ldn	C	NEL.
Autos	57	.8 5	5.8		54.2		48.	1	58.	7	57.8
Medium Trucks	51		0.3		43.8		42	4	60.0		51.1
Heavy Trucks:	53	.1 5	1.7		42.7		43.	9	52.3	3	52.4
Vehicle Noise:	59	.8 5	8.1		54.8		50.	3	58.	3	59.3
Centerline Distan	ce to Naise Co	intour (in feet)									
				70 a	8 <i>A</i>	85.5	BA	7	60 dBA	55	dBA
		£	an:	18	:	31	3		93	1	60

Friday, November 98, 2013

Friday, November 08, 2013

	rio: Year 2035 VV ne: Iris Avenue	ith Project				ime: Morei ther: 8878	o Valley W	aimarr	
	nt: West of India	n Street			202 :920	DEF. SUITE			
*******************************			***********	************		05.000	LINPUT		**********
Hishway Data	SPECIFIC INP	OI DATA		Site Cor	iditions (H			•	
	Traffic (Adt). 15	961 sehides				Autos			
	Percentage:	18%		Ms	alum Truck				
		.595 vehicles		He	aw Trucks	(3+ Axies)	15		
Ve	etnole Spead.	49 mph	į						
Near/Fer La	ine Distance:	12 feet		Vehicle.	ideType	Day	Evening	Night :	Daity
Site Data				0 6/1	Aut			9.6%	97.42%
	rrier Heiaht:	0.0 feet		64	edum Trac			10.3%	1 94%
Barrier Type (0-V		0.0 veet 0.0		- 1	Heavy Truc	ks: 86.59	2.7%	10.8%	0.74%
Centediae D		100.0 feet	į						
Centerline Dist		IGO C feet	ļ	Naise S	ource Elev		est		
Barrier Distance	to Observer	0.0 feet			Autos.	0.000			
Observer Height		5.0 feet			m Trucks	2.287			
	ad Flevation	D.C. feet		Heat	ry Trucks:	8.008	Grade Adj	ustment:	0.0
	ed Elevation	0.0 feet	1	Lane Eq	uivalent Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	99.945			
	Left View.	-90.0 degrees		Mediu	m Trucks:	99 856			
	Right View:	90.0 degrees		Heat	ry Trucks.	99.865			
FHWA Naise Mad									
Vehicle Type			stance			Fresnel	Berner Afti		m Alten
Aulos	66.51	0.59	-4.6		-1.20	-4.77	0.0		0.000
Medium Trucks:	77.72	-16,85	-4.6		-1 20	-4 88	0.0		0.000
Неаку Ілиска.	82.99	-20.61	-4 F	31	-1.20	-5.16	0.0	(09)	0.000
Unmitigated Nois	e Levels (withou	it Topo and bam	er atte	nuation)					
Versicle Type	Leg Peak Hour		Leq E	vening	Leg Nig		Ldn		WEZ.
Aikas:	81.3	59.4		57.6		51.6	60.0		60.0
Medium Trucks.	55.3	53.7		47.4		45.6	54.3		54.5
Heavy Trucks	58.8	55.2		48.1		47.4	55.7		55.9
Vehicle Noise:	63.3	61.6		58.3		53.7	62.3	1	62.7
Centerline Distan	ce to Noise Con	tour (in feet)							
				dB.A	65 dB.	٥	90 dBA		dBA
		Lan.		31	86 70		142		0.5
		CMS7 :		3.9			169		22

Finday, November 69, 2013

Scenario: Year 20:	5 With F	'roject				Project I	lame:	Moren	o Valley Va	simart	
Road Name: Iris Aver	ue					Job Nu	mber:	0876			
Fload Segment: East of F	erris Bou	levard									
SITE SPECIFIC	INPUT	BATA	*****		******	N	DISE I	HODE	LINPUT	S	*********
lighway Data				S.	ite Con	ditions (	Hard =	10, Sc	ift = 15)		
Average Daily Traffic (Adt)	27,571	vehicles	;					Autos:	15		
Peak Hour Percentage	10	%			Me	oburn Trui	348 12 i	Axies):	16		
Peak Hour Volume	2,757	vehicles	3		Ke	avy Truct	is (3+ A	4xies):	15		
Vehicle Speed	. 65	roph		132	etric la l	Mir					
Near/Far Lane Distance	36	feet		-		ide/vae	-	Dav	Evening	Night	Dain
ite Data							itas:	77.5%		9.6%	97.429
Barrier Heigh		C feet			M	edium Tri		84.8%		10.2%	1.949
Barrier Tvoe (0-Wall, 1-Berm						leavy Tru		86.5%		10.6%	0.749
Centediae Stat to Barrie		D faet		ļ							
Centerline Dist. to Observe		C feet		N	oise Sc	urce Ele			et)		
Barrier Distance to Observe		0 feet				Autos.		000			
Observer Height (Above Pad		0 feet				n Trucks		287	The state of all		0.0
Ped Elevation		0 feet			Heav	y Trucks:	6.	699	Grade Ad	usunen.	0.0
Road Elevation	0.	0 feet		L	ane Eq	ilvalent i	Distan	ce (in	feet)		
Road Grade	0.	0%				Autos	98.	494			
Left View	-90.	0 degree	S		Mediur	n Trucks:	88	404			
Right View	90.	0 degree	s		Heav	y Trucks.	98.	418			
HWA Noise Model Calculat											
VehicleType REMEL		c Flow	Die	tance	Finite	Pload	Frest		Barner Att		m Allen
Aulos: 71.	-	1.58		-4.52		-1.20		-4.77		000	0.00
Medium Trucks: 82		15.66		-4.51		-1.20		-4 88		900	0.00
Heavy Inucks. 96.	10	-19.61		-4 51		-1.20		-5.16	6.0	000	9.90
nmitigeted Noise Leveis (w	thout To	oc and	bami	er attenu	ation)						
VehicleType Leg Peak i	locar	Leg Day		Leg Eve	ening	Leg A	lig/hf	1	Ldn	C	WEI.
Autos:	87.6		55.7		64.0		57.9		66.7		67.
Medium Trucks.	61.0		9.6		69.2		61.6		60.		60.3
Heavy Trucks:	61.1		9.8		50.6		51.9		8C.1		6C.
Viehicie Maise:	68.2	f f	37 E		64.5		58 8	3	88 3	7	88

Scenario: Y Road Name: Ir	ear 2035 Wit	h Project				Project h			c Valley VV	almart	
Road Segment: E		Street									
SITE SPE	CIFIC INPL	T DATA			**********	N	HSE I	MODE	LINPUT		**********
Highway Data				5	ite Con	ditions (i					
Average Daily Traff	ic (Adf): 20.5	76 venicles						Autos:	15		
Peak Hour Perc	enlage.	10%			Mes	ium Tru:	ks (2 i	Axles).	15		
Peak Hour i	/olume: 2,0	358 vehicles			Hei	ary Truck	s (J+ .	4x(es):	15		
Venicle	Speed:	55 mph		-	/ehicle f	die					
Near/Far Lane D	istance.	36 feat		- F		deType	$\neg$	Day	Evening	Niglá	Dally
Site Data							ios:	77.5%			87.42%
Barrier	iieisht:	0.0 feet			NSO	dum Tru	cks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall 1		0.0			E	leavy Iru	CNS.	88.5%	2.7%	10.8%	0.74%
Centerline Dist. to	Berner 1	00.0 feat				urce Ele					
Centerline Dist. to O.	bserver: 1	00.0 feet			101511 20	Autos:		0.00 0.00	161)		
Barrier Distance to O.	bserver:	0.0 feet			2 Annah ce	n Trucks		297			
Observer Height (Abox	re Padj:	5.0 feat				v Trucks		0.06	Grade Ad	indmant	0.0
Pad E	evetion:	0.0 feet									
Road El		0.0 feet		1	апе Едг	iivalent l			feet)		
Road	(Grade:	0.0%				Autos:		494			
		90.0 degrees				n Trucks		404			
Rig	ht View:	90 0 degrees			Heav	y Trucks:	98	413			
FHWA Noise Model Ca		offic Flow							Barrier Att		
	€MEL 7/ ?1.78	0.31	Defa		Finite		Fresi	-4.77			m Atten 0.000
Autos. Medium Trucks:	71.78 B2.40	-16.93		-4.52 -4.51		-1.20 -1.20		-4.77 -4.58	0.0		0.000
mediam Fracks: Heavy Trucks:	62,40 68,40	-20 88		-4.51		-1.20		-5.16	0.0		0.000
						-1.20		-0.70	0.0	100	0.000
Unmitigated Noise Let VehicleType   Lea	Peak Hour I	Lea Day			ening	Lea N	ioht	Т	l do	T	V(F)
Autos	66.4	64			82.7		56	7	85.3	1	85.9
Medium Trucks:	59.8	58.	3		51.9		50.3	3	58.8	3	59.0
Heavy Trucks	59.8	58.	4		49.3		50.	3	58.9	3	59.1
Vehicle Noise.	66.0	86	2		63.2		58.	4	66.9	3	67.4
Centerline Distance to	Noise Cont	our (in feet)									
			7	70.0	45 A CA	65.8	2.4	T	0 RPA	E E	de A

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Scenario: Year 2035 With Project			Project No	ame: Me	renc Valley V	valmart	
Road Name: Iris Avenue				ober 807		- 01111012	
Road Segment: West of Kitching Street							
SITE SPECIFIC INPUT DATA		**********		105 550	DEL INPUT		*******
Highway Data		Site Cor			Soft ≈ 15)	a	
Average Gally Traffic (Adl): 32,206 vehicles				Aut			
Peak Hour Percentage. 10%		644	dium Truci				
Peak Hour Volume: 3,221 vehicles			anv Trucks				
Vehicle Speed: 55 mgh				,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	9. 10		
Near/Far Lane Dislance 36 feet	L	Vehicle					
		Ven	iole?ype	Da			Daily
Site Data			Au			-9.000	87.42%
Barrier Height: 0.0 feet			edium Truc				1.64%
Barrier Type (0-Wall, 1-Berm): 0.0		,	Heavy Inc	ws. 86.	5% 2.7%	10.8%	0.74%
Centerline Dist. to Barrier 100.0 feet	t	Noise S	ource Elev	ations (i	n feeti		
Centerline Dist. to Observer: 100.0 feet	-		Autos:	0.000			
Barrier Distance to Observer: 0.0 feet		Mediu	m Trucks:	2 2 9 7			
Observer Height (Above Pad): 5.0 feet		Heat	or Trucks	8.006	Grade As	tjustment	0.0
Pad Elevation: 0.0 feet	-						
Road Elevation: 0.0 feet	-	Lane Eq	uivalent D	98.494			
Road Grade: 0.0%			Autos:	98.494			
Left View: -90.0 degrees			m Trucks	.,			
Right View: 90.0 degrees		mean	ly Trucks:	99 413			
FHWA Noise Model Catquistions							
VehicleType REMEL Traffic Flow	Distance	Firito	Road	Fresnel	Barrier Al	len Bei	rn Alten
Autos 71.78 2.26	-4.5	2	-1.20	-4	77 0.	000	0.000
Medium Trucks: 82.40 -14.98	-4.5	1	-1.20	-4.	58 0	000	0.008
Heavy Trucks: 86.40 -18.94	-4.5	1	-1.20	-5.	16 0.	000	0.009
Unmitigated Noise Levels (without Topo and b	arrier arre	viationi					
VehicleType   Lea Peak Hour   Lea Day		venina	Leg Ni	otal	J da	Т с	NF)
	34	84.7		58.6	87	2	87 :
Medium Trucks: 61.7 8I	).2	58.8		52.8	60	8	61.6
Heavy Trucks. 61.7 6	3.8	51.3		52.5	60	9	61.6
Vehicle Noise. 69.9 61	3.1	65.2		60.3	68	9	69.3
Centerline Distance to Noise Contour (in feet)							
Contourne Material to Moist Comodi (in 1969)							
	- 70	d9.4	65 d5	A			
· · · · · · · · · · · · · · · · · · ·		dBA M	65 dE	A	60 d5A 390		65.4 39

Scenan	io: Year 2035 i	Wrt. Ezoiacz	*********	******	******	Croieri	Nome	ful o no:	no Vailey V	Malesa	**************************************
	e: Iris Avenue	vviai i rojeca						8870	ici vanity i	rauma	
	z: West of Pe	mis Roulevani				02014		0010			
******************	SPECIFIC IN		***************************************	-	**********		oies	MOD	L INPU		
Highway Data	arcon in in	TO I DATE		Sie	e Cont				oft = 15)	13	
Average Daily	Traffic (Adl): 1	8 782 vehicles						Autos	15		
	Percentage:	10%			Mec	ium Ta	icks (2	Axles)	15		
Peak H	laur Valume:	2 679 vehicles			Hee	ov Truc	ks (3+	Axles)	15		
Ve	hicle Speed	55 mich									
Near/Far La	ne Distance:	36 feet		Ve	hicte à	ti <b>x</b> de l'une		-	Evenue		M I Daily
Site Data					V 0748			277.59			6% 87.429
						dium Ti	lutos:	84.85			
	rrier Keight:	0.0 feet				aum n eavy 7i		86.61			
Barner Type (0-W		0.0				eary n	eces.	80.01	9 2.19	) 10.	876 0.741
Centerline Dis		100.0 feet		No	ise So	urce E	evatio	ns (in :	(set)		
Centerline Dist.		100.0 feet		-		Auto	S: 6	0.000			
Barrier Distance		0.0 feet		1	Wediun	1 Truck	5: 1	2.297			
Observer Height (		5.0 heet			Heavi	Truck	s. 1	8006	Grade A	djustm	ent: 0.0
	ad Elevation:	0.0 feet				ivaiam					
	ad Elevation:	0.0 feet		L.ai	ne Equ				7697		
,	Road Grade:	0.0%		١.		Auto		3.494			
	Left View:	-80.0 degree		1 /		э Тинск		3.4D4			
	Right View:	90.0 degree	S		Heavy	r Truck	5: 91	3.413			
FHWA Noise Mode	el Calculation	5									
VehicleType	REMEL	Traffic From	Distan		Finite i		Fre		Barrier 4		Berm Atten
Autos:	71.76	1.48		4.52		-1.20		-4.77		.000	0.00
	82.40	-15.79		4.51		-1.20		-4.89		.000	0.00
Medium Trucks:				4.51		-1.20		-5.18		000	0.00
Medium Trucks Heavy Trucks	86.40	-19 74									
Heavy Trucks Unmitigated Noise	e Levels (with	out Topo and I	arrier a	ttenua	tion)						
Heavy Trucks Unmitigated Noise VehicleType	e Levels (with Leg Peak Ho)	out Topo and I	Le	denua q Ever	iling	Leq	Vighi		Ldn	T	ONEL
Heavy Trucks Unmitigated Noise VehicleType Autos	<b>e Levels (with</b> Leg Peak Ho), 67	out Topo and I r Leg Day 5	Le 5.8		63.8	Leq	57		68		67
Heavy Trucks Unmitigated Nois VehicleType Autos Medium Trucks	<b>e Levels (with</b> Leg Peak Hou 67 60	out Topo and I r Leg Day 5	/_e i5.8 i9.4		1/1g 63.9 53.0	Leq	57 51	5	68	LD.	67 60
Heavy Trucks Unmitigated Nois Vehicle Type Autos Medium Trucks Heavy Trucks	<b>e Levels (with</b> Leg Peak Hou 67 60 60	out Topo and I r Leg Day 5 .9	Le 35.8 39.4 39.5		63.8 53.0 50.5	Leg	57 51 51	5 .7	66 60 60	I.D I.1	67 60 60
Heavy Trucks Unmitigated Nois VehicleType Autos Medium Trucks	<b>e Levels (with</b> Leg Peak Hou 67 60	out Topo and I r Leg Day 5 .9	/_e i5.8 i9.4		1/1g 63.9 53.0	Leq	57 51	5 .7	68	I.D I.1	67 60
Heavy Trucks Unmitigated Nois Vehicle Type Autos Medium Trucks Heavy Trucks	e Levels (with Leg Peak Ho), 67 80 89	out Topo and i	Le 15.8 59.4 59.5 37.3	g Ever	63.9 53.9 50.5 84.4		57 51 51 59	5 .7	66 60 60	I.D I.1	67 60 60 60
Heavy Trucks Unmitigated Noise Vehicle Type Autor Medium Trucks Heavy Trucks Vehicle Noise	e Levels (with Leg Peak Ho), 67 80 89	out Topo and i v Leg Day 5 9 9 1 1 Sontour (in feet)	Le 35.8 59.4 59.5 37.3	q Ever	63.9 53.9 50.5 84.4	85	57 51 51 69	5 .7	66 60 60 60	I.D I.1	67 60 60 60
Heavy Trucks  Unmitigated Noise  Vehicle Type  Autor  Medium Trucks  Pleavy Trucks  Vehicle Noise	e Levels (with Leg Peak Ho), 67 80 89	out Topo and i r Leg Day 5 9 1 1 output Grantour (in feet)	Le 15.8 59.4 59.5 37.3	g Ever	63.9 53.9 50.5 84.4	85	57 51 51 59	5 .7	66 60 60	I.D I.1	67 60 60 60

Friday, Nevernber 08, 2013

			68 g (6		(6) (5)	55000		5151 <del>2</del> 18			
Scenario	Year 2035	With Project				Project i	Name:	Moren	o Valley M	almart	
Road Name:	Iris Avenue					Job Ni	ımber.	8870			
Road Segment:	East of Kite	thing Street									
	PECIFIC IS	PUT DAT	1	*******	*******				L INPUT	S	*************
Highway Data					Site Car	rditions (	Hard	= 10, S	oft = 15)		
Average Daily Tr	affic (Adl)	41,630 veho	tes					Autos:			
Peak Hour Pe	ercentage:	10%			Me	edium Tru	icks (2	Anles):	15		- 1
	z: Volume:	4,183 vehic	des		He	avy Truc	ks (3+	Axles):	15		
	ole Speed:	55 mph			Vehicle	∂89×					
Near/Far Lane	Distance:	98 feet			Ver	iicleType	-	Day	Evening	Night	Daily
Site Data						A	utos:	77.5%	12.8%	9 636	87 4 2%
Sarri	er Kelaht:	O O fee			M	edium Tr	ucks.	84.6%	4.8%	10.3%	1.84%
Barrier Type (0-Wal		0.0				Heavy Tr.	ucks:	86.6%	2.7%	10.9%	0.74%
Centerline Dist		100.0 feet									
Centerline Dist. to		100.0 feet			Noise 5				9 <i>0t)</i>		
Barrier Distance to	Observer.	0.0 feet				Autos m Trucks		0.000			
Observer Height (At	bove Padl.	5 0 teet						2.297	Grade Ad	i i etenomi	0.0
Pad	Elevation:	0.0 feet			Hear	vy Trucis		5 000	Grade MG	parantina na	0.0
Road	Elevation:	0.0 feet			Lane Eg	ulvaient	Disto	nce (în	feet)		
Fic	ad Grade:	0.0%				Autos	: 81	7.318			
	Left View:	-90.0 dea	rees		Mediu	m Trucks	87	7.214			
F	Rig/z View:	90.0 deg	rees		Hear	vy Trucks	: 87	7.224			
FHWA Noise Model	Calculation	3									
VehicleType	REMEL	Traffic From		stance		Road	Fred		Barrier Alt		rm Atten
Autos:	71.79	3.3	7	-3.	74	-1.20		-4.77	0.0	100	0.000
Medium Trucks:	82.40	-13.0	37	-3	73	-1.2D		-4.85	8.8	000	0.000
Heavy Trucks	86.40	-17	32	-3.	73	-1.2D		-5.16	91	100	0.000
Unmitigated Noise L			d barr	ier atte	nuation)						1
	eq Peak Ho			Legi	Evening	Leq f			Ldn		NEL.
Autos	70		68.3		68.8		50		68.		68.7
Medium Trucks	63		82 1		55 ?		54		62.		62.8
Heavy Trucks:	63		82.2		53.2		54	.4	62.		62.9
Vehicle Noise:	71	.8	70.0		87.1		62	.2	70.	3	71.2
Centerline Distance	to Naise C	ontour (in fe	nt)								
					d8A	85.0			50 dBA		σBA
			£dn:		112	24			522		124
			CNEL.		121	26	30		561	- 1,	209

Friday, November 08, 2013

Friday, Nevernber 08, 201

	rio: Year 2035 VV ne: Iris Avenue	ith Project				me: Morer	to Valley W	aimart	
	ne: ins avenue int: West of Lass	ere comme			JOD NUT	Der: 8870			
************				***************************************				******	
Highway Data	SPECIFIC INP	UT DATA	-	Site Cea	NOI Helitions (He		L INPUT	S	
	Traffic (Adt). 38	175 - abiston				Autos			
	Percentage:	18%		5.6	aburn Truch				
		.817 vehicles			avy Trucks				
	etricile Speed.	55 mph				(a. uvica)			
	ine Cistanoe	98 feet	į	Vehicle					
	Distance.			Veh	ide?ype	Day	Evening	Night	Daity
Site Date					Aut			9.6%	97.42%
	rrier Height:	0.0 feet			ledium Truc			10.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		100.0 feet	i	Noise S	ource Elev	ations (in t	eet tee		
Centerline Dist.		100.0 feat	1		Autos	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks	2.287			
Observer Height		5.0 feet		Heat	w Trucks:	8.008	Grade Adj	ustment:	0.0
	ed Elevation	0.0 feet	}						
	ed Elevation:	0.0 feet		Lane Eq	uivalent D		7661)		
	Road Grade:	0.0%			Autos: m Trucks:	87.316			
		-90.0 degrees				87 214			
	Right View:	80.0 degrees		Heal	vy Trucks.	87.224			
FHWA Noise Mod									
Verlicie Type			stance			Fresnel	Berner Afti		m Alten
Aulos	71.70	3.00	-3.7		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-14.24	-3.		-1.20	-4 88	0.0		0.000
Неаку Ілиска.	86.40	-16.20	-3 :	13	-1.20	-5.16	0.0	(09)	0.000
Unmitigated Nois			er atte	nuation)					
Versicle Type	Leg Peak Hour		Leq E	vening	Leg Nig		Ldn		WEZ.
Aidas:	69.8	67.9		66.2		66.1	68.7		69.3
Medium Trucks.	63.2	61.7		55.4		63.6	82.3		62.5
Heavy Trucks:	63.3	61.8		52.8		54.1	82.4		82.5
Vehicle Noise:	71.4	69.7		66.7		61.0	70.4		70.9
Centerline Distan	ce to Noise Con	tour (in feet)							
				σΒ.A	65 dB.	Δ.	60 dBA		ав.А
		Lahr.		98	228		492		161
		CMS7 :					520		1.41

Scenario: Year 20									o Valley Va	simart	
Road Name: Kramer						Job Mui	mber: (	1870			
Fload Segment: West of	Pams i	3culevard									
SITE SPECIFIC	INPU	T BATA		-					LINPUT	S	
Highway Data					Site Cor	iditions (f	dard =	10. Sc	itt = 15)		
Average Daily Traffic (Adt	12,6	58 vehicle	s				,	luios:	15		
Peak Hour Percentage	2:	10%			Me	olurn Truc	48 12 A	stes):	16		
Peak Hour Volume	: 1,2	58 vehicie	S		He	avy Truck	s (3+ A	xies):	15		
Vehicle Speed	( -	48 mph			Vehicle	66iv					
Near/Far Lane Distance	2:	12 feet		-		ildeTvae	-	Dav	Eivening	Night	Daire
Site Data								77 5%		9.6%	
Barrier Heigh		0.0 feet			M	edium Tru		84.8%		10.3%	
Barrier Type (0-Wall, 1-Berri		0.0 1661				Heavy Tru	cks	86.5%	2.7%	10.6%	0.74%
Centerline Dist. to Barrie		0.0 0.0 feet		-  -		·					
Centerline Dist. to Observe		D.C feet		12	Maise S	ource Ele			et)		
Barrier Distance to Observe		0.0 feet				Autos.	0.0				
Observer Height (Above Pag	):	5.0 feet				m Trucks	2.2		Grade Ad	i colonion f	
Ped Elevation	λ	0.0 feet			H691	ny Trucks:	b.L	UO.	State Mu	uau ien	. 0.0
Road Elevation	Y.	0.0 feet			Lane Eq	uivalent L	distant	e (in i	leet)		
Road Grad	£	0.0%				Autos:	99.8	345			
Left Viev	r9	0.0 degree	25		Mediu	m Trucks:	89 8	156			
Right View	/: 9	0.0 degrea	es		Hea	vy Trucks.	99.8	186			
FHWA Noise Model Calculat	lan e			i-							
VehicleType REMEL		Olio Flow 1	150	stance	Findo	- Proof	Freeza	o: 1	Barrier All	on Rev	m Allen
Autor 88		-0.41		-4 6		-1 20		4 77	0.0		0.000
Medium Trucks: 77	72	-17.84		-4.6	1	-1.20		4.88	0.0	00	0.000
Heavy Trucks. 92	.99	-21.6D		-4.6	1	-1.20		5.16	6.0	60	9.990
Unmitigated Noise Levels (v.	dition out	Tron and	hami		warion						
VehicleType Leg Peak		Lea Dav		Leat		Lea N	ia/if	r	1 dn	C	(viF7
Autos:	80.3		58.4		56.6		50.6		59.3		59.8
Medium Trucks.	54.9		62.6		48.4		44.6		53.3	1	53.6
Heavy Trucks:	55.8		54.2		45.1		46.4		54.7		54.9
Vehicle Noise:	62.3		9.0 <del>0</del>		57.3		52.7		81.3		81.7
Centerline Distance to Noise	Conto	ur (in feet	)								
				70 e		65 dl	3.4	6	0 dB.4		dB.4
			Lon.	2	6	56			122		962
			W=7 ·	2		80			130		/61

Scena	nio: Year 2035 With	n Project			Project iv	ame: N	cren	Valley VV	almart	
Road Nar	ne: Iris Avanue				Job Nu:	nbar. 8	870			
Road Segme	int: East of Lassell	e Street								
SITE	SPECIFIC INPL	IT DATA	*********	************				LINPUT	5	*********
Highway Data				Site Con-	ditions (i	iard a	10, Sc	dt ≈ 15)		
Average Oaily	Traffic (Adl): 43,3	85 vehicles				/	utos:	15		
Peak Hou	Percentage.	10%		Mc.	Sum Truc	ks (2 A	xles).	15		
Peak i	lour Volume: 4,3	39 vehicles		Hes	ny Truck	s (3+ A	des):	15		
		55 mph	- 17	Vehicle #	Nie.					
Near/Far La	ne Distance.	3B feat	F	Veh	deType		Jay	Evening	NiglX	Daily
Site Data					Au	ios:	77.5%	12.9%	9.8%	87.42%
fia fia	rrier Height:	0.0 feet		Me	dum Tru	oks: 1	34.9%	4.9%	10.3%	1.64%
Barrier Type (0-V	Vall, 1-Bermi:	0.0		H	leavy Iru	DNS. 1	86.5%	2.7%	10.8%	0.74%
Centerline D	ist to Berner 10	00.0 feat		Naina Ca	urce Ele		C . 8.			
Centerline Dist.	to Observer: 16	00.0 feet	- 1	WO1517 313	Autos:	0.0		:01)		
Barrier Distance	to Observer:	D.O. feat		Martine	наю: пТписка:	2.2				
Observer Height	(Above Pad):	5.0 feat			/ Trucks	8.0		Grade Adi	iustment	0.0
		0.0 feet								
		D O feet	1.2	Lane Equ	iivalent L			(set)		
		D.0%			Autos:					
		90.0 degrees			n Trucks					
	Right View: 9	90 0 degrees		Heav	Trucks:	67.2	24			
FHWA Noise Woo										
VehicleTyne			si ance	Finite		Fresn		Barrier Att		
Autos	71.78	3.55	-3.74		-1.20		4.77		100	0.000
Medium Trucks		- 13 69	-3.70		-1.20		4.58		100	0.000
Heavy Trucks:		-17.84	-3.73		-1.20		5.16	0.0	100	0.000
	e Levels (without									
	Leg Peak Hour	Leg Day	Leg E	vening	Leg M			Lán		VEL
Autos		68 5		86 7		80.7		89 3		89.9
Medium Trucks		62.3		55.9		54.4		62.8		63.1
Heavy Trucks	63.6	62.4		53.4		54.8		63.0		63.1
Vehicle Noise.	72.0	70.2		67.3		62.4		70.9	3	71.4
Centerline Distan	ce to Noise Conto	our (în feet)								
			70 /		65.89			0.694		REA.

Friday, November 88, 2013

Scenario: Year 20	35 With P	roject			Project N	ame: N	erenc	Valley VV	almart	
Road Name: Kramer	a Avenue	-			Job Nun	nber. 8	970			
Road Segment: East of	Perris Bou	levard								
SITE SPECIFIC	INPUT	DATA			NO	ISE M	ODE	INPUT	9	*******
Highway Data	,,,,			Site Con	ditions (h					
Average Oally Traffic (Adl	16.521	vehicles				A	utos:	15		
Peak Hour Percentage				Me.	dium Truci	ks (2 A)	des).	15		
Peak Hour Volume		vehicles		He	aw Trucks	s ()+ A:	des):	15		
Venicle Speed	55	mgh	-	Vehicle (						
Near/Far Lane Distance	. 36	feat	-		oleTvpe	17	lav i	Eveninal	Night	Dally
Site Data				ven	de rype 4u		7.5%	12 9%		87.479
					ли эдил Тпи		7.5% 4.8%	4.9%	10.3%	4
Barrier Heigh		feet			raam ruc Ieavy Iruc		14 5 70 18 5 %	2.7%	10.8%	
Barrier Type (0-Wall, 1-Barri					wary ma.	ms. c	JU.U.70	2.176	10.0%	G.745
Centerline Oist, to Barrie	100.0	) feat	T.	Noise Sc	urce Elev	rations	(in fe	6f)		
Centerline Dist. to Observe		) feet	ı		Autos:	0.0	00			
Barrier Distance to Observe		1 feet		Mediur	n Trucks:	2.2	97			
Observer Height (Above Pad		J fest		Heav	y Trucks	8.0	90	Grade Adj	ustment.	0.0
Pad Elevatio		) feet	-		uivalent D					
Road Elevatio		l feet	-	Lane tiq				eeņ		
Road Grade					Autos:	88.4				
Left View		) degrees			n Trucks	98.4				
Right View	90.6	1 degrees		Mean	y Trucks:	98 4	13			
FHWA Noise World Catquist	cos									
VehicleType REMEL	Traffi	: Flow   D	siance	Firite	Road	Fresne	7 1	Barrier Att	en Ber	ro Alten
Autos 71	78	-0.82	-4.5	2	-1.20		4.77	0.0	100	0.00
Medium Trucks: 82	40	-17.85	-4.5	1	-1.20		4.58	0.0	100	0.00
Heavy Trucks: 86	40	-21.81	-4.5	1	-1.20	-	5.16	0.0	10D	0.00
Unmitigated Noise Levels (4	ithout To	po and ban	ier etter	uation)						
VehicleType Leq Peak	four .	Leg Day	Leg E	vening	Leg Ni	ght		Ldn	Ci	NEL
Autos:	65.4	83.5		81.8		55.7		84.7		85
Medium Trucks:	68.8	57.3		51.0		49.4		67.1	)	58.
Heavy Trucks	59.9	57.5		46.4		49.7		58.0	)	58.
Vehicle Noise.	67.0	65.3		62.3		57.4		68.0		68.
Centerline Distance to Noise	Contour	(in feet)								
			70	dBA	65 dE	A	- 6	0 dE:A	.55	dE.A
		Ldn: CNEL		4	116 126			251 270	5	i40

	io: Year 2035 i e: Kramena A						Name: umber:		n Valley W	almart	
	e: Kramena A z: East of Indi					JOD 74	ummer:	8870			
******************		************									
SITE : Highway Data	SPECIFIC IN	PUT DATA			Site Con				L INPUT	5	
<del>.</del>		40.000			SHE GON	CHEROTIS	mara	Autos:	15		
Average Daily		8,096 vehicle 10%	95			dium Ta			15		
	Percentage: laur Valume:	RIS vehicle							15		
			15		He	avy Truc	X8 (3+	AXIES):	15		
	hide Speed	45 mph			Vehicle i	W.					
Near/Far La	ne Distance:	24 feet			Vehi	cleType		Day	Evening	1bight	Daily
Site Data						/	lutos:	77.5%	12.8%	9 63	97.42%
Bai	rier Keight:	0.0 feet				olium Tr		84.6%		10.39	
Barrier Type (0-W	bil, 1-Sermy:	0.0		- 1	F	leavy Tr	ucks:	96.6%	2.7%	10.89	0.74%
Centerline Dis	it to Barrier.	100.0 feet		-	Noise Sc	urca 50	Austin	ne (in fe	art)		
Centerline Dist.	lo Observer:	100.0 feet		+	770756 216	Autos		000			
Barrier Distance	to Observer.	0.0 feet			Madin	n Trucki		297			
Observer Height (	Above Pad).	5.0 teet		- 1		v Trucki		008	Grade Ad.	iustmen	6.0.0
Pa	ed Elevation:	0.0 feet		L							
	ad Elevation:	0.0 feet			Lane Equ				est)		
,	Road Grade:	0.0%				Autos		.403			
	Left View:	-80.0 degre	es			п Тицека		.314			
	Right View:	90.0 degre	es		Heav	y Trucki	r: 99	.323			
FHWA Noise Mode	el Calculation	5									
VehicleType	REMEL	Traffic Flow		tance	Finite		Free		Barrier 4tt		rm Atten
Autos:	88.46	-2.G7		-4.5		-1.20		-4.77	0.0		0.00
Medium Trucks:	79.45	-20.11		-4.5		-1.20		-4.89	0.0		0.00
Heavy Trucks	84.25	-24 08		-4.5	7	-1.20		-5.16	0.0	100	0.00
Unmitigated Noise	Levels (with			er atte	suation)						
	Leg Peak Hou			Leg E	vening	Leq.			Ldn		WEIL
Autos	59		57.8		56.1		50		58.3		59.
Medium Trucks	53		52 1		45 7		44		52.F		52.1
Heavy Trucks:	54		53.0		44.0		45		53.6		53.
Vehicle Noise:	81	.6	59.9		56.0		52	.1	9.69	2	€1.
Centeriine Distant	e to Noise Co	intour (in fee	t)								
			T.	70	d8A	85:	1BA	1 6	0 dBA	58	dBA
			Lan: NEL		14	5			119 118		237 264

Friday, Nevernber 08, 2013

		100000000000000000000000000000000000000	00000		******			********			
			866	****	2000	****	****				
	no Year 2035								io Valley W	falmart	
	ne: Harley Kno					Job Ni	ımber:	8610			
Road Segme	vii: YVest of VV	soster Avenue			~~~~				***********		
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Car	ditions	Hard:	10, S	oft = 15)		
Average Daily	Traffic (Adt): 3	39,288 vehocte	S					Autoe	15		
Peak Hour	Percentage:	10%			Me	edium Tru	icks (2	Arries).	15		
Peak F	lour Volume:	3,929 vehicle	S		He	avy Truc	ks (3+	Axles).	15		
Ve	thicle Speed	45 mph		-	Vohicte	3.87~					
Near/Far La	ine Distance:	24 feet		H		icleType	-	Osv	Evening	stight	Daily
Site Data							utos:	77.59		9 636	
					6.0	edium Tr		84.69		10.3%	
	rrier Keight:	0.0 feet				Heavy Tr	G E 1 100 1	88.69		10.8%	
Barrier Type (0-VI Centerline Di										10.070	0.1 170
Centerine Dist		100.0 feet 100.0 feet		- 0	Voise 5	ource El	evation	ıs (în î	eet)		
Barrier Distance		0.0 feet		Г		Autos	: 0	.000			
		0.0 reet 6.0 heet			Mediu	m Trucks	: 2	297			
Observer Height	(Above Pad). ad Elevation:	0.0 feet			Hear	y Trucks	. 9	906	Grade Ad	justmeni	0.0
	ad Elevation: ad Flevation	0.0 feet		- h	Fa	ulvaient	Tringer	eo Go	de art		
	aa Erevation Foad Grade	0.0 reet 0.0%		14	.ane Ei	Autos		403	1009		
	Froatt Gradet Left View:				1.4× ×0.	мисов т Тписка		.903			
	Right View:	-90.0 degree				m i nicki w Trucki		.323			
	ragiz view:	90.0 degree	ës		riea	ny irukio.	. 99	.020			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic Frow	0	stance	Finite	Road	Fres	161	Barrier Alt	en Bei	rm Atten
Autos:	88.46	3.98		-4.5	3	-1.20		-4.77	9.0	100	0.000
Medium Trucks:	79.45	-13.25		-4.5	7	-1.2B		-4.89	0.0	000	0.000
Heavy Trucks	84.25	-17 20		-4.5	7	-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atten	uation)						
VehicleType	Leg Peak Hou	r Leg Day	7	Leg E	rening .	Leq1	Vighi	T	Ldn	C	NEL.
Autos	68	7	64.8		68.0		57.	0	65.	3	68.2
Medium Trucks	60	4	58 8		52 6		51	0	58.5	5	68.7
Heavy Trucks:	61	.9	59.9		50.0		52.	1	60.4	4	69.5
Vehicle Noise:	88	.5	86.8		83.6		58.	9	67.	5	67.9
Centerline Distan	ce to Naise Co	ontour (in feet	)								
				70 :	1011	851			69 dBA	- 00	dBA
			Lan:	6	8	14	16		315	E	378

Friday, November 69, 2013 Friday, November 69, 2013

Road Nar	rio: Year 2035 W ne: Harley Knox I	Boulevard				ime: Morei ber: 8870	o Valley V	aimart	
Road Segme	nf: East of Webs	rter Avenue							
SITE Hishway Data	SPECIFIC INP	UT DATA		**** ***	NO Iditions (H		LINPUT	S	
<del></del> <del>.</del>				She Con	cutions (Fi				
	Traffic (Adt). 39				alurn Truck	Autos			
	Percentage:	10%							
		,958 vehicles		Re	avy Trucks	(3+ AXIES)	15		
	ehicle Speed. ine Distance	45 roph 24 feet	- (	Vehicle.	N90x				
	ine Distance:	24 1880		Veh	ide?ype	Day	Evening	Night	Daily
Site Date					Aut			9.6%	97.4.2%
Ва	rrier Height:	0.0 feet			edium Truc			19.3%	1 84%
Barrier Type (0-V	Vall, 1-Berryl.	0.0		1	Heavy Truc	ks: 88.59	2.7%	10.6%	0.74%
Centerline D	ist to Barrier:	100.0 feet		Maise S	ounce Elev	ations (in t	e ozi		
Centerline Dist.	to Observer.	160.0 feat	1		Autos	0.000			
Barrier Distance	to Observer	0.0 feet		Madiu	m Trucks	2.287			
Observer Height	(Above Pad):	5.6 feet			n Trucks:	6.008	Grade Adj	ustment:	0.0
	ed Elevation.	0.0 feet							
Ro	ed Elevation:	0.0 feet		Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%	i		Autos:	99.403			
		-90.0 degrees			m Trucks:	99 314			
	Right View:	90.0 degrees		Heat	ry Trucks.	99.323			
FHWA Naise Mag	lei Calculations								
Verlicie I ype			stance			Fresnel	Berner Afti		m Alten
Aulos	68.46	4.02	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	79 45	-13.22	-4.5		-1.20	-4 88	0.0		0.000
Heavy Trucks.	94.25	-17.17	-4 5	57	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois			er atte	nuation)					
Vehicle Type	Leg Peak Hour		Leq E	vening	Leg Nig		Ldn		WEZ.
Aufas:	86.7	64.8		63.6		57.0	65.6		66.3
Medium Trucks.	50.5			52.6		51.0	59.6		59.7
Heavy Trucks	61.3			50.8		52.1	60.5		80.6
Vehicle Noise:	68.5	8.89		63.6		58.0	87.5		69.6
Centerline Distan	ce to Noise Con	tour (in feet)							
				dBA	65 dB.	Δ.	SO dBA		ав.А
		Loh.		38	147		317		83
		CM67 ·		7.9			940		29

Scenario: Year 203 Road Name: Harley Ki				,		ame: Moren nber: 8870	o vailey v	smart	
Fload Segment: West of I					3001901	noer, gore			
SITE SPECIFIC	INPLIT DA			*********	N.C	ISE MODE	INPUT		*******
lighway Data			s	ite Cona		tard = 10, S			
Average Daily Traffic (Adt).	29,694 vel	nicles				Autos	15		
Peak Hour Percentage:	10%			Med	urn Truc	hs (2 Axies):	16		
Peak Hour Volume:	2,869 vet	nicles		Hea	vy Truck	s (3+ Axies):	15		
Vehicle Speed.	45 mp	h	-	enicle M					
Near/Far Lane Distance:	24 fee	t	. ⊢*		re/voe	Dav	Evening	Night I	Dairy
lite Data				Voins	Au			8.6%	97.429
Barrier Height	0.0 fe			5400	ium Tria			10.2%	1 949
Barrier Type (0-Wall, 1-Berm).		01			ravy Thu			10.6%	0.749
Genterline Dist to Barrier									
Centerline Dist. to Observer.			10	laise Sou		rations (in f	697)		
Barrier Distance to Observer					Autos.	0.000			
Observer Height (Above Padi.				Medium		2.287			0.0
Pad Elevation				Heavy	Trucks:	8.008	Grade Adj	usument:	0.0
Road Elevation			L	ane Equ	valent E	listance (in	feet)		
Road Grade.	0.0%				Autos:	99.403			
Left View.	-90.0 de	arees		Medium	Trucks:	99.314			
Right View.	90.0 de	grees		Heavy	Trucks.	89.323			
HWA Noise Model Calculation	oris		i						
VehicleType RSMEL	Traffic Fix	w D	fstance	Finite F	load'	Fresnei	Barrier Att	n Ben	n Allen
Autos: 68.4	16 2	.78	-4.58		-1.20	-4.77	0.0	60	0.00
Medium Trucks: 79 4	15 -14	1.46	-4.57		-1 20	-4 88	0.0	60	0.00
Heavy Trucks. 94.3	25 -18	.42	-4 57		-1.20	-5.16	6.0	69	9.90
Inmitigated Noise Levels (wi	thout Topo	and ban	ier attenu	ration)					
VehicleType Leg Peak t:	low Leg	Day	Leg Ev	ening	Leg Ni	ght	Ldn	CI	WEZ.
Autos:	85.5	63.6		61.6		56.7	64.4		65.1
	59.2	67.7		61.3		49.6	58.3		56.
***************************************	60.1	58.6		49.6		50.8	58.2		58.
Viehirše Miniser	67.3	65.5		62.4		57.7	88.3		881

	io: Year 2035 ' e: Harley Kno					iame: M mbar: 88		Valley VV	almart	
Road Segme	nt: West of Inc	lian Street								
SITE	SPECIFIC IN	SPUT DATA			NO	HISE M	ODEL	INPUT	;	**********
Highway Data				Site Con	ditions (i	iaroi ≈ 1	o, Sei	Y≈15)		
Average Daily	Lraffie (Adl):	36,988 vehicles		]		A	itos:	15		
Peak Hour	Percentage.	10%		Me:	dium Truc	ks (2 Ax	les).	15		
Peak E	lour Volume	3,899 vehicles		Hei	avy Truck	s (3+ Ax	(es):	15		
	nicle Speed:	55 mph		Vehicle f	Wie					
Near/Far La	ne Distance.	36 feat			eleType		av I	Eveninal	Niglá	Dally
Site Data					Au	tos: 7	7.5%	12.8%	9.8%	87.42%
	nier Height:	0 0 feet		No	dum Tru	cks: 6	4.9%	4.9%	10.3%	1.64%
Barrier Type (0-VI		0.0		t-	leavy Iru	cas. 8	6.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feat		Noise Sc			C - 8-			
Centerline Dist.	to Observer.	100.0 feet		NOIST SC				ny		
Barrier Distance	to Observer:	0.0 fear		A decesion	Autos: n Trucks:					
Observer Height (	Above Pad):	5.0 feat			n i rucks: v Trucks:			Grade Ad	uctoont	0.0
D _c	ad Elevation:	0.0 feet							uouriem.	0.0
Rox	ed Elevation:	0.0 feet		Lane Equ	uivalent l	Distance	(in fe	eet)		
	Road Grade:	B.0%			Autos:	89.48	34			
	Left View:	-90.0 dagree:	s	Mediur	n Trucks	98.46	34			
	Right View:	90 0 degree	5	Heav	y Trucks:	99.4	13			
FHWA Noise Wod	of Catculation									
VehicleTyne	REMEL.	Traffic Flow	Distance		Road	Fresne		Parrier Att		
Autos	71.78	2.86		.52	-1.20		1.77	0.0		0.000
Medium Trucks	82.40			.51	-1.20		1.68	0.0		0.000
Heavy Trucks:	66.40	-18.34	-4	.61	-1.20	-4	5.16	0.0	00	0.000
Unmitigated Nois	Levels (with	out Topo and b	arrier ott	enuationi						
	Leg Peak Hou			Evening	Leg N			Lán		NEL
Autos	68		7.0	85.3		59.2		87 8		88 4
Medium Trucks:	62		8.9	54.4		52.9		81.4		61.6
Heavy Trucks	62		0.9	51.9		53.1		61.5		61.8
Vehicle Noise.	70	.5 6	6.7	65.8		60.9		69.5		69.9

Frider November 88, 2913

Scenar	io: Year 20 35 \	Aith Pro	piect			********	Project i	vame:	Moren	o Valley W	almart	
	ne: Ramona Ex							mber				
Road Segme	nt: Wast of Per	ris Bou	levard									
SITE	SPECIFIC IN	PUTD	ATA	******		******	ri-	DISE I	AODE	LINPUT	9	*****
Highway Data					S	ite Con	ditions (	Hard ≃	10, Sc	dt ≈ 15)		
Average Cally	Traffic (Adl): 4	13,496 1	vehicles		1				Autos:	15		
Peak Hour	Percentage.	10%	,			Med	dum Tru	oks (2 A	lxles).	15		
Peak F	tour Volume:	4,350 ×	vehicles			He	ary Truci	ks (3+ A	lates):	15		
Ve	micle Speed:	55	moti			ahicle f						
Near/Far La	ne Distance.	98 1	feat				aleTvpe	_	Dav	Evenina	Night	Dally
Site Data						ven		utos:	77.5%		74/gra 9 8%	
					-		A. dium Tri		77.5% 64.8%	181 1770	10.3%	1.643
	rrier Height:		feet				aum in Ieavy In		84 5% 86 5%		10.3%	0.749
Barrier Type (0-V		0.0				-	eavy in	acas.	80.076	2.7%	10.8%	0.745
Centerline D		100.0			N	oise Sa	urce Ele	vation	s (in fe	61)		
Centerline Dist.		100.0					Autos	0.0	300			
Barrier Distance			feet			Mediur	n Trucks	2 :	297			
Observer Height			feet			Heav	v Trucks	- 8.0	300	Grade Ad	ustment.	0.0
	ad Elevation:		feet									
	ad Elevation:		feet		1	ane Eq	iivalent			980		
	Road Grade	0.0					Autos					
	Left View:		degrees				n Trucks					
	Right View:	90.0	degrees			Heav	y Trucks	67	224			
FHWA Noise Woo	of Catculation:	s			L							
VehicleType	REMEL	Traffic	Flow	Distanc	e	Firito	Road	Fresn	e/	Barrier All	en Ber	rn Alten
Autos	71.78		3.56	-3	.74		-1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40		13.68	-0	3.73		-1.20		-4.58	0.0	100	0.00
Heavy Trucks:	86.40		-17.83	-3	5.73		-1.20		-5.16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Top	o and ba	nier et	tenu	ation)						
Vehicle Type	Leg Peak Hou	v L	eq Day	Lec	Eve	ening	Leg h	light	T	Lán		NEL
Autos	70	4	88	5		86.7		80.7		89 .	9	89
Medium Trucks:	63		62			55.9		54.4		62.4		63.
Heavy Trucks	69.	ß	62	4		59.4		54.6		63.5	)	63.
Vehicle Noise.	72	.0	70	2		67.3		62.4		70.9	3	71.
Centerline Distan	ce to Noise Co	intour (	in feet)									
				7	70 dE	34	65 a		6	0 dEA	.55	dE.A
			£.dl		118		24			537		157
			CME		124	1	28	e		578		245

	no: Year 2035								valley W	almart	
	ne: Harley Kno					Job Na	umber: t	8870			
Road Segme	vi: East of Indi	ian Street									
	SPECIFIC IN	IPUT DATA							LINPUT	S	
Highway Data					Site Con	ditions	Hard in	10, Sc	ft = 15)		
Average Daily	Traffic (Adl):	34,694 vehicle:	5					iutos:	15		
Peak Hour	Percentage:	10%		- 1	Me	dium Tru	icks (2 A	xles):	15		
Peak F	laur Valume:	3,489 vehicle:	5		He	avy Truc	ks (3+ A	xles):	15		
	thicle Speed:	55 mph		-	Vahiate	Mix					
Near/Far La	me Distance:	36 feet		H		icle I voe	- 1	Dav	Evening	Night	Darly
Site Data						/	utos:	77.5%	12.9%	9 6%	97.42%
Ra	rrier Kelaht:	0.0 feet			An	edium Tr	ucius.	34.6%	4.8%	10.3%	1.84%
Barner Type (0-VI		0.0				leavy Tr	ucks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	Noise Se						
Centerline Dist.	to Observer:	100.0 feet		1	WOISE SE				ez)		
Barrier Distance	to Observer.	0.0 feet				Autos m Trucka					
Observer Height	(Above Pad).	5.9 teet				т і писка » Тписка			Grade Ad.	ivetenomi	0.0
P	ad Elevation:	0.0 feet			Hear	у тисне	. 81	90	Orace Au,	G SUTTES II.	0.0
Ro	ad Elevation:	0.0 feet		- [	Lane Eg	uivaient	Distanc	e (în :	6et)		
	Road Grade:	0.0%		Γ		Autos	38.4	94			
	Left View:	-80.0 degree	es.		Mediu	т Тинска	98.4	E04			
	Right View:	90.0 degree	es.		Heat	y Trucks	98.4	13			
PHWA Noise Mod	let Calculation	5									
VehicleType	REMEL	Traffic From	Dist	lance	Finite	Road	Fresh	9/	Barrier 4tt		m Atten
Autos:	71.76	2.58		-4.5	2	-1.20		4.77	0.0	100	0.00
Medium Trucks:	92.40	-14.69		-4.5		-1.20		4.89		100	0.00
Heavy Trucks	86.40	-18 61		-4.5	1	-1.20		5.16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out Topo and	barrie	r atter	uation)						
	Leg Peak Hou			Leg E		Leg I			Ldn		VEIL
Autox	68		66.7		65.0		58.8		67.5		68.
Medium Trucks	62		89 5		54.2		52 9		61.1		61.
Heavy Trucks:	62		60.6		51.6		52.9		61.3		61.
Vehicle Noise:	70	1.2	88.5		85.5		60.6		69.2	2	69.
Centeriine Distan	ce to Naise Co	ontour (in feet									
			L	70 s		851		ť	0 dBA		dBA
			Lan:	8	8	11	30		409	8	62

Friday, November 08, 261

			*****	en en en en en en en en en en en en en e	ereseres es	*************			
_	***********	***************************************	*****	***************************************	********	*******	***************************************	*******	******
		5 With Project				ame: Morer	io Valley W	falmart	
	ne: Ramona l				Job Nui	mber: 8870			
Road Segme	WX: East of Pe	emis Beulavard							
	SPECIFIC I	NPUT DATA				ISE MODE		s	
Highway Data				Site Car	nditions (I	dard = 10, S	oft = 15)		
Average Daily	Traffic (Act):	45,485 vehicles				Autos	15		
Peak Hou	r Percentage:	10%		Me	edium Truc	ks (2 Anles).	15		
Peak I	Hour Volume:	4,549 vehicles	;	File	avy Truck	s (3+ Axles).	15		
V	shicle Speed:	55 mph		Vahicia	287~				
Near/Far La	ane Distance:	98 feet			iideType	Dav	Evening	Night	Daily
Site Data						tos: 77.59		9 636	97 42%
		0.0 feet		h	edium Tau			10.3%	1.84%
Barrier Type (0-V	rrier Keight:	O.U Test			Heavy Tru			10.8%	0.74%
	tist to Barrier	100.0 feet							
Centerline Dust		100.0 feet		Noise S		vations (in f	eet)		
Barrier Distance		0.0 feet			Autos:	0.000			
Observer Herant		5.0 teet			ın Trucks:	2.297			
	(Above Pag). Rad Elevation:	0.0 feet		Hea	vy Trucks.	8 9 9 6	Grade Ad	justment:	0.0
	ad Elevation. ad Elevation	0.0 feet		I and Fo	usivalant i	vistance (in	feet		
	Foad Grade:	0.01661			Autos:	87.318			
	Left View	-90.0 dearee		Medic	m Trucks:	87.214			
	Pialž View:	90.0 degree			w Trucks:	87.224			
					,				
FHWA Noise Mod									
VehicleType	REMEL	Traffic Frow	Distar		Road	Fresher	Barrier Alt		m Atten
Autos				-3.74	-1.20	-4.77		100	0.000
Medium Trucks				-3 73	-1.2B	-4.85		300	0.000
Heavy Trucks	86.4	D -17 44		-3.73	-1.2D	-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo and	barrier	attenuation)					
VehicleType	Leg Peak Ho	our Leg Day	L	eq Evening	Leg N	ghi	Ldn	C/	VEIL
Autos	7	0.8	8.7	98.8		60.8	68.	5	70.1
Medium Trucks	. 6	4.0 8	32.5	58 1		54 6	63.1	)	63.3
Heavy Trucks:	: 6	14.0	32.6	53.6		54.0	63.	2	63.9
Vehicle Noise:	7	2.2	0.4	87.5		62.6	71.	1	71.6
Centerline Distan	ce to Noise (	Contour (in feet)							
			T	70 d8A	85 di	3/1	60 dBA	7 55	dBA
			_					1 00	

Friday, November 69, 2013 Friday, November 69, 2013

Enday

	rio: Year 2035 VV						o Valley W	simarr	
Road Nan	ne: Frederick Str	eet			Job Nurr	ber: 8876			
Road Segme	inf: North of Cact	us Avenue							
	SPECIFIC INP	UT DATA	-				L INPUT	S	
Highway Data				Site Co	nditions (H	ard $= 10.3$	ořt = 15)		
Average Daily	Traffic (Adt). 12	,861 vehicles				Autos	15		
Peak Hour	Percentage:	18%		5/7	ealurn Truck	s (2 Axies)	15		
Peak F	Hour Volume: 1	,285 vehicles		H	eavy Trucks	(3+ Axies)	15		
Ve	etricle Speed.	55 mph	- 1	Vehicle	660v				
Near/Fer La	ine Distance:	36 feet	1		hideTvae	Day	Evenina	Night :	Daity
Site Data					Aut		12.9%	9.6%	97.42%
D-	rrier Heiaht:	0.0 feet		Α	ledium Truc	As: 94.89	4.9%	10.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	2.7%	10.6%	0.74%
Centerline Di		100.0 feet							
Centertine Dist		IGO B. feet	1	Maise S	ource Elev		entj		
Barrier Distance	to Observer	0.0 feet			Autos. im Trucks:	2.287			
Observer Height	(Above Pad):	5.0 feet			vm i rucks: vv Trucks:	6.008	Grade Ad	i ratumant	0.0
	ad Elevation.	0.0 feet						wan ien.	0.0
Ro	ed Elevation:	0.0 feet	- 1	Lane E	guivalent Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	98.494			
	Left View.	-90.0 degrees		Media	ım Trucks:	98 404			
	Right View:	90.0 degrees		Hea	vy Trucks.	98.413			
FHWA Noise Mad	lei Calculations								
Verlide Type			stance			Fresnel	Berner Afti		nı Alten
Aulos:	71.78	-1.79	-4.5		-1.20	-4.77	0.0		0.000
Medium Trucks:	82.40	-18.97	-4.6		-1 20	-4 88	0.0		0.000
Неаку Ілиска.	86.40	-22.93	-4 6	51	-1.20	-5.16	0.0	000	0.000
Unmitigated Nois	e Levels (withou	it Topo and barri	er atte	nuation)					
VersicieType	Leg Peak How	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Aukos:	84.3	62.4		60.		54.6	63.0	2	63.6
Medium Trucks.	57.7	58.2		49.1		46.3	56.8		57.0
Heavy Trucks:	57.8	58.3		47.	3	48.5	56.9	j	57.0
Vehicle Noise:	65.8	64.1		61.	2	56.3	64.9	)	85.3
Centerline Distan	ce to Noise Con	tour (in feet)							
				σΒ.A	65 dB.	Δ.	SO dBA		dBA
		Loh.		15	98		211		55
		CMF7		19	165		997		88

Scenario: Year (	035 VVI	h Project				Project N	ame: Mo:	eno Valley	VVsim	511	
Road Name: Indian	Street	,				Job Nur	nber: 887	0			
Fload Segment: North	of Cotto	nweed Aver	ue								
SITE SPECIFI	C INP	JT DATA	*****		*********	NO	ISE MO	GEL INP	JTS		nonnon
Highway Data				S	ite Cor	iditions (f	lard = 10,	Saft = 15,	!		
Average Daily Traffic (A	n). 12,	762 vehicle	3				Auto	s: 15			
Peak Hour Percente,	ge:	10%			Me	alum Truc	ks (2 Axie	s): 15			
Peak Hour Volur	ne: 1,	278 vehicie	S		He	avy Truck	s (3+ Axie	s): 15			
Vehicle Spe	901.	49 mph		- 5	/e hic is:	noise					
Near/Far Lane Distan	ce:	12 feet		<u>-</u> *		ideTvae	Dai	/ LEvenir	ig Nij	40 1	Daire
Site Data					• • • • • • • • • • • • • • • • • • • •		fas: 77				27.42%
					64	edium Tra				1.3%	1 84%
Barrier Heig		0.0 feet				Heavy Tru				1 6%	0.74%
Barrier Type (0-Wall, 1-Ber Centerline Dist. to Barr		D0 0 feet		ļ.,							
Centerline Dist. to barr Centerline Dist. to Obsen		DO B feet		1	laise S	ounce Ele	ations (i	a feet)			
Barrier Distance to Obsert		0 0 feet				Autos.	0.000				
Observer Height (Above Pa		5.0 feet			Mediu	m Trucks:	2.287				
Ped Elevair		0.0 feet			Heat	ry Trucks:	8.00%	Grade	Adjustr	nent: I	2.0
Road Elevati		0.0 feet		7	are En	uivalent D	lierance (	in facti			
Road Gra		0.0 (ee)		- 1	more req	Autos:	99.845	an recay			
read dia		0.0% 90.0 deare			6.4n diu	m Trucks:	99.856				
Flight VII		90.0 degree				n Trucks.	89.886				
raga va	ew.	ento degres	15		110.01	y zracno.	00.000				
HWA Noise Model Calcul											
VehicleType REME		raffic Flow	Dist	ance		Pload	Fresnel	Barrier		Bern	Alten
	6.51	-0.38		-4.62		-1.20	-4.7		0.000		0.000
	7 72	-17.62		-4.61		-1 20	-48		0.000		0.000
Heavy Trucks. 9	2.99	-21.57		-4 61		-1.20	-5.1	16	0.000		9 9 9 0
Inmitigated Noise Leveis (	withou	Topo and	barrie	r attern	uation)						
VehicleType Leg Pear	How	Leg Day		Leg Ev	ening	Leg Ni	g/hf	Ldn	7	CN	
Autos:	80.3		58.4		58.7		50.6		9.2		59.8
Medium Trucks.	54.9		52.6		48.4		44.9	ŧ	8.8		58.8
Heavy Trucks:	55.8		54.2		45.2		46.4		4.8		54.9
Vehicle Noise:	62.3		9.08		57.3		52.8	(	31.3		81.7
Centerline Distance to Noi	e Cont	our (in feet									
				70 a	(B.4	65 dE	1.4	60 dBA	<u>-</u>	55 di	3.4
			l oh	26		57		122		26:	,
			1,087	- 45	9	97		122		201	

	io: Year 2035							Valley VV	almart	
	e: Hearock S				iob Nu:	mbar. 8	370			
***************************************	***********	essandro Boulev	rard		***************************************	~~~~			***********	
	SPECIFIC IN	SPUT DATA						INPUT	;	
Highway Data				Site Con-	ditions (i					
		18,691 vehicles					utos:	15		
	Percentage.	10%			Sum Truc			15		
		1,869 vehicles		Hea	вну Тгиск	s (3+ A)	des):	15		
	nicle Speed:	55 mph		Vehicle #	dix					
Near/Far La	ne Distance.	36 feat		Veh	deType	- (	ay I	Evening	Nigix	Daily
Site Data					Au	tos: 7	7.5%	12.8%	9.8%	87.42%
fia	rrier Height:	0.0 feet		Me	dan Tru	oka: 8	4 9%	4.9%	10.3%	1.64%
Barrier Type (0-VI		0.0		H	leavy Tru	ows. 8	8.5%	2.7%	10.8%	0.74%
Centerline Di		100.0 feat		Noise Sa	unas Ele		C = 8-			
Centerline Dist.	to Observer:	100.0 feet		NOIST SU	Autos:			ui)		
Barrier Distance	to Observer:	D.O. feat		2 April 10	ников. п Тпискв					
Observer Height (	Above Pady	5.0 feat			y Trucks			Grade Adi	ustment	0.0
D.	ad Elevation:	0.0 feet								
	ad Elevation:	0.0 feet		Lans Equ				set)		
	Road Grade:	0.0%			Autos:					
	Left View:	-90.0 degrees	s		n Trucks					
	Right View:	90 0 degrees	S	Heavy	y Trucks:	99.4	13			
FHWA Noise Wood	of Catculation	5								
VehicleTyne	REMEL.	Traffic Flow	Distance			Fresne		Barrier Atti		
Autos	71.78	-0.11	-4.		-1.20		4.77	0.0		0.000
Medium Trucks	82.40		-4.		-1.20		4.58	0.0		0.000
Heavy Trucks:	66.40	-21.30	-4.	51	-1.20		5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Tope and b	arrier ette	nuationi						
Vehicle Type				vening	Leg M			Lán		NEL
Autos	66		4.1	62.3		56.2		84 9		85.5
Medium Trucks:	59		7.8	51.5		49,9		58.4		58.6
Heavy Trucks	59		9.0	48.9		50.2		58.5		58.7
Vehicle Noise	87	5 8	5.8	62.8		57.9		66.5		67.0

Friday, November 06, 2013

Scenar	io: Year 2035	With P	roject			Project is	iame: Me	rene \	ratiey VV	almart	
Road Nan	ne: Indian Str	eet				Job Nu	mber. 887	0			
Road Segme	nt: North of A	lessand	tro Boutevar	d							
	SPECIFIC I	NPUT	DATA	********			HE MO			}	*******
Highway Data					Site Con	ditions (i	iarci ≃ 10	, Soft	= 15)		
Average Oally	Lraffic (Adl):	15,565	vehicles				Aut	06:	15		
Peak Hour	Percentage.	10	%		Me	dium Trus	ks (2 Axk	s).	15		
Peak F	lour Volume:	1,567	vehicles		He	any Truck	s (J+ Axk	(8):	15		
	mide Speed:	55	mph	ŀ	Vehicle (	Wie					
Near/Far La	ne Distance.	36	feat	ŀ		eleTvpe	- Da	y IE	venina	Night	Dally
Site Data						A.	itos: 77	5%	12.9%	9.8%	87.42%
Fia	rrier Height:	0.0	0 feet		9,60	dium Tru	cks: 64	9%	4.9%	10.3%	1.64%
Barrier Type (0-V		0.0			F	leavy Inc	css. 88	5%	2.7%	10.8%	0.74%
Centerine D		100.0		-	Noise Sc						
Centerline Dist.	to Observer:		0 feet		Noise Sc	Autos			2		
Barrier Distance	to Observer:	0.1	0 feet			n Trucks					
Observer Height	(Above Pad):	5.8	0 feet			n i rucks: v Trucks:			rodo Adi	ustment.	0.0
p	ad Elevation:	0.0	0 feet							uraumann.	0.0
Ro	ad Elevation:	0.9	() feet		Lane Eq.	uivalent i	Distance :	(in fee	r()		
	Road Grade:	0.0	0%			Autos:					
	Left View:	-90.0	0 degrees			n Trucks					
	Right View:	90 :	0 degrees		Mean	y Trucks:	98 413	3			
FHWA Noise Woo											
VehicleType	REMEL			Defence		Road	Fresnel		urrier Alla		n Alten
Autos	71.78	-	-0.87	-4.5	-	-1.20	-4.		0.0		0.000
Medium Trucks			-18 11	-4.5		-1.20	-4.		0.0		0.003
Heavy Trucks:	86.40	)	-22.07	-4.5	51	-1.20	-5.	16	0.0	90	0.009
inmitigated Nois	a Levels (wit	hout To	po and bar	rier ette	nuation)						
VehicleType			Leg Day		vening	Leg N		Ł	da		EL.
Autos	6	5.2	63 :		81.5		55.5		84 1		84
Medium Trucks:	-	8.6	57.		50.7		49.2		57.8		57.8
Heavy Trucks		9.6	57.:		40.2		49.4		57.8		57.5
Vehicle Noise.	6	6.8	85.8	0	62.0		57.2		65.7		68.
Centerline Distan	ce to Noise C	antaur	(in feet)								
					dB/4	65 d.			dE.A		d5A
			Ldn	r 7	52	110	_	92	41	5	19
			CWEL		10	10			59		59

	no: Year 2035 ne: Heacock S				Project Job Ni			n Valley M	falmart	
Road Segme	vá: North of Ca	ctus Avenue								
	SPECIFIC IN	PUT DATA						LINPUT	s	
Highway Data				Site	Conditions :	Hard				
		18,578 vehicles					Autos:	15		
	Percentage:	10%			Medium Tru			15		
	lour Volume:	1,858 vehicles			Heavy Truc	ks (3+	Axles):	15		
	thicle Speed	55 mph		Votic	to Mix					
Near/Far La	ine Distance:	38 feet			zenicleType	- 1	Day	Evening	Night	Daily
Site Data					A	utos:	77.5%	12.8%	9 636	97 4 2%
Ba	rrier Keight:	0.0 feet			Medium Tr	uclas.	84.6%	4.9%	10.3%	1.84%
Barrier Type (0-VI		0.0			Heavy Tr	ueks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet			Source El					
Centerline Dist.	to Observer:	100.0 feet		7913254	Autos		000 m	i ezj		
Barrier Distance	to Observer.	0.0 feet			Autos dium Trucks		297			
Observer Height	(Above Pad).	5.0 teet			ашт гиска leavy Trucks			Grade Ad	ivetenoni	0.0
p.	ad Elevation:	0.0 feet			cavy much		100	Oldac Ha	por succession.	0.0
Ro	ad Elevation:	0.0 feet		<i>Lane</i>	Equivalent			leet)		
	Road Grade:	0.0%			Autos	: 38	.494			
	Left View:	-90.0 degree	S		dium Trucks		.404			
	Right View:	90.0 degree	S	H	leavy Trucks	: 98	.413			
FHWA Noise Mod	let Calculation									
VehicleType	REMEL	Traffic From	Dist a		nie Road	Fres		Barrier Att		m Atten
Autos:	71.76	-0.13		-4.52	-1.20		-4.77		300	0.000
Medium Trucks:	92.40	-17.37		-4.51	-1.20		-4.89		390	0.000
Heavy Trucks	86.40	-21 33		-4.51	-1.20		-5.18	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and I	barrier	attenuatio	in)					
VehicleType				eq Evenin				Ldn		VEIL
Autox	65		94.0		2.3	58.		64.1		657
Medium Trucks	59		i7 S	5	1.4	49		58.		58.F
Heavy Trucks:	59		7.9		8.9	50.		58.		58.6
Vehicle Noise:	87	.5	35.7	8	2.0	57.	.9	66.	5	66.9
Centeriine Distan	ce to Naise Co	ontour (in feet)								
			da:	70 d8A	851		6	270 270		dBA S2

Friday, Nevernber 08, 2013

Road Nan	no Year 2035 ne: Indian Stre	et						More: 8870	io Vsiley M	falmart.	
	vit: North of Ca						0000000	0000000		********	***********
	SPECIFIC IN	PUT DATA							oft = 15)	s	
Highway Data					inte Car	ditions	Hand				
Average Daily		18,643 vehocte	S					Autos			
	Percentage:	10%				edium Ta					
	lour Volume:	1,884 vehicle	S		He	avy Truc	ks (34	Axles)	15		
	thicle Speed:	55 mph		1	ohicte.	Mix					
Near/Far La	ine Distance:	36 feet			Veh	icleType	- 1	Day	Evening	strani	Daily
Site Data						7	utos:	77.59	6 12.8%	9 636	97 42%
Sa.	rrier Kelaht:	0.0 feet			M	edium Tr	ucks.	84.69	4 4 9%	10.3%	1.84%
Barrier Type (0-VI		0.0				Heavy Tr	ucks:	86.69	6 2.7%	10.9%	0.74%
Centerline Di		100.0 teet		-							
Centedine Dust	In Observer	100.0 feet		1.5	10156 5	ource El			99t)		
Barrier Distance	to Observer.	0.0 feet		1		Autos		0.000			
Observer Herant I		5.0 teet				m Trucki		2.297	0-4-6-		
	ad Elevation	0.0 feet			Hear	у Тгискі	. :	3 0 0 6	Grade Ad	usemen	: 0.0
Ro	ad Elevation:	0.0 feet		1	ane Eg	ulvalent	Disto	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 91	3.494			
	Left View:	-90.0 deare	es		Mediu	т Тписка	: 91	3.404			
	Right View:	90.0 degre	ēS		Hear	y Truck	: 91	3,413			
FHWA Noise Mod	let Calculation	3									
VehicleType	REMEL	Traffic Frow	0	istance	Finite	Road	Fres	37901	Barrier Alt	en Be	rm Atten
Autos	71.78	-0.07		-4.52		-1.20		-4.77	9.6	100	0.000
Medium Trucks:	82.40	-17.31		-4.51		-1.20		-4.85	9.0	100	0.000
Heavy Trucks	86.40	-21 27		-4.51		-1.2D		-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barr	ier atten	uation)						
VehicleType	Leg Peak Hou	r Leg Day	7	Leg Ev	ening	Leq.			Ldn		NEL.
Autos	68		64.1		62.3		58		64.1		65.5
Medium Trucks	59		57.8		51.5		50		68.		68.7
Heavy Trucks:	59	4	59.0		49.0		50		58.	3	69.7
Vehicle Noise:	87	.6	85.8		82.9		59	.0	66.	5	67.0
Centerline Distan	ce to Naise Co	ontour (in feet	)							,	
			!	70 s		85:			69 dBA		dBA
			Edo:	- 58	4	10	12		273		:67

Friday, November 69, 2013 Friday, November 69, 2013

Road Nar	rio: Year 2035 W ne: Indian Street inf: South of Joh		е			eme: Morer der: 9870	to Valley W	aimart	
SITE Highway Data	SPECIFIC INP	UT DATA		12/4	NOI Iditions (H		L INPUT	S	
				She Con	iciations (Fi				
	Traffic (Adt). 14	1,392 venicles			alurn Truck	Autos			
	: Percentage: Hour Volume: 1	.439 vehicles			aw Trucks				
	rcur volume:	,439 Venicles 55 mph				(31 AXIOS)	. 10		
	encie speed. Ine Fistance	36 feet	(	Vehicle.					
	me Distance.	So lest		Veh	ideType	Day	Evening	Night	Daily
Site Date					Auh			9.6%	97.42%
Ba	rrier Height:	0.0 feet			edium Truc			10.3%	1 84%
Barrier Type (0-V	Vall, 1-Berm).	0.0		,	Heavy Truc	ks: 86.59	€ 2.7%	10.8%	0.74%
Centerline D	ist to Barrier:	100.0 feet		Naise S	ounce Elev	ations (in t	'e ez)		
Centerline Dist.	to Observer.	160.0 feet	1		Autos	0.000			
Barrier Distance		0.0 feet		Mediu	m Trucks	2.287			
Observer Height		5.6 feet		Heat	n Trucks:	6.008	Grade Adj	ustment:	0.0
	ad Elevation	0.0 feet	1						
Ric	ed Elevation:	0.0 feet		Lane Eq	uivalent D		test)		
	Road Grade:	0.0%			Autos:	98.494			
		-90.0 degrees			m Trucks:	98 404 98 413			
	Right View:	90.0 degrees		Heal	ry Trucks.	86.413			
FHWA Naise Mag	lei Calculations		i						
Vehicle Type	REWEL	Traffic Flow DI	stance	Finite	Road	Fresnel	Barrier Afti	en Ben	n Alten
Autos	71.70	-1.24	-4.5	52	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	82 40	-18.48	-4.5	51	-1.20	-4 88	0.0	00	9.000
Неагу Тrucкs.	96.40	-22.44	-4 (	51	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (withou	ut Topo and bam	er atte	nuation)					
Vehicle Type	Leg Peak Hour	Leg Day	Leg E	vening	Leg Nig	iht	Ldn	Ci	άΞΙ.
Aidos:	84 8	62.9		61.2		55.1	63.7		64.3
Medium Trucks.	58.2	58.7		50.3		48.6	57.3		57.5
Heavy Trucks:	58.2	58.8		47.8		48.D	57.4		57.5
Vehicle Noise:	68.4	64.6		61.7		56.8	85.4		85.8
Centerline Distan	ce to Noise Con	itour (in feet)							
			70	dBA	65 dB.	۵	60 dBA	55	dB.A
		Loh.		19	108		226		91
		CMS7 ·		59	114		9.46	45	19

Fitday, November 69, 2013

ite Conditie  Medium Heavy e hie is Mix Vehicle! Medium Heav oise Sourc  F Medium T i Heavy Tr ane Equiva	ons (Mard Trucks (2- Trucks (2- Trucks (2- Yype  Autos Trucks y Trucks y Trucks to Elevation uncks  Lucks Lucks Lucks Lucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Bucks  Buc	## GDE = 10, Sc Autos: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios: Axios:	15 15 15 15 Evening 6 12,9% 6 4,9% 6 2,7% eet	Night 3.6% 19.3% 19.6%	1 84% 0.74%
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Heavy ethicle Mix Vehicle! Medium Heav aise Source A Medium Tr Heavy Tr ane Equiva Medium Tr A Medium Tr	Trucks (3+  yoe   Autor  Autor  Trucks: y Trucks  e Elevatio  jucks:   Lucks:   y 77.5% 94.6% 96.5% 86.6% 86.000 1.287 8.000 1.287 8.000	15 15 Evening 6 12.9% 6 4.9% 6 2.7% 6et	9.6% 10.2% 10.6%	97.42% 1.84% 0.74%	
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Heas aise Sourc A Medium Tr Heavy Tr ane Equiva A Medium Tr	y Trucks  e Elevatio  lucks ( lucks )  lucks blent Dista  lucks 91  lucks 91	86.5% ns (in f 1.000 1.297 3.008 nce (in 3.945	e <b>e¢</b> Grade Ad	10.6%	0.74%
oise Sourc A Medium Tr Heavy Tr ane Equiva A Medium Tr	e Elevation  ufos. (  ucks: :  ucks: E  lent Dista  ufos: 91  ucks: 81	ns (in f 1.000 1.297 1.008 nce (in 3.945	Grade Ad		
A Medium Tr Heavy Tr <b>ane Equiva</b> A Medium Tr	ufos. ( nucks: ) nucks: b lent Dista lufos: 91 nucks: 91	1.000 1.297 1.008 <b>nce (in</b> 3.945	Grade Aq	jusiment	0.0
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Medium Tr	iufos: 91 ucks: 81	3.945	feet)		
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	eq Night	T	Ldn	C	wEZ.
58.9	50	.6	59.	·	60.0
48.6	46	.1	53.5	5	53.8
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	sation) ening 56.9 46.6 45.4	partion)  ening Leq Night  56.9 50  46.6 45  45.4 46	sation) enity   Leq Night   56.9   50.9   48.6   45.1   45.4   48.8	setfon)         Leq Night         Ldn           56 9         50.0         59.           48.0         46.1         53.           45.4         48.8         55.	oedon) ening Leq Night Ldn Cif 55.9 50.6 56.4 48.8 45.1 53.5 45.4 48.8 55.0

Scenar	io: Year 2035 W	fith Project				Project	lviame:	Meren	o Valiev VV	almart	**********
	ne: Indian Street						umber				
Road Segme	nt: North of Gen	tian Avenue									
SITE	SPECIFIC INF	UT DATE				Ř	OISE	MODE	LINPUT	5	
Highway Data	07 2 2 11 10 777	DI DISTA			Site Con					*	
Average Daily	Traffic (Adl): 13	1.458 vehicles						Autos:	15		
	Percentage.	10%			Mc.	žium Tre	icks (2)	axies).	15		
Peak F	four Volume: 1	,346 vehicles			He	ary Truc	oks (3+ .	Axies):	15		
Ve	tricle Speed:	40 mph		-	Vehicle I	e/					
Near/Fat La	ne Distance.	12 feat		-		nix de7voe		Day	Eveninal	Niotx	Dally
Site Data							Lutos:	77.5%			87.42%
	rrier Height:	0.0 feet			86	diam Ti		84.9%		10.3%	1.64%
Bernier Type (0-VI		0.0 1981				leavy I			2.7%		0.74%
Centerine Di		100.0 feat									
Centerline Dist		100.0 feet		-	Noise Sc				101)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height s	(Above Pad):	5.0 feat				n Trucki v Trucki		297 006	Grade Ad	i reference et	0.0
P	ad Elevation:	0.0 feet			Hessy	y iroch	5 8.	uuc	Oracle Au	uounem.	0.0
Ro	ad Elevation:	0.0 feet		ľ	Lane Eq.	<i>tivalen</i> t	Distan	ce (in	feet)		
	Road Grade	0.0%		Γ		Auto		945			
	Left View:	-90.0 degrees				n Truck		856			
	Right View:	90 0 degrees	,		Heav	у Тгискі	5: 58	885			
FHWA Noise Wood											
VehicleTyne		Traffic Flow	Dis	fance		Road	Fresi		Barrier Att		
Autos	66.51	-0.15		-4.6		-1.20		-4.77	0.0		0.000
Medium Trucks	77.72	-17.39		-4.8		-1.20		-4.58	0.0		0.000
Heavy Trucks:	62.99	-21.34		-4.6	1	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois								,		,	
VehicleType				Leq E		Leg	Night	L	Lán		VEL
Autos	60.5		3.6		56.9		50 (		59 4		80 1
Medium Trucks:	54.5		0.6		46.6		45.		53.6		53.8
Heavy Trucks	55.8		1.4		45.4		46.		55.0		55.1
Vehicle Noise.	62.6		9.0		57.5		53.	J	61.5	)	62.0
Centerline Distan	ce to Noise Cor	itour (în feet)			194		Y9.4	,	0.494	,	dBA

Friday, November 88, 2913

Scenario: Year	20.85 VV	th Project				Project N	ame: N	terane	Valley W	almart	
Road Name: India		arr rejour				Job Nun			111107 11	annor c	
Road Segment: South	of Kran	neria Avenue									
SITE SPECIF	IO IND	17.5375	******	******	******			~~~	INPUT		*****
Highway Data	10 1111	D C DRIA		5	ite Con	iditions (h				a	
Average Daily Traffic (A	-20- 10	070						utos:	15		
Peak Hour Percente		10%			Mo	dium Truci			15		
Peak Hour Volu		887 vehicles				any Trucks			15		
Vehicle So		40 mati					2 (2 · A	~			
Near/Far Lane Distar		12 feat		V	ehicle i						
	AU.	12 1500			Veh	ioleType			Evening	Night	Dolly
Site Data						Au		77.5%	12.9%	9.8%	4
Barrier Hei	she:	0.0 feet				edium Truc		34.8%	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-Be	om):	0.0			,	Heavy Inc	288. E	86.5%	2.7%	10.8%	0.749
Centerline Oist, to Ber	ner 1	00.0 feat			iaise Se	ource Elev	ations	(in fe	edi		
Centerline Dist. to Obser	ver: 1	00.0 feet				Autos	0.00				
Barrier Distance to Obser	ver:	0.0 feet			Martin	m Trucks	2.2				
Observer Height (Above P	80).	5.0 feet				ar Trucks	8.0		Grade Ad	iustment	0.0
Pad Elever	hon:	0.0 feet				,					
Road Eleva		0.0 feet		7	ane Eq	uivalent D			9 <i>0t)</i>		
Road Gra		0.0%				Autos:	89.9				
Left V		-90.0 dagrea	s			m Trucks	99.8				
Right V	ew:	90 0 degree	6		Hear	ly Trucks:	88.8	85			
FHWA Noise Model Catou	lations										
VehicleType REMI	EL 7	raffic Flow	Def	ance	Firite	Road	Fresno	1 : 2	Barrier Att	en Ber	rn Alten
Autos.	86.51	1.32		-4.82		-1.20	-	4.77	0.0	100	0.00
Medium Trucks	77.72	-15 92		-4.61		-1.20		4.58	0.0	100	0.00
Heavy Trucks:	62.89	-19.88		-4.61		-1.20		5.16	0.0	100	0.00
Unmitigated Noise Levels	(withou	t Topo and i	anie	retten	iation)						
VehicleType Leg Per	ik How	Leg Day		Leg Ev	ening	Leg Ni	ght		Lán	Ci	NEL
Autos:	62.0	8	0.1		58.3		52.3		80 9	9	81
Medium Trucks:	68.0	€	4.5		48.1		46.6		65.8	).	66.
Heavy Trucks	57.3	6	5.9		46.9		48.1		56.5	5	56.
Vehicle Noise.	64.0	Ę	2.3		59.0		54.5		63.5	)	63
Centerline Distance to No	ise Con:	tour (în feet)									
				70 d	8A	65 dE	A	- 51	GEA	17-0	dE:A
		CN	dn:	34		74 78			159		42 86

Scenari	o: Year 2035	With Project				Project N	ате:	Moren	o Valley W	almart.	
Road Nam	e: Indian Strei	rt				Job Nur	nber:	8870			
Road Segmer	zí: South of Iris	Avenue									
	SPECIFIC IN	PUT DATA	***********		**********				L INPUT	S	*******
Highway Data					lite Cons	titions (f	iand =	10, S	oft = 15)		
Average Daily								Autos	15		
	Percentage:	10%				ium Truc					
	aur Valume:	1,019 vehicles			Hee	ny Truck	s (3+.	4xles):	15		
	hicle Speed	40 mph		1	ahiata k	10×					
Near/Far Lar	ne Distance:	12 feet		Н	Vetri	deType	-	Day	Evening	Shark	Daily
Site Data							tos:	77.5%	12.9%	9 636	97.42%
Ran	rier Keight:	0.0 feet			Me	dium Tru	ches.	84.6%	4.9%	10.3%	1.84%
Barner Type (0-W		0.0			H	eavy Tru	eks:	96.6%	2.7%	10.8%	0.74%
Centerline Dis		100.0 feet		7	loise Sa	urce Ele	vation	s (in f	tet)		
Centerline Dist.	lo Observer:	100.0 feet		-		Aufos		000			
Barrier Distance I	to Observer:	0.0 feet			Mediun	1 Trucks		297			
Observer Height (	Above Pad).	5.9 teet				Trucks.		006	Grade Ad	iustmeni	0.0
	ed Elevation:	0.0 feet		ļ.,							
	ad Elevation:	0.0 feet		1	ane Equ	ivaient L			feet)		
j	Road Grade:	0.0%				Autos:		945			
	Left View:	-80.0 degree				Trucks:		856			
	Right View:	90.0 degree	S		Heavy	/ Trucks:	99	865			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Dist ar.		Finite i		Fresi		Barrier Att		rm Atten
Autos	86.51	-1.38		-4.82		-1.20		-4.77		000	0.00
Medium Trucks:	77.72	-18.59		4 61		-1.20		-4.89		300	0.00
Heavy Trucks	82.98	-22 66		-4.81		-1.20		-5.16	0.0	100	0.001
Unmitigated Noise											
	Leg Peak Hou			eg Ev	ening	Leg N		<u></u>	Ldn		NEIL
Autos	59		17.4		55.7		49.	-	58.		58.1
Medium Trucks	53		11 8		45.4		43		52.		52.5
Heavy Trucks: Vehicle Noise:	54 81		33.2 59.6		44.2 56.3		45.		53.1 60.1		53.I 60.I
								-		-	
Centarino Giatene											
Centerline Distanc	e to Naise Co	mour (m temp		70 c	8A	85 d8	3 <i>A</i>	7	10 dBA	55	dBA
Centerline Distanc	e to Noise Co		.dn:	70 a		85 d8 48	9.A		105		dBA 227

Friday, Nevernber 08, 2013

*****	***********	******		******				******	******	******	
								200			
	nio: Year 2035								o Valley M	/almart	
	ne: Indian Stre					Job Ni	ımber:	8870			
Road Segme	wit: South of Ha	ariey Knox Bou	leval	d							
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Car	ditions	Hard:	10, Se	oft = 15)		
Average Daily	Traffic (Act):	29,596 vehocie	s	- 1				Autoe:	15		
Peak Hour	Percentage:	10%		- 1	Me	edium Tru	icks (2	Arries):	15		
Peak i	laur Valume:	2,980 vehicle	s		He	avy Truc	ks (3+	Axles):	15		
Va	shicle Speed:	55 mph			Vohicte	A 92					
Near/Far La	ane Distance:	36 feet		- 1		icleType	-	Osv	Evening	Shahi	Daily
Sita Data					A CA		utos	77.5%		9 634	87.42%
						edium Tr		84.6%		10.3%	1.84%
	rrier Keight:	0.0 feet				eolum m Heavy Tr	G E 1 100 1	86.6%		10.3%	0.74%
Barner Type (0-V		0.0		- 1		neavy 11	camo.	00.0%	2.170	10.076	0.7490
	ist to Barrier.	100.0 feet		ľ	Noise 5	ource El	vation	ns (In fe	set)		
Centerline Dist.		100.0 feet		ı		Autos	: 0	.000			
Barrier Distance		0.0 feet		- 1	Mediu	m Trucki	. 2	.297			
Observer Height		5 8 Neet			Hear	w Trucks	. 9	906	Grade Ad	justment:	0.0
	ad Elevation:	0.0 feet		-							
	ad Elevation:	0.0 feet		- 1	Lane Eg				feetj		
	Fload Grade:	0.0%				Autos		.494			
	Left View:	-90.0 degree		- 1		т Тписке		.404			
	Right View:	90.0 degree	ēs		Hear	ry Trucks	: 98	.419			
FHWA Noise Moo	let Calculation	3									
VehicleType	REMEL	Traffic From	0	stance	Finite	Road	Fres	1001	Barrier Alt	en Ber	m Atten
Autos	71.79	1.69		-4.5	2	-1.20		-4.77	0.0	380	0.000
Medium Trucks:	82.40	-15.35		-4.5	1	-1.2B		-4.85	8.8	300	0.000
Heavy Trucks	86.40	-19 30		-43.5	i1	-1.20		-5.16	9:	380	0.000
Unmitigated Nois	e Levels (with	out Topo and	ban	ier atte.	suation)						
VehicleType	Leg Peak Hou	r Leg Day	-	Legis	vening	Leq1		T	Ldn	C	VE1.
Autos:	68	.0	68.1		64.3		58.	2	68.	8	67.5
Medium Trucks	61	.3	59 8		53.5		51	8	60.	4	60.6
Heavy Trucks:	61	.4	80.0		50.9		52.	2	69.	5	69.7
Vehicle Noise:	89	.5	87.8		84.9		59.	9	63.	5	0.93
Centerline Distan	ce to Naise Co	ontour (in feet	)								
					d8A	851			50 dBA	- 0.0	dBA
			Lan:		.8	17	1		368	7	93

Friday, November 08, 2013

Friday, November 08, 2013

	io: Year 2035 Wi ne: Parris Boulev:					ame: Morei aber: 8870	no Valley V	aimarr	
Road Segme	nt: North of SR-6	0 VVB Ramps							
	SPECIFIC INP	UT DATA	-				EL INPUT	S	
Highway Data				Site Cor	iditions (H	ard $\approx$ 10. S	olt = 15)		
Average Daily	Traffic (Adt). 54,	192 vehicles				Autos			
Peak Hour	Percentage:	18%		Ms	alum Truck	is (2 Axies)	1.5		
Peak F	laur Valume: 5,	419 vehicles		He	avy Trucks	(3+ Axies)	15		
	hicle Speed.	55 mph	ŀ	Vehicle.	90iy				
Near/Fer La	ne Distance:	S8 feet	- 1		ideTvae	Day	l Evenina	Night	Daity
Site Date					Auf	as: 77.5%	6 12.9%	9.6%	97.4.2%
Ra	rrier Heiaht:	0.0 feet		5.9	edium Truc	4s: 94.89	6 4.9%	19.3%	1 84%
Barrier Type (0-Vi		0.0		- 1	Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline Di		IDD 0 feet	- }		ource Elev		F		
Centerline Dist.	to Observer.	IGO.C feat	- 1	marse S	Autos	0.000 n	eng		
Barrier Distance	to Observer	0.0 feet		A decision	m Taucks:	2.287			
Observer Height (	Above Pad):	5.6 feet			n Trucks:	6,008	Grade Ad	irelment	0.0
2	ad Elevation.	0.0 feet	l					courric:n	0.0
Ro	ad Elevation:	0.0 feet	L	Lane Eq	uivalent D		feet)		
	Road Grade:	0.0%			Autos:	87.316			
	Left View.	-90.0 degrees			m Trucks:	87 214			
	Right View:	90.0 degrees		Hear	ry Trucks.	97.224			
FHWA Naise Mad	ei Calculations		<del>\</del>						
Verlide Type			stance			Fresnel	Berner Att		m Alten
Aulos:	71.70	4.52	-3.7		-1.20	-4.77		00	9.900
Medium Trucks:	82.40	-12.72	-3.7		-1.20	-4 88		00	9.860
Невуу Тrucкв.	96.40	-16.6B	-3 7	3	-1.20	-5.16	6.0	60	0.000
Unmitigated Nois			er atter	wation)					
	Leg Peak Hour	Leg Day	Leg E	Vening	Leg Nijo		Ldn		WEZ.
Aidas:	71.4	69.5		67.7		61.6	76.3		70.8
Medium Trucks.	84.8	63.2		58.9		55.3	63.8		64.0
Heavy Trucks	64.8	63.4		54.3		55.6	83.5		84.1
Vehicle Noise:	72.8	71.2		68.2		63.4	71.5		72.4
Centerline Distan	se to Noise Com	tour (in feet)							
				dBA .	65 dB	A	60 dBA		dBA
		Lah.		34	289 910		622 669		340
		CMF7		4.4					241

Scenari	b: Year 2005	With Proje	ct			Project I	lame: Mo	reno V.	alley VVs	imart	
Road Nam	e: Perris Boo	levard				Job Nu	mber: 887	0			
Road Segmen	t: North of E	ucalyptus A	yenue								
	SPECIFIC I	NPUT BA	TA				DISE MG				
Highway Data				S	ite Cor	ditions (	Hard = 10	Soft:	: 15)		
Average Daily	Traffic (Adt).	46,385 val	nicles				Aut	68:	15		
Peak Hour	Percentage:	10%			Me	olum Tru	048 f2 Asie	35J:	16		
Peak H	our Volume:	4,638 vet	nicies		Re	avy Truck	is (3+ Axid	(8):	15		
Ver	hicle Speed.	65 m;	ih	1	'e hic ia	80%					
Near/Far La:	ne Distance:	36 fee	t	F.		ideTvae	Do	. 16:	ening	Night	Dairy
ite Data					V C.				12.9%	8.6%	97.42%
					0.0	edium Tri		8%	4.9%	10.3%	1.94%
	vier Height:	0.0 fe	701			Heavy Th		5%	2.7%	10 8%	0.74%
Barrier Type (0-W Centedine Ste									2.170	10.070	0.1 170
Centerline Dist.		100.0 fe		te	laise S	ounce Ele	vations (i	n feet)			
Barrier Distance		0.0 fe				Autos	0.000				
Observer Height (		5.0 fe				m Trucks					
	ad Elevation	0.0 fe			Heat	ry Trucks	8.008	Gn	ade Adji	istment:	0.0
	ed Elevation	0.0 fe		17	ene Fo	sivelent	Distance	(in feet	9		
	Road Grade:	0.0%	E1	F	4-71- 24-0	Autos			·		
,	Left View	-90.0 de	orae c		Mediu	m Trucks	50.10				
	Flight View:	90.0 de				n Trucks	98.413				
	ragia vica.	00.0 W	19,000		11001	,	00.110				
HWA Noise Made											
Vehicle Type	REWEL	Traffic Fi		Xstance		Pload	Fresne!		ner Alte		n Alten
Autos	71.7		3.84	-4.52		-1.20	-4.		0.0		0.080
Medium Trucks:	82.4		3.4B	-4.51		-1 20	-4		0.0		0.000
Невгу Глиска.	96.4	J -17	7.35	-4 51		-1.20	-5.	16	0.0	30	9 9 9 0
Inmitigated Noise	Leveis (wit	hout Tops	and bar	rier attenu	ation)						
VehicleType	Leg Peak Ho	ur Leq	Day	Leg Ev	ening	Leg N	lig/If	Ld		Cf	
Autos:	8	9.9	68.0	,	66.2		60.2		66.88		69.4
Medium Trucks.	8	9.9	61.6	3	65.4		63.9		62.3		62.8
Heavy Trucks:	6	3.3	61.8	3	52.8		54.1		62.5		62.6
Vehicle Noise:	7	1.5	68.	7	8.99		81.9		70.4		70.9
Centerline Distanc	e to Noise C	Contour (in	feet)								
				70 d	B.4	65 a	8.4	60 a	8.4	.55	dB.4

	o: Year 2035 \ e: Perris Boule				Project is lob No			e Valley VV	almart	
		Ramps to Sunn	yme ad Bou	ilevard	200110		0310			
	PECIFIC IN	PUT DATA	***************************************					LINPUT	5	***********
Highway Data				Site Con	ditions (i	iard =	10, 50	aft ≈ 15)		
Average Oaily i	raffic (Adl): 4	2,288 vehicles					Autos:	15		
Peak Hour !	Percentage.	10%		Mc:	Sum Truc	ks (2 )	txles).	15		
Peak Hi	our Volume	4,229 vehicles		Hei	any Truck	s (3+ )	4x/es):	15		
Ver	ricle Speed:	55 mph		Vehicle f	die					
Near/Far Lar	e Distance.	9B feat			deType	$\neg$	Day	Evening	Night	Dally
Site Data					ΑŁ	ios:	77.5%	12.9%	9.8%	87.42%
Flar	rier Height:	0.0 feet		Nic	dum Tru	cks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-W)		0.0		E	leavy Tru	cks.	86.5%	2.7%	10.8%	0.74%
Centerline Dis		100.0 feet		Noise Sa	576		- //- 6			
Centerline Dist. t	o Observer:	100.0 feet		NOIST SE	Autos:		000	101)		
Barrier Distance t	o Observer:	0.0 feet		A American	ников. п Тпискв		297			
Observer Height (r	4bove Pad):	5.0 fest			v Trucks			Grade Adi	iustment	0.0
p _a	d Elevetion:	0.0 feet								
	d Elevation:	C 0 feet		Lane Equ				feat)		
F	Road Grade:	0.0%			Autos:		316			
	Left View:	-90.0 dagree:			n Trucks		214			
	Right View:	90 0 degree	S	Heav	y Trucks:	67	224			
FHWA Noise World	d Catculation:	5								
VehicleTyne	REMEL.	Traffic Flow	Distance	Firite	Road	Fresi		Barrier Att		
Autos	71.78	3.44	-3.		-1.20		-4.77	0.0	100	0.000
Medium Trucks	82.40	-13.90	-3.	73	-1.20		-4.58	0.0	100	0.000
Heavy Trucks:	66.40	-17.76	-3.	73	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise	Levels (with	out Topo and h	arrier atte	nuation)						
Vehicle Type	Leg Peak Hou	r Leg Day	Legi	vening	Leg N	ight	T	Łdn	Ci	VE
Autos	70	3 8	8.4	86.6		80.6	1	89 2	2	89.8
Medium Trucks:	63.		2.2	55.8		54.3	3	82.7	,	63.0
Heavy Trucks	63.	7 6	2.3	53.3		54.5	5	62.9	3	63.0
Vehicle Noise	71	0 7	D 1	87.1		62 :		70.8	)	71.3

Friday, November 88, 2013

	io: Year 2035		ject							e Valley W	/almart	
	ne: Perris Bou						Job	Numbe	r: 8970			
Road Segme	nt: South of E	ucalyptu	s Avenue									
	SPECIFIC II	SPUT D	ATA							LINPUT	S	
Highway Data					S	ite Co	ndition	s (Harc	i≃ 10, Si	oft = 15)		
Average Cally	Leaffic (Adl):	52,481 1	vehicles.						Autos:	15		
Peak Hour	Percentage.	10%				N	ledium 1	rucks (	2 Axles).	15		
Peak F	lour Volume	5,248	vehicles			1-	leavy Tr	icks (J	+ Ax(es):	15		
Ve	tricle Speed:	55 (	mph			'a hick	Adia					
Near/Far La	ne Distance.	36 1	eat		- 1		hioleTv:		Dav	Eveninal	Night	Dally
Site Data							mare - yy	Autos			9.6%	
							Medium				10.3%	1.64
	rrier Height:		feet				Heavy				10.8%	0.74
Barrier Type (0-VI Centerline Di		0.0									10.070	
Centerline Dist.		100.0			ħ	ioise :	Saurce :	le vati	ons (in f	e <i>61)</i>		
Barrier Distance			feet		-		Aut	03:	0.000			
						Medi	um Truc	ks:	2 297			
Observer Height (	ad Elevation		feet feet			Hea	avy Truc	hs-	8.006	Grade Ad	justment.	0.0
	ad Elevation: ad Elevation		reet feet		7	one F	muinale	ar Cler	ance fin	(oat)		
	Boad Grade:	0.0			-		Ani		88.484	7500		
	rional criade		n dearees			Albani	ит Тпис		8.404			
	Right View:		degrees				avy Truc		8 413			
	ragix view.	90.0	orgrees			1104	ory mac	no. c	20 410			
FHWA Noise Wod	el Cateulation	ş										
VehicleType	REMEL.	1 rathe	Flow	Dsi	ance	First	e Apad	Fre	snel	Barrier All	en Ber	m Aller
Autos	71.78		4.38		-4.52		-1.20		-4.77	0.0	300	0.0
Medium Trucks	82.40		12.88		-4.51		-1.20		-4.59	0.9	100	0.0
Heavy Trucks:	86.40		16.82		-4.51		-1.26		-5.16	0.0	00C	0.0
Unmitigated Nois	a Louete fuitt	out Tor	o and h	rrie	r aften:	untion						
	Lea Peak Ho		ea Day		Lea Ev			: Night		Lan	T 0	NEL
Autos		14	86			86			0.7	89		89
Medium Trucks:	63	9.8	62	.8		56.	0	- 6	4.4	62.1	9	69
Heavy Trucks.	60	1.9	62	4		53.	4	5	4.7	63.	0	63
Vehicle Noise.	72	2.0	70	.3		67.	3	6	2.4	71.3	9	7.3
Centerline Distan	ca to Maire C	ootour (	in Santi									
SOUTH STATE	00 10 70/50 0	omour (	m ruely		70 d	94	T 6.	dEA		50 dEA	5.5	dEA.
			Lo	h.	11			250		540		182

	no: Year 2035							eno Vailey M	/almart	
	ne: Perris Soul					Job Nur	nber: 887	9		
Road Segme	vić: South of Si	unnymead Eou	levard	*****		**********				
	SPECIFIC IN	PUT DATA		_				DEL INPUT	s	
Highway Data				5	itte Con	ditions (f		Soft = 15)		
	Traffic (Adt):		5				Auto			
	Percentage:	10%		- 1		dium Truc				
	laur Valume:	4,738 vehicle	s		He	avy Trucki	s (3+ Axle	s): 15		
	thicle Speed:	55 mph		1	ohiete i	Mix				
Near/Far La	ine Distance:	36 feet			Ven	icleType	D05	Evening	1 bight	Daily
Site Data				-		Au	tos: 77.	% 12.9%	9 6%	97 4 2%
Ba .	rrier Keight:	0.0 feet			An	edium Truc	fis. 84.0	3% 4.9%	10.3%	1.84%
Barner Type (0-VI	Velt, 1-Serint:	0.0			- 7	leavy Truc	oks: 86.5	9% 2.7%	10.8%	0.74%
Centerline Di	ist to Barrier.	100.0 feet		-	toice S	ource Elev	estione (i	(foot)		
Centerline Dist.	to Observer:	100.0 feet		12	10150 01	Autos	0.000	17000		
Barrier Distance	to Observer.	0.0 feet			Martin	m Trucks:	2 2 9 7			
Observer Height	(Above Pad).	5.0 teet				v Trucks.	8 0 0 6	Grade Ad	liustment	0.0
	ad Elevation:	0.0 feet		-					,	
	ad Elevation:	0.0 feet		1	ane Eg	uivaient E		in feet)		
	Road Grade:	0.0%				Autos:	98.494			
	Left View:	-80.0 degre				m Trucks:	98.404			
	Right View:	90.0 degre	es		Heat	y Trucks:	98.413			
FHWA Noise Mod	let Calculation	5								
VehicleType	REMEL	Traffic Flow	Dist ar			Road	Fresher	Barrier 4tt		m Atten
Autos:	71.76	3.93		-4.52		-1.20	-4.7		300	0.00
Medium Trucks:	92.40	-13.30		4 51		-1.20	-4.8		300	0.00
Heavy Trucks	86.40	-17 28		-4.51		-1.20	-5.1	6 0:	300	0.00
Unmitigated Nois	e Levels (with	out Topo and	barrier	atten	uation)					
Vehicle Type	Leg Peak Hou	r Leg Day	/ L	eq Ev	ening	Leg Ni		Ldn		WEIL
Autos	70	.0	68.1		66.3		60.3	68.	8	69.
Mediam Trucks	63	4	81.8		55 5		54.0	62.	4	62.
Heavy Trucks:	63		82.0		53.0		54.2	62.	6	62.
Vehicle Noise:	71	.6	69.0		86.9		€2.0	70.	5	71.
Centerline Distan	ce to Naise Co	ontour (in feet	)							
				70 d	6A	85 dE	3A	60 dBA	55	dBA
			(110)	10	q	734		404	1	086

Friday, Nevernber 08, 2013

Friday, Nevernber 08, 2013

Scenar	for Year 2036	With Project				Project I	Vame:	Morer	no Valley W	almart	
Road Nan	e: Perris So	ulevard				Job Nu	mber:	8879			
Road Segme	d: North of C	Cettonwood Aver	8.01								
SITE	SPECIFIC I	NPUT DATA	******	-	NANANANANA				L INPUT	S	***********
Highway Data				S	ite Can	ditions (	Hard =	10, S	oft = 15)		
Average Daily	Traffic (Act)	50,578 vehicle:	3					Autos	15		
Peak Hour	Percentage:	10%			Me	edium Tru	cks (2	Arries).	15		
Peak h	lour Volume:	5,058 vehicle:	5		He	avy Truci	ks (3+	Axles).	15		
Ve	hicle Speed:	55 mph		-	ahiete i	387					
Near/Far La	ne Distance:	36 feet		- F		ideTvoe	- 1	Dav	Evening	stignt	Daily
Site Data							utos:	77.59		9 63	
	rrier Kelght:	0.0 feet			M	edium Ta		84.69		10.39	
Barrier Type (0-VI		0.0 1000			- 1	Heavy Tra	Athir:	86.69	6 2.7%	10.8%	0.74%
Centerline Di		100.0 feet									
Centerline Dist.	to Observer:	100.0 feet		I N	0156 56	ource Ele			9et)		
Barrier Distance	to Observer.	0.0 feet				Autos m Trucks		297			
Observer Height (	Above Pad).	5.0 teet						006	Grade Ad	ivetenen	6.0.0
P	ad Elevation:	0.0 feet			Hear	y Trucks	. 5	000	Grade Ad	G 5117/51/	r. 0.b
Ros	ad Elevation:	0.0 feet		L	ane Eg	ulvaient	Distor	ce (în	feet)		
	Froad Grade:	0.0%				Autos	. 98	.494			
	Left View:	-90.0 degree	es.		Mediu	т Тпискв	98	.404			
	Right View:	90.0 degree	es.		Heat	ry Trucks	98	.413			
FHWA Noise Mod	el Calculatio	ns									
VehicleType	REMEL	Traffic Frow	Dista	ince :	Finite	Road	Fres	161	Barrier Alt	en Be	rm Atten
Autos	71.7	8 4.22		-4.52		-1.20		-4.77	9.6	00	0.000
Medium Trucks:	82.4	-13.02		-4 51		-1.20		-4.85	9.0	100	0.000
Heavy Trucks	86.4	-16.88		-4.51		-1.2D		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (wit	hout Topo and	barrier	attoni	iation)						
VehicleType	Leg Peak Ho	our Leg Day	- 1	eq Ev	ening	Leg l	lighi	T	Ldn		MEL.
Autos	7	0.3	68.4		68.8		60.	6	68.		68.6
Medium Trucks	6	3.7	82.2		55.8		54	3	62.	ř	62.9
Heavy Trucks:	g	3.7	82.3		53.2		54.	5	62.	}	63.0
Vehicle Noise:	7	1.9	70.1		87.1		62.	3	70.	1	71.3
Centerline Distan	e to Naise (	ontour (in feet									
				70 d	8A	85 a	BA	1	60 dBA	58	dBA
			Leta:	111		2.4			600		124

Friday, November 69, 2013 Friday, November 69, 2013

····	io: Year 2035 V		******				a Valley Vá		******
	xo: Year 2035 v ne: Parris Bouler					rame: Morei riber: 8870	so valley vs	smarr	
	nt: South of Cot				300 1901	raper. doi: 0			
riuau segme	nr. Suuti ti Cut	tonyacou Avent	∈ •••••••	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,			*************		
	SPECIFIC INF	ATAG TU					EL INPUTS	;	
Highway Data				Site Co.	nditions (f	tard = 10. S			
Average Dally	Traffic (Adt). 48	,866 vehicles				Autos			
Peak Hour	Percentage:	10%		5/6	ealum Truc	4s (2 Axies)	15		
Peak F	laur Valume: 🕝	,587 vehicles		H	eavy Truck	s (3+ Axies)	15		
Ve	hicle Speed.	55 mph		Vehicle	Miv				
Near/Fer La	ne Distance:	36 feet			hideTvae	Day	Evenina	Night	Daire
Site Data						fas: 77.53		9.6%	97.42%
	rrier Heiaht:	0.0 feet		١.	tedium Tru			10.3%	1.84%
Barrier Type (0-V		0.0 reet			Heavy Tru			10.8%	0.74%
Centerline Cu		0.0 100.0 feet		İ					2.7 17
Centerline Dist		100.0 feet		Noise S	ource Ele	vations (in :	re est)		
Ramer Distance		0.0 feet			Autos.	0.000			
Observer Height (		5.6 feet			ım Trucks	2.287			
	ad Elevation.	D.B. feet		Hea	vy Yrucks:	8.008	Grade Adji	ustment:	0.0
	ad Elevation. ad Elevation:	0.0 feet		I and Fr	missolant I	Distance (in	facti		
	Road Grade:	0.01680		Carro Ac	Autos				
	Left View	-90.0 degrees		6.60,000	ım Trucks:				
	Right View:	90.0 degrees			vv Trucks.	98 413			
	night view.	solic degrees		1,100	sy macno.	80.416			
FHWA Naise Mad	ei Calculations								
VehicleType	REMEL	Traffic Flow	Distance	Finite	- Road	Fresne!	Barrier Afte	n Ben	m Alten
Autos	71.70	3.79	-4	.52	-1.20	-4.77	0.0	60	0.000
Medium Trucks:	82.40	-19.45	-4	.51	-1.20	-4 88	0.0	00	0.000
Heavy Trucks.	36.40	-17.40	-4	61	-1.20	-5.16	0.0	69	0.000
Unmitiaated Nois	e Levels (witho	ut Toos and b	mier att	nuation					
VehicleType	Leg Peak Hour			Evening	Lea N	ioht	Ldn	C	VEZ.
Aufas:	89.9	6	3.0	66.3		60.1	68.8		69.4
Medium Trucks.	63.1	6:	.7	55.4		63.6	62.3		62.5
Heavy Trucks:	63.3	6	.9	52.8	3	54.1	82.4		82.6
Vehicle Noise:	71.4	69	3.7	.99	,	61.8	70.4		70.9
Centerline Distan	ce to Noise Cor	tour (in feet)							
				O dBA	65 dl		60 dBA		dB.A
		Le	iro.	198	228		493	1,0	063

Fitday, November 69, 2013

Scenar	io: Year 2005	With Project				Project N	ame:	Moren	o Valley VA	simar	
Road Nan	e: Perris Bou	levard				Job Nu	nber:	0870			
Road Segme	nt: North of C	actus Avanue									
SITE	SPECIFIC II	ATAG TUS	******						L INPUT	3	**********
lighway Data					Site Cor.	iditions (I	iard =	10, 50	rit = 15)		
Average Daily	Traffic (Adt).	44,155 vehicle:	3					Autos:	15		
Peak Hour	Percentage:	10%			Me	alum Truc	4812.	4 <i>x1</i> es):	16		
Peak F	lour Volume:	4,418 vehicles	S		He	avy Truck	s (3+ ,	4 <i>xies</i> ):	15		
Ve	hicle Speed.	65 mph		-	Vehicle.						
Near/Far La	ne Distance:	36 feet		-		ideTvae	-	Dav	Evening	Migh	Dairy
ite Data					VCH		fae:	77.5%		8.6	
						אה edium Tru		84.8%		10.3	
	rrier Height:	0.0 feet				ealam Tra Heavy Tra		86.5%		10.6	
Barrier Type (0-V		0.0				neavy iru	765	00.07	2.190	10.0	70 U.1476
Centerline Di		100.0 feet		- 1	Noise S	ource Ele	ration	s (in f	5 <i>9</i> \$		
Centerline Dist.		100.0 feet				Autos.	C.	000			
Barrier Distance		0.0 feet			Mediu	m Trucks	2.	287			
Observer Height		5.0 feet			Heat	y Trucks:	8.	690	Grade Adj	usime	nt: 0.0
	ed Elevation.	0.0 feet		į							
	ad Elevation:	0.0 feet		- 1	Lane Eq	uivalent L			reesy		
	Road Grade:	0.0%				Autos:		494			
	Left View.	-90.0 degree				m Trucks:		404			
	Right View:	90.0 degree	es.		Heat	ry Trucks.	88	413			
HWA Noise Mad	el Calculation	ıs									
VehicleType	REWEL	Traffic Flow	D)	stance		Road	Fresi		Barrier Atte		em: Allen
Aulos	71.78			-4.5	-	-1.20		-4.77	0.0		0.000
Medium Trucks:	82 40			-4.5		-1.20		-4 88	0.0		0.000
Невсу Іписка.	96.49	-17.57		-4 5	:1	-1.20		-5.16	0.0	69	9 9 9 0
Inmitigated Nois											
VehicleType	Leg Peak Ho			Leg E	vening	Leq N			Ldn		CNEL.
Aufos:			67.6		66.0		60.1		8.99		69.0
Medium Trucks.			81.6		65.2		63.		62.1		62.4
Heavy Trucks:	60		81.7		52.7		63.		62.3		62.4
Vehicle Noise:	7	.3	5.86		9.99		81.	7	70.2		70.7
enterline Distan	ce to Noise C	ontour (in feet)									
					dBA	65 dl		1 0	60 dB.4		55 dB.4
			Loh).		94	223			481		1,036
			0-7		11	240			517		1.114

Scenario: Yea	r 20.35 t	Aith Project				Projec	lviame	Moren	ic Valley VV	almart	***********
Road Name: Per							lumber		10 111100 24	un.iui t	
Road Segment: Nor	th of Ale	essandro Boulev	/ard								
SITE SPECI	FIC IN	PUT DATA			***********				LINPUT	5	*********
Highway Data					Site Cone	ditions	(Hard	≈ 10, S	oft ≈ 15)		
Average Daily Traffic	(Adf): 4	17,986 vehicles						Autos	15		
Peak Hour Percen	lags.	10%			Med	ium Tr	ucks (2	Axies).	15		
Peak Hour Vo	lume:	4,787 vehicles			Hee	ay Tru	cks (3+	Axles):	15		
Venicle Si	20:00	55 mph		H	Vehicle #	Air					
Near/Fat Lane Dist	влсе.	36 feat		- 1-		deTyp		Day	Evening	Niglá	Dally
Site Data				-+			Autos	77.59		9 8%	
Barrier He	in he	0 0 feet		-	Me	dum 1	rucks:	64.93	4.9%	10.3%	1.64%
Barrier Type (0-Wall, 1-B		0.0			H	leavy I	rucks.	88.59	6 2.7%	10.8%	0.74%
Centerline Dist. to Bi		100.0 feat		-  -	Noise Sa						
Centerline Dist. to Obs	erver:	100.0 feet		-	MOIST SU	Auto		1.000	euy		
Barrier Distance to Obs	ervev:	0.0 feet			Mediun			297			
Observer Heighl (Above	Pad):	5.0 feat				r Truck		1.006	Grade Ad	indmant	0.0
Pad Elev	etion:	0.0 feet								a out no n	. 0.5
Road Elev	ation:	0 0 feet		L.	Lane Equ	iivalen	t Dista	nce (in	feet)		
Road G	rade	D.0%				Auto	s: 8	.494			
Left	View:	-90.0 degree:	s		Меаїил			3.404			
Right	View:	90 0 degree	S		Heavy	Truct	is: 9	413			
FHWA Noise Model Cale	viation	5									
VehicleTyne REI		Traffic Flow	Distans		Finite I		Free	ine/	Barrier Att		
Autos	71.78	3.96		4.5	2	-1.20		-4.77	0.0	100	0.000
Medium Trucks	82,40	- 13 28		4.5		-1.20		-4.58		100	0.000
Heavy Trucks:	66.40	-17.22		4.5	1	-1.20		-5.16	0.0	100	0.000
Unmitigated Noise Level	s (with	out Topo and E	anier a	tter	nuation)						
Vehicle Type Leg Po	ak Hou	r Leg Day	Le	q E	vening	Leg	Night	1	Lán		NEL
Autos:	7 B		B 1		66.4		80		88 9		89 5
Medium Trucks:	63		1.9					82.7			
Heavy Trucks	Heavy Trucks 63.5 62.0 53.0 54.3 62.8				62.7						

Friday, November 88, 2913

Centerline Distance to Noise Contour (in feet)

Scenario: Year 2035 With Project			Project Na	ne: Moren	e Valley VV	almart	
Road Name: Perris Boulevard			Job Num			annon c	
Road Segment: South of Cactus Avenue							
SITE SPECIFIC INPUT DATA	***********				LINPUT		
Highway Data		Site Cor	ditions (Ha			*	
Average Oally Traffic (Adl): 49,251 vehicle		310 00	woons (re	Autos			
Peak Hour Percentage 10%	S	2.0	dium Yrucki				
Peak Hour Volume: 4,925 vehicle	_		any Trucks				
Verticle Speed: 55 mgh	5			JT HARON.	10		
Near/Far Lane Dislance 98 feet		Vehicle					
		Veh	ideType	Day	Evening	Night	Dally
Site Data			Auto			9.8%	40.010.00
Barrier Height: 0.0 feet			edium Truck			10.3%	1.64%
Barrier Type (0-Wall, 1-Berm): 0.0		1	teasy Irues	s. 88.5%	2.7%	10.8%	0.74%
Centerline Dist. to Barrier: 100.0 feat		Noise S	urce Eleva	tions (in f	eedi		
Centerline Dist. to Observer: 100.0 feet			Autos	0.000			
Barrier Distance to Observer: 0.0 feet		Marrie	m Trucks	2 297			
Observer Height (Above Pad): 5.0 feet			v Trucks	8.006	Grade Adi	ustment.	0.0
Pad Elevation: 0.0 feet							
Road Elevation: 0.0 feet		Lane Eq	uivalent Di		feet)		
Road Grade: 0.0%			Autos:	87.316			
Left View: -90.0 degre			m Trucks	87.214			
Right View: 90.0 degra	es	Hear	y Trucks:	67 224			
FHWA Noise Model Catquistions							
VehicleType REMEL Traffic Flow	Distance	Firite	Road F	resnel	Barrier Atts	en Ber	rn Alten
Autos 71.78 4.10	-3	.74	-1.28	-4.77	0.0	00	0.000
Medium Trucks: 82.40 -13.14	-3	.73	-1.20	-4.59	0.0	00	0.000
Heavy Trucks: 86.40 -17.09	-3	.73	-1.20	-5.16	0.0	90	0.000
Unmitigated Noise Levels (without Topo and	barrier ett	enuationi					
VehicleType   Leg Peak Hour   Leg Day		Evening	Leg Nig	4	Lán	Cf	NEL.
Autos: 78.8	88.0	87.3		612	89 E		70 5
Medium Trucks: 64.3	62.8	58.5		54.9	89.4		69.8
Heavy Trucks. 64.4	63.0	59.9		55.2	63.5		63.6
Vehicle Noise. 72.5	70.8	67.8		62.9	71.5		72.0
Centerline Distance to Noise Contour (in fee	e						
		0.694	65 884		50 dEA	.55	d5A
	Ldn:	126	271		583	1.7	257

	no: Year 2035								n Valley W	almart	
	ne: Perris Soui					Job Nu	mber: 8	879			
Road Segme	vii: South of Al	essandro Boule	rvard								
	SPECIFIC IN	PUT DATA							LINPUT	S	
Highway Data					Site Con	ditions (	Hand in 1	0, 80	ft = 15)		
Average Daily	Traffic (Adt): -	48,658 vehicle:	5				A	utos:	15		
Peak Hour	Percentage:	10%			Me	dium Trui	3ks (2 A)	rles):	15		
Peak F	laur Valume:	4,806 vehicle:	5		He	avy Truci	s (3+ A	vie s):	15		
Vs	thicle Speed	55 mph		-	Vahiate	New York					
Near/Far La	ine Distance:	36 feet		H		icle I ype	1.0	Jay	Evening	Strate	Daily
Site Data				+		A	itos: i	7.5%	12.8%	9 636	97.42%
Ra	rrier Kelaht:	0.0 feet			An.	edium Tra	eks. 8	4.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0				leavy Tru	eks: 8	16.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-	W-7 F	ource Ele					
Centerline Dist.	to Observer:	100.0 feet		- 1	Noise Se				et)		
Barrier Distance	to Observer.	0.0 feet				Autos. m Trucks					
Observer Height	(Above Pad).	5.9 teet				т і писка. » Тrucка.			Grade Ad.	iu atanomi:	0.0
P	ad Elevation:	0.0 feet				-				G SUTTES AL	0.0
Ro	ad Elevation:	0.0 feet		- [-	Lane Eg	uivaient .	Nistanc	e (in i	est)		
	Road Grade:	0.0%		Г		Autos.	98.4	94			
	Left View:	-90.0 degree	S		Mediu	m Trucks.	98.4	D4			
	Right View:	90.0 degree	S		Heat	y Trucks	98.4	13			
FHWA Noise Mod	let Calculation										
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Freshe		Barrier 4tt		m Atten
Autos:	71.76	4.60		-4.5	2	-1.20	-	4.77	0.0	100	0.00
Medium Trucks:	92.40	-13.24		-4.5		-1.20		4.89		100	0.00
Heavy Trucks	86.40	-17.20		-4.5	1	-1.20	-	5.16	9.0	190	0.00
Unmitigated Nois											
	Leg Peak Hou			Leg E	vening	Leq N			Ldn		VEIL
Autox	70		38.2		66.4		60.3		69.0		69.
Medium Trucks	63		31.9		55 S		54.0		62.5		62.
Heavy Trucks:	63		32.1		53.0		54.3		62.6		62.
Vehicle Noise:	71	.6	9.9		86.9		€2.6		70.6	3	71.
Centeriine Distan	ce to Naise Co	ontour (in feet									
			L	70 s		65 d		б	10 dBA		dBA
			Ldn:	11	10	23	3		508	1,0	099

Friday, November 08, 2013

				3388	330000	8033			*****
Snena	nlo: Year 2035 V	Virb Project	•••••		Project N	azne: Morer	n Vsilev M	(almoart	
	ne: Perris Soule					ober: 8870	o rong ti	CONTROL C	
		n F. Kennedy Dri	sv		00011011				
SITE	SPECIFIC IN	PUT DATA		************	NO	ISE MODE	L INPUT	S	
Highway Data				Site Car		ard = 10, S		•	=
Average Daily	Traffic (Set): 0	6.444 vehicles				Autos	15		
	Percentage:	10%		Me	edium Tours	ks (2 Axles).			- 1
		4 644 vehicles	- 1			3+ Axlest			- 1
	shicle Speed	55 mph	- [			, (o . , iii.o .y.			
	ne Distance:	98 feet	L	Vohicto					
	me Diagnoe.	20 1667		Veh	iicleType	Day	Evening	Night	Daily
Site Data					Aus			9 6%	87 4 2%
Ba	rrier Keight:	0.0 feet		M	ledium Truc			10.3%	1.84%
Barrier Type (0-V	Vall. 1-Bermi:	0.0			Heavy Truc	As: 86.69	2.7%	10.9%	0.74%
Centerline D	ist to Barrier.	100.0 feet	-	Nata F	Fil-:	etions (in f			
Centerline Dist.	to Observer:	100.0 feet		MOISE 2	Auton	0.000	900		
Barrier Distance	to Observer.	0.0 feet			m Trucks	2.297			
Observer Height	(Above Pad).	5.0 teet	-			2.297	Grade Ad	i retenonii	0.0
P	ad Elevation:	0.0 feet		Hear	vy Trucks.	8 006	Grade Ad	por de l'invention de	0.6
Ro	ad Elevation:	0.0 feet	Ī	Lane Eg	uivaient D	istance (in	feet)		
	Fload Grade:	0.0%	ľ		Autos:	87.318			
	Left View:	-90.0 degrees	- 1	Mediu	m Trucks:	87.214			
	Right View:	90.0 degrees	- 1	Hear	w Trucks:	87.224			
		10.0 acg.100							
FHWA Noise Mod	lei Calculations								
VehicleType	REMEL		Distance		Road	Fresher	Barrier Alt		m Atten
Autos:	71.78	3.65	-3.7	4	-1.20	-4.77	0.0	300	0.000
Medium Trucks:	82.40	-13.39	-3.7	3	-1.2B	-4.85	9.0	300	0.000
Heavy Trucks	86.40	-17 35	-3.7	73	-1.2D	-5.16	9.6	100	0.000
Unmitigated Nois	e Levels (witho	ut Topo and bar	rier atte.	nuation)					
VehicleType	Leg Peak Hour	Leg Day	Legis	vening	Leg Ni	ahi l	Ldn	C	VEIL
Autos	70.	7 58.8	8	97.0		61.0	68.	š	70.2
Medium Trucks	64.	1 82 6	6	56.2		54 ?	63.	1	63.4
Heavy Trucks:	64.	1 82.3	?	53.7		54.9	63.5	3	63.4
Vehicle Noise:	72.	3 70.5	5	87.6		62.7	71.	2	71.7
Centerline Distan	ce to Naise Co	ntour (in feet)							
			70	d8A	85 dE	W T	50 dBA	55	dBA
		Edit	, 1	21	280		581	1,	208
		CNEL	1	30	280		604	1,3	300

Friday, November 08, 2013

Friday, November 08, 2013

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Soenerio	: Year 2035 Wit	h Project		*********	Project Na	me: Mare	o Valley V	laimarr	********
	Parris Bouleva					ber: 8870	and runcy vi		
Fload Segment	: South of John	F. Kennedy Drive							
	PECIFIC INPL	JT DATA					EL INPUT	5	**********
Highway Data				Site Con	clitions (He	rct = 10.3	cite = 15)		
Average Daily Ti	raffic (Adt). 54,i	898 vehicles				Autos	: 15		
Peak Hour P	ercentage:	18%		Me	akurn Truck	s (2 Axies)	15		
Peak Ho	ur Volume: 5,	470 vehicles		He	avy Trucks	(3+ Axies)	: 15		
Vehi	cie Spead.	55 mph	- }	Vehicle I	16iv				
Near/Fer Land	: Distance:	S3 feet	1		ideTvae	Day	LEisening	Night	Daire
Site Date					Auto	ns: 77.5°	6 12.9%	9.6%	97.42%
Ram	ier Heiaht:	0.0 feet		5/8	edium Truc	ks: 94.85	6 4.9%	10.3%	1 84%
Barrier Type (0-Wa		0.0			leavy Truci	ks: 86.51	6 2.7%	10.6%	0.74%
Centerline Dist.		DO.0 feet			ounce Eleva		F		
Centerline Dist. (c	Observer. 1	GO.C feat	- 1	marse Sc	Autos	C CCC	eny		
Barrier Distance to	Observer:	0.0 feet			Autos. m Trucks:	2.287			
Observer Height (A	bove Padi:	5.0 feet					Grade Ad	C	
Pac	d Elevation.	0.0 feet		Heat	y Trucks:	8.008	Statte Au	justriem	0.0
Rose	d Elevation:	0.0 feet	1	Lane Eq	uivalent Di	stance (in	feet)		
R	oad Grade:	0.0%			Autos:	87.316			
	Left View	90.0 degrees		Mediu	m Trucks:	87 214			
	Right View:	90.0 degrees		Неги	y Trucks.	87.224			
FHWA Naise Model	Calculations		i						
Verlicie Type	REMEL Y	affic Flow   Dis	dance	Finite	Road	Fresnel	Berner Aft	en Ber	m Alten
Aulos:	71.78	4.56	-3.7	4	-1.20	-4.77	0.1	000	0.000
Medium Trucks:	82.40	-12.88	-3.7	3	-1.20	-4 88	0.0	000	0.000
Невуу Глиска.	96.40	-16.64	-3 7	3	-1.20	-5.16	G.I	360	0.000
Unmitigated Noise	Levels (withou	Topo and barrie	er atte	nuation)					
VehicleType 1.	eq Peak Hour	Leg Day	Leg E	vening	Leg Nig	hf	Ldn	C	WEZ.
Aikas:	71.4	69.5		67.7		61.7	70.3	3	70.9
Medium Trucks.	54.8	63.3		56.9		55.4	63.		64.1
Heavy Trucks:	64.8	63.4		54.4		55.6	84.	)	84.1
Vehicle Noise:	73.0	71.2		68.3		63.4	713	9	72.4
Centerline Distance	to Noise Cont	our (in feet)							
				dBA .	65 dB:	٩	60 dBA		dBA
		Loh).		35	280		626		346
		CNEL:	1	45	312		673	1	450

Friday, November 68, 2013

Scenario:	Year 2035	With Pro	ject				Project N	lame	Moren	o Valley V	simart	
Road Name:	Parris Bou	levard					Job Nu	nber:	0876			
Fload Segment:	Driveway 3	3 to Drive	vay 4									
	ECIFIC II	NPUT B	ATA	·		*********				L INPUT	S	
Highway Data					S.	ite Cor	iditions (I	iard =	10. S	ařt = 15)		
Average Daily Tro	effic (Adt).	49,867 v	ehides						Autos:	15		
Peak Hour Pe	rcentage:	10%				Me	alum Truc	4812	Asies):	16		
Peak Hou	r Volume:	4,989 v	ehicles			Re	avy Truch	s (3+ .	Axies):	15		
Vehic	le Speed.	65 r	oph		120	etric is	naiv					
Near/Far Lane	Distance:	88 f	eet		-		ideTvae	-	Dav	Eivening	Night	Daire
Site Data								fos:	77.59		9.6%	97.42%
	r Heiaht:	0.0	·			54	edium Tru		84.89		10.2%	1 84%
Barrier Type (0-Wall.		0.0	reot				Heavy Tru		86.5%		10.6%	0.74%
Genterline Dist. I		100.0	fnat		-							
Centerline Dist. In I		100.0			16	oise S	ource Ele			688)		
Barrier Distance to t		0.0					Autos.	_	.000			
Observer Height (Ab		5.0					m Trucks		287			
	Elevation	0.0				Heat	ry Trucks:	8	690.	Grade Ad	justment.	0.0
	Elevation:	0.0			- 17	ene Fo	ulvalent l	Mezan	ce (in	feet)		
	ad Grade	0.00			-	m-77- 74-69	Autos		316			
	Left View		e dearees			Mediu	m Trucks:		214			
	att View:		degrees				rv Trucks.		224			
	gra vicu.	00,00	ungrens				, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,					
FHWA Noise Model C												
Vehicle Type	REWEL	Traffic .	Flow	Dista	1000	Finite	Road	Fres		Barrier Att	en Ber	n Allen
Autos:	71.78		4.16		-3.74		-1.20		-4.77		000	0.000
Medium Trucks:	82.40		13.08		-3.73		-1 20		-4 88	0.0	100	0.000
Heavy Trucks.	98.49	-	17.04		-3 73		-1.20		-5.16	G.I	000	0.000
Unmitigated Noise L	eveis (with	out Too	s and b	amier .	atte nu	etion)						
	g Peak Ho		g Day		eq Eve		Leg N	ig/hf	7	Ldn	C	wEZ.
Autos:	7	10	6	9.1		67.3		61.	9*	69.1	3	70.5
Medium Trucks.	84	4.4	6	2.9		68.6		66.	0	63.	1	63.7
Heavy Trucks:	64	4.4	6	3.0		54.0		66.	2	63.	3	63.7
Vehicle Noise:	7.	2.6	7	9.0		67.9		63.	0	71.5	5	72.0
Centerline Distance	n Unica C	antaur G	n facti									
Communic Districts	io moise c	C47E-301 [1	,,,,,,,,		70 df				·	90 dB 4		riB 4
							65 d					

Scenario: Year 203	85 With Project		Pr	ciect hiame	Moren	Valley W	almart	
Road Name: Perris Bo				iob Number			un.iui c	
Road Segment: North of								
SITE SPECIFIC	INDIT DATE	***************************************		MOICE	Mone	LINPUT		
Highway Data	,,,, o. u.,,,		Site Condit				•	
Average Daily Traffic (Adl)	51 792 vehicle	S			Autos:	15		
Peak Hour Percentage			Mediu	m Trucks ()	Axles).	15		
Peak Hour Volume	5.179 vehicle	s	Heavy	Trucks (3)	Axles):	15		
Venicle Speed	55 mph		Vehicle Mis					
Near/Fat Lane Distance	98 feat		Vehicle inix		Dav	Eveninal	Night	Dally
Site Data			4 en Aute	Autos	77.5%			87.42%
	0 0 feet		Billion St.	um Trucks:	84.9%		10.3%	1.64%
Barrier Height				avy Trucks.	88.5%		10.8%	0.74%
Barrier Type (0-Wall, 1-Berm) Centertine Dist. to Barrier								
Centerline Dist. to Berrier Centerline Dist. to Observer	100.0 1001		Noise Saun	ce Elevatio	ıns (in f	101)		
Rarrier Distance to Observer					0.000			
Observer Height (Above Pad)			Medium 7	rucks:	2 297			
Pad Elevation			Heavy 1	rucks	9.006	Grade Adj	ustment.	0.0
Road Elevation			Lane Equiv	alent Dista	nce (In	Seat)		
Road Grade					7.318			
refi View		00	Medium T		7 214			
Right View	00.0 303.5		Heavy 7	Tracks: B	7 224			
. ngnt vion	. out origin							
FHWA Noise Model Calculati								
VehicleType REMEL	Traffic Flow					Barrier Atti		
Autos 71.				1.20	-4.77	0.0		0.000
Medium Trucks: 82 /				1.20	-4.58	0.0		0.000
Heavy Trucks: 66.	40 -16.87	-8	.73 -1	1.20	-5.16	0.0	00	0.000
Unmitigated Noise Levels (w.	thout Topo and	barrier att	enuation)					
VehicleType Leq Peak F	four Leg Day	/ Leg	Evening	Leg Night		Lán		VEL
		69.3	67.5	-	14	70 1		70.7
Medium Trucks:	64.6	63.0	56.7	51	5.1	93.8	i	93.6
	64.6	63.2	54.1	58	5.4	63.7		63.8
Vehicle Noise.								72.2

| Conterline Distance to Noise Contour (in feeg | 70 dBA | 65 dBA | 66 dBA | 55 dBA | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 | 1300 |

Friday, November 88, 2913

Scenar	io: Year 2035	With P	oooooooooooooooooooooooooooooooooooooo	*******	******	000000000 D	troiect h	iame:	Meren	a Valley W	almart	********
	e: Perris Bou		- egotat				Job Nu				annor c	
Road Segme	nt: Drivaway 4	to San	tiago Drive									
SITE	SPECIFIC II	THE	BTAG	*******	_		N.C	MEE	MARK	LINPUT	G	******
Highway Data	., ,	.,			Site	Condi				dt = 15)		
Average Cally	Leaffic (Adl):	49 988	vehicles						Autos:	15		
	Percentage.	10				Media	um Yrus	жs /2 .	Axles).	15		
	laur Valume	4.989	vehicles			Hear	v Truck	s/J+.	Axies):	15		
	nicle Speed	55	mati						·			
Near/Far La	ne Distance.		feat			i <b>cle Mi</b> Vehicl		_	/ \	reconstant	KU-14	F1-75-
Site Data						venus		itos:	77.5%	Evening 12.9%	Night 9 8%	Daily
					-					181 4174	-7.070	87.429
	rrier Height:		fact				ium Tru		84.5%		10.3%	1.64% 0.74%
Barrier Type (0-VI		0.0				He	asy Iru	KINS.	80.0%	2.176	10.8%	0.745
Centerline Di			) feat		Nois	e Sau	rce Ele	vation	s (in fe	61)		
Centerline Dist.			) feet				Autos:	0.	000			
Barrier Distance			1 feet		84	edium	Trucks:	2	297			
Observer Height (			J feet		,	Heavy	Trucks	8.	900	Grade Ad	ustment.	0.0
	ad Elevation:		) feet									
	ad Elevation:		) feet		Lame	Equi	valent i			980		
	Road Grade	0.0	1%				Autos:		316			
	Left View:		) degrees				Trucks		214			
	Right View:	90 (	1 degrees		,	Heavy.	Trucks:	67	224			
FHWA Noise Worl	of Catquistics	) S			L							
VehicleType	REMEL.	Traffi	Flow :	Distance	1 6	irite Fi	Dast	Fresi	ne/	Barrier All	en Ber	rn Alten
Autos	71.78		4.18	-3	74		1.20		-4.77	0.0	100	0.00
Medium Trucks	82.40		-13.08	-3	.73		1.20		-4.58	0.0	100	0.00
Heavy Trucks:	85.40		-17.04	-3	.73		1.20		-5.16	0.0	100	0.00
Unmitigated Nois	e Levels (with	out To	pe and ba	rier ette	nuati	on)						
Vehicle Type	Leg Peak Ho	w .	Leg Day	Leg	Evenir	29	Leg N	ight	T	Lán		VEL
Autos:	7	1.0	69	1		87.3		81	3	89	9	70
Medium Trucks:	6	4.4	62.	9		56.6		66.0	j	63.	4	69.
Heavy Trucks	64	1.4	69.	0		54.0		55.	2	63.	3	63
Vehicle Noise.	73	2.8	70.	8		87.9		63.	0	71.	5	72
Centerline Distan	ce to Noise C	antaur	(in feet)									
					0.007		65 d		1 6	0 d5A	.55	dE:A
			Ldr	K .	127		270	9		588	1.	268
			CNEL		128		284			633		384

	io: Year 2035 v								o Valley W	almart	
Road Nan	te: Perris Soula	ivard				Job I	iumber:	8870			
Road Segme	が: Gentian Ave	mue to Drivew	ay 3								
SITE	SPECIFIC IN	PUT DATA	******		***************************************				LINPUT	S	**********
Highway Data					Site Con	ditions	(Hard	10, S	oft = 15)		
Average Daily	Traffic (Adt): 6	0,659 vehicle:	5					Autos	15		
Peak Hour	Percentage:	10%			Me	dium Ti	ueks (2	Axles):	15		
Peak F	laur Valume:	5,086 vehicle:	5		He	avy Tru	icks (3+	Axles):	15		
Vs	hicle Speed	55 mph		-	Vahiata i	Mir					
Near/Far La	ne Distance:	98 feet		- 1		icleTvo	e	Day	Evening	Strate	Darly
Site Data				+			Autos:	77.5%		8 636	97 42%
Ra	rrier Keight:	0.0 feet			Air	edium i	rucks.	84.6%	4.9%	10.3%	1.84%
Barner Type (0-VI		0.0 (eac			. A	leavy i	Tucks:	86.6%	2.7%	10.8%	0.74%
Centerline Di		100.0 feet		-							
Centerline Dist.	to Observer:	100.0 feet		-	Noise Sc				ret)		
Barrier Distance	to Observer:	0.0 feet				Auto n Truci		297			
Observer Height	Above Pad).	5.9 teet						.297	Grade Ad.	iu atanomi:	0.0
P	ad Elevation:	0.0 feet				y Truci				G SUTTES AL	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq.	uivaiar	st Distar	ce (in	feet)		
	Road Grade:	0.0%				Auto	os: 87	.318			
	Left View:	-90.0 degree	es.		Medius	п Тика	ks: 87	.214			
	Right View:	90.0 degree	s		Heav	y Truci	ks: 87	.224			
FHWA Noise Mod	et Calculations										
VehicleType	REMEL	Traffic Flow	Oist	lance	Finite	Road	Free	ner	Barrier 4tt	en Ber	m Atten
Autos:	71.76	4.22		-3.7	4	-1.20		-4.77	0.0	00	0.000
Medium Trucks:	82.40	-13.01		-3.7	3	-1.20		-4.89	0.0	100	0.000
Heavy Trucks	86.40	-16 97		-3.7	3	-1.20		-5.16	9.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	ratter	suation)						
Vehicle Type	Leg Peak Hou	r Leg Day		Leg E	vening	Leq	Night	T	Ldn		VEI.
Autos	71.	1	69.2		67.4		61	4	70.0	3	70.6
Mediam Trucks	64.	5	83.0		56 6		55	0	63.5	5	63.7
Heavy Trucks:	84.	5	83.1		54.0		55	3	63.6	3	63.8
Vehicle Noise:	72.	ô	70.9		87.9		63	.1	71.6	3	72.1
Centeriine Distan	ce to Naise Co	ntour (in feet									
			L		d8A		dBA	1	50 dBA		dBA
			Lan:	10	28	2	276		594	1,3	261

Friday, Nevernber 98, 2613

		7757077	v:10:1:00:1:100	0222	07007000	20220000	*********	*******	1212000			
		ww.	*******		****	*****	*****	***	****		*****	*****
	no Year 2036									o Valley M	/almart	
	ne: Perris Box						Job N	umber:	8870			
Road Segme	vić: Santiage I	Orive t	o Iris Avent	16								
	SPECIFIC I	NPUT	DATA							L INPUT	s	
Highway Data						Site Car	ditions	(Hard		oft = 15)		
Average Daily	Traffic (Adl):	63,28	1 vehicles						Autoe	15		
Peak Hour	Percentage:	1	0%		- 1	Me	idium Ta	icks (2	Axles).	15		
Peak F	lour Volume:	5,32	8 vehicles			He	avy Truc	ks (3+	Axles).	15		
	thicle Speed:		5 mph		ŀ	Vohicte	Mix					
Near/Far La	ine Distance:	9	8 feet		- H	Veh	icleType		Day	Evening	Night	Daw
Site Data								lutos:	77.59		9 5%	87 42%
0.	rrier Kelaht:		.0 feet			M	edium 7	ucles.	84.69	4.8%	10.3%	1.84%
Barrier Type (0-V			I D TORK				Heavy 7	ucks:	86.69	2.7%	10.8%	0.74%
Centerline D.			LO feet		-							
Centerline Dist.			I.0 feet		L	Noise 5				9 <b>0t</b> )		
Barrier Distance			LO feet		- 1		Auto		.000			
Observer Height			0 teet				m Truck		.297			
	ad Elevation:	· c	L0 feet			Hear	y Trucki	s. S	006	Grade Ad	усветеле	0.0
Ro	ad Elevation:	, i	LO feet		ľ	Lane Eg	ulvaiem	Distor	ce (in	feet)		
	Road Grade:	, i	1.0%		- 1		Auto	: 87	.318			
	Left View:	-90	I.0 dearee:	S	- 1	Mediu	т Тписія	87	.214			
	Right View:	90	I.O dagrea:	S		Head	ly Truck	2: 87	.224			
FHWA Noise Moo	el Calculatio	75										
VehicleType	REMEL	Trai	fic Frow	Ois	stance	Finite	Road	Fres	1901	Barrier Alt	en Ber	m Atten
Autos	71.70		4.44		-3.7	4	-1.20		-4.77	9.0	300	0.000
Medium Trucks:	82.40	3	-12.80		-3.7	3	-1.2B		-4.89	9.0	300	0.000
Heavy Trucks	86.40	3	-16.75		-3.7	3	-1.2D		-5.16	9.0	380	0.000
Unmitigated Nois	e Levels (wit	out i	opo and b	ami	er atter	uation)						
VehicleType	Leg Peak Ho		Leg Day		Leg E	vening	l.eq	Nighi	T	Ldn	C/	VEI.
Autos	7	1.3		9.4		97.8		61.		70.	2	70.8
Medium Trucks	6	4.7	8	32		58 8		55	3	63.	7	64.0
Heavy Trucks:	6	4.7	8	3.3		54.3		55.	5	63.	9	64.0
Vehicle Noise:	7	2.9	7	1.1		88.2		63.	3	71.	3	72.3
Centeriine Distan	ce to Naise C	onto	ır (in feat)									
						d8A		1BA		50 dBA		dBA
			2	do:	192 295 615 1,325							

Esiday, November 08, 2013

Friday, November 08, 2013

	io: Year 2035 W						no Valley Wa	imart
	ne: Parris Boulev				Job Nui	nber: 8870		
Road Segme	nf: South of tris.	Avenue						
	SPECIFIC INP	UT DATA					EL INPUTS	tonnamannamannamannamannamannamannamanna
Highway Data				Site Co	nditions (f	farct $= 10.5$	loft = 15)	
Average Dally	Traffic (Adt). 48	,541 vehicles				Autos		
	Percentage:	10%				48 (2 Axies)		
Peak F	łour Volume: - 4	,854 vehicles		H	eavy Truck	s (3+ Axies)	: 15	
Ve	ducie Speed.	55 mph	- }	Vehicle	860			
Near/Fer La	ne Distance:	SB feet			hide!yae	Day	Evening	Night Daily
Site Date					Αυ	fas: 77.5°	6 12.9%	9.6% 97.42
Ra	rrier Heiaht:	0.0 feet		Α	Redium Tru	oks: 94.85	% 4.9%	10.3% 1.849
Barrier Type (0-V	Vall. 1-Berml.	0.0			Heavy Tru	rks: 86.59	K 2.7%	10.6% 0.749
Centerline Di		100.0 feet	- 1	Maior	Samuel Ele	ations (in	to and	
Centerline Dist.	to Observer.	160.0 feet	- 1	700386 2	Autos	0.000	reng	
Barrier Distance	to Observer	0.0 feet		Asserti	im Trucks:	2.287		
Observer Height	(Above Pad):	5.0 feet			ny Trucks:	6.008	Grade Adio	istment: 0.0
2	ad Elevation.	0.0 feet		mee	ny troons.	0.000	Sidde Adjo	dirion. e.d
Ro	ad Elevation:	0.0 feet	- 1	Lane E	quivalent l	listance (in	feet)	
	Road Grade:	0.0%			Autos:	87.316		
	Left View.	-90.0 degrees		Media	ım Trucks:	87 214		
	Right View:	90.0 degrees		Hes	vy Trucks.	87.224		
FHWA Naise Mad	ei Calculations		i					
Vehicle Type	REMEL	Traffic Flow   Di	stance	Finiti	: Road	Fresnel	Barrier Afte.	n Berm Alten
Aulos	71.78	4.04	-3.7	74	-1.20	-4.77	0.00	0.00
Medium Trucks:	82.40	-19.20	-3.3	73	-1.20	-4 88	0.00	0.00
Невку Тписка.	36.40	-17.18	-3 7	13	-1.20	-5.16	0.00	90 0 00
Unmitigated Nois	e Levels (withou	ut Topo and bam	ier atte	nuation)				
VehicleType	Leg Peak How	Leg Day	Leg E	vening	Leg N	ght	Ldn	CNEL
Aikas:	70.9	69.0		67.	Ž	61.2	69.8	76
Медішт Ілиска.	84.3			567		54.9	63.3	63
Heavy Trucks:	64.3			53.		55.1	83.5	63
Vehicle Noise:	72.5	70.7		67.	?	62.9	71.4	71
Centerline Distan	se to Noise Cor	itour (in feet)						
				dBA	65 di		60 dBA	55 dB.A
		Loh.	- 1	24	288		578	1,245
		CMF7		34	288		822	1.939

Scenario: Ye	ar 2035	Vvith Project				Project N	ame 1	Moren	o Valley Va	simsrt	
Road Name: Pa	erris Boul	evard				Job Mus	nber: (	3870			
Fload Segment: No	orth of Sa	in Michala Ro	980								
	CIFIC IN	PUT BATA			*********				L INPUT	S	
Highway Data				S	ite Cor	iditions (f	iard =	10, S	ořt = 15)		
Average Daily Traffic	c (Adt).	51,060 vehic	88				A	Autos:	15		
Peak Hour Perce	entage:	10%			Me	alum Truc	4812 A	stes):	15		
Peak Hour V	olume:	5,166 vehic	es		Re	avy Truck	s (3+ A	xies):	15		
Vehicle (	Speed.	65 mph		132	etric is	00/w					
Near/Far Lane Di:	stance:	98 feet		. ⊢*		ideTvae		Dav	Evenina	Night	Daire
Site Data					V (37)			77.5%		9.6%	97.42%
					0.0	edium Tru		84.8%		10.3%	1 84%
Barrier I		0.0 feet				Heavy Tru		86.5%		10.6%	0.74%
Barrier Type (0-Wall, 1- Centerline Dist. to i		100.0 feet								10.070	0.1111
Centerline Dist. to Oh		100.0 feet		10	aise S	ounce Ele	rations	(in f	8 <i>80</i> )		
Barrier Distance to Ob		0.0 feet				Autos.	0.0	360			
Observer Height (Above		5.0 feet			Mediu	m Trucks:	2.2	287			
Ped Ele		0.0 feet			Heat	ry Trucks:	8.0	696	Grade Ad	usiment.	0.0
Sned Fin		0.0 feet		17	ene Fo	ulvalent L	)(stanc	e (in	feet)		
	Grade:	0.0%		-	m-77- 74-69	Autos:	87.3				
	9 1/16W	-90.0 dear	200		Mediu	m Trucks:	87				
	t View:	90.0 degr				rv Trucks.	97.5				
		00.0 009				,					
FHWA Noise Model Cal											
	MEL	Traffic Flow		fstance	Finite	Pload!	Fresh		Barrier Att		n Alten
Aulos	71.78	4.2	-	-3.74		-1.20		-4.77	0.0		0.000
Medium Trucks:	82 40	-12.9	-	-3.73		-1.20		-4 88	0.0		9.900
Heavy Trucks.	96.40	-16.9	4	-3 73		-1.20		5.16	0.0	69	9 9 9 0
Unmitigated Noise Lev	e is (with	out Topo an	d ban	ier attenu	ation)						
VehicleType Leg I	Peak Hou	w Leg D	91/	Leg Ev	ening	Leg N	ght	T	Ldn		WEZ.
Autos:	71	1	69.2		67.4		61.4		70.0	1	70.8
Medium Trucks.	64	.5	69.0		56.6		66.1		63.5		63.8
Heavy Trucks:	64	.5	63.1		54.1		55.3		63.7	,	63.6
Vehicle Noise:	72	1.7	70.9		68.0		63.1		71.8	i	72.1
Centerline Distance to	Noise C	ontour (in fe	e 6)								
			··	,				v		v	
				70 di	3.A	65 dl	3.4	: (	90 dB.4	55	dB.4

	io: Year 2035								e Valley VV	almart	
	ne: Perris Boul					Job Nu	mbar. I	8970			
Road Segme	nt: North of Kr	ameria Avanue									
	SPECIFIC IN	PUT DATA							LINPUT	;	
Highway Data					Site Con	ditions (	Hard =	10, 5	oft ≈ 15)		
		51,540 vehicles	3					Autos:			
Peak Hour	Percentage.	10%				dium Tru					
Peak F	four Volume:	5,154 vehicles	5		Hei	вну Тписі	ks (3+ A	lxies):	15		
	mide Speed:	55 mph		ŀ	Vehicle f	Mix					
NeanFar Le	ne Distance.	98 feat		ı	Vehi	eleType		Day	Evening	Niglx	Daily
Site Data						А.	utos:	77.5%	12.9%	9.8%	87.42%
Ва	mer Height:	0.0 feet			Nic	edium Tre	icks:	64 9%	4.9%	10.3%	1.64%
Bernier Type (0-VI	vall 1-Bermi:	0.0			F	leavy In	ACAS.	86.59	2.7%	10.8%	0.74%
Centerline Di	st. to Berner	100.0 feat		ŀ	Noise Sc	uvoa Ele	untina	· Ga S	nedi		
Centerline Dist.	to Observer:	100.0 feet		-	40/31/ 04	Autos		100	0019		
Barrier Distance	to Observer:	0.0 feet			Medica	т Тписка		297			
Observer Height (	(Above Pad):	5.0 feat				v Trucks		006	Grade Adj	ustment	0.0
	ad Elevation:	0.0 feet									
	ad Elevation:	0 0 feet		-	Lane Equ				feet)		
	Road Grade:	0.0%				Autos					
	Left View:	-90.0 degrea				n Trucks					
	Right View:	90 0 degree	:\$		Heav	y Trucks	67	224			
FHWA Noise Wod	of Catculation										
VehicleTyne	REMEL	Traffic Flow	Dsta		Finite		Fresn		Barrier Atte		
Autos	71.78	4.30		-3.7		-1.20		-4.77	0.0	00	0.000
Medium Trucke	82,40			-3.7		-1.20		-4.58	0.0		0.000
Heavy Trucks:	66.40	-16.90		-3.1	3	-1.20		-5.16	0.0	00	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	otte	nuationi						
Vehicle Type	Leg Peak Hos			eq E	vening	Leg N		T	Edn		VEL
Autos	71		38.2		87.5		614		70 0		70.7
Medium Trucks:	64		0.88		56.7		55.1		93.6		63.8
Heavy Trucks.	64		33.2		54.1		55.4		63.7		63.8
Vehicle Noise.	72	7	71.0		68.0		63.1		71.7		72.2

Centerline Distance to Noise Contour (in feet)

Friday, November 88, 2913

	nio: Year 2035 1							e Maliey W	/almart	
	ne: Perris Bould not: See Michel	evard a Road to Nanda	na Avenue		JOD IVU	mber	8970			
***********	SPECIFIC IN	**********	13 Myshac			*****		LINPUT		******
Highway Data	SPECIFIC IN	PUIDAIA		Site Con					#	
	* * * * * * * * * * * * * * * * * * * *			0.100000	woons (		Autos:			
	· Percentage.	i5,964 vehicles			ium Tru					
	r Percentage. Hour Volume:	5.596 vehicles			aum rru Hv Truci					
	nour volume: enide Soeed:	.,		/101	ny rrua	(5 (J+ )	4,2,00 8).	15		
	ene Distance.	55 mph 98 feat		Vehicle f						
rvear/r at Li	ine Distance.	an lest		Vehi	aleType		Day	Evening	Nigix	Daily
Site Data						uios:	77.5%	12.9%	9.8%	87.42%
Đạ	rrier Height:	0.0 feet			dium Yn		64 9%		10.3%	1.64%
Barrier Type (0-V	Vall, 1-Bermi:	0.0		F	leavy In	XXX8.	88.5%	2.7%	10.8%	0.749
Centerline 0	ist. to Berner	100.0 feat		Noise So	urna Fla	vation	s /in fi	efi		
Centerline Dist.	to Observer:	100.0 feet		140/31 01	Autos		000			
Barrier Distance	to Observer:	0.0 feet		2.0mm/sur	n Trucks		297			
Observer Height	(Above Pad):	5.0 fest			r Trucks		rine	Grade Ad	Gustment	0.0
	ad Elevation:	0.0 feet				-			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	
	ad Elevation:	0.0 feat		Lane Equ				feet)		
	Road Grade:	0.0%			Autos		316			
	Left View:	-90.0 dagrees			n Trucks		214			
	Right View:	90 0 degrees		Heav	/ Trucks	67	224			
FHWA Noise Was	lel Cateulation	s								
VehicleType	REMEL.	Traffic Flow	Distance			Fresi		Barrier All		ro Alten
Autos	71.78	4.86	-3.		-1.20		-4.77	0.0	000	0.000
Medium Trucks		-12 58	-3.		-1.20		-4.59		100	0.008
Heavy Trucks:	86.40	-18.54	-3.	73	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and b	arrier ette	nuation)						
	Leg Peak Hou			vening	Leg N		T	Lain		NEL
Autos			3 6	87.8		816		70 -		71 (
Medium Trucks:				57.0		55.6		63.	-	84.3
Heavy Trucks	64	.9 63	1.5	54.5		55.7	·	64.		64.
Vehicle Noise.	73	.1 71	.3	68.4		63.5	5	72.	0	72.5
Centerline Distan	ce to Noise Co	intaur (în feet)								
				dBA	65 a			0 dBA		dE.A
		Lo		137	29	6		635	1.3	369
		CNE		47	31			683		472

	nio Year 2035 W ne: Penris Souler						Name:		o Vailey W	almart.	
	ne: Henris bloater viz: South of Kra					JUD /4	amber.	0010			
*************	SPECIFIC INF	***************************************	******		***************************************		MISE	MODE	LINPUT	······································	************
Highway Data	31 CON 12 HW	u i oxiix			Site Con						
Average Daily	Traffic (Adt): 51	,541 vehicles						Autos:	15		
Peak Hour	Percentage:	10%			Me	dium To	ucks (2.	Aorles):	15		
Peak F	lour Volume: - 5	,154 vehicles			He	avy Tru	cks (3+ .	4xles):	15		
Va	thicle Speed	55 mph		-	Vohicle i	Mir					
Near/Far La	ine Distance:	98 feet		- 1		icle I vos		Dav	Evening	Night	Darly
Site Data				+			lutos:	77.5%		9 6%	97 4 2%
P	rrier Keight:	0.0 feet			A4	edium T	ructos.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-V		0.0 Teac			. A	leavy 7	rucks:	96.6%	2.7%	10.8%	0.74%
Centerline D.		100.0 feet		-							
Centerline First	In Chaerver	190 0 feet		-	Noise Sc				ret)		
Barrier Distance	to Observer.	0.0 feet				Auto		000			
Observer Height	(Above Pad).	5.9 teet				n Truck		297 006	Grade Ad	iu etenomi:	0.0
P	ad Elevation:	0.0 feet			mean	у Тгиск	8. 8	uuo	Grade Au	рогонтиски.	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq.	uivaian	t Distan	ce (în	feet)		
	Road Grade:	0.0%				Auto	s: 87	318			
	Left View:	-90.0 degree	S		Medius	т Тицск	s: 87	214			
	Right View:	90.0 degree	S		Heav	y Truck	s: 87	224			
FHWA Noise Moo	let Calculations			1-							
VehicleType	REMEL	Traffic Flow	Dist	lance	Finite	Road	Fresi	167	Barrier Att	en Ber	m Atten
Autos:	71.76	4.30		-3.7	4	-1.20		-4.77	0.0	300	0.000
Medium Trucks:	82.40	-12.94		-3.7	3	-1.20		-4.89	0.0	390	0.000
Heavy Trucks	86.40	-16.90		-3.7	.3	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (witho	ut Topo and	barrie	r atter	suation)						
	Leg Peak Hour			Leg E	vening	Leq.	Night		Ldn		VEIL
Autos	71.1		39.2		67.5		61.		70.1		70.7
Medium Trucks	84.5		33 0		56 7		55		63.6		63.8
Heavy Trucks:	84.6		33.2		54.1		55.		63.		63.6
Vehicle Noise:	72.7	,	71.0		89.0		63.	1	71.	7	72.2
Centeriine Distan	ce to Noise Cor	tour (in feet)									
			L		d8A		dBA	0	50 dBA		dBA
			Ldin:	10	30	2	79		601	1,3	299

Friday, Nevernber 98, 2613

*****	******			******	*******			******	******	******	
							****				****
	o: Year 2035 i								o Valley W	/almart	
	e: Perris Soul					Job N.	ımber:	8870			
Road Segmer	z: South of Na	indina Avenue									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Cor	nditions	Hard:	10, S	oft = 15)		
Average Daily	Fraffic (Act): (	3,668 vehicles		- 1				Autoe:	15		- 1
Peak Hour	Percentage:	10%			Me	edium Ta	icks (2	Apriles):	15		- 1
Peak H	our Volume:	5,387 vehicles			He	avy Truc	ks (3+	Axles):	15		
Vei	hicle Speed	55 mph		-	Vohicte	387					
Near/Far Las	ne Distance:	98 feet		-		nn <b>x</b> ricleType	-	Osv	Evening	Shahi	Dally
Sita Data					V 67		utos	77.5%		9 634	87.42%
						edium 77	141.707	84.69		10.3%	1.84%
	rier Keight:	0.0 fest				eolum m Heavy Tr	G E 1 100 1	99.07 98.6%		10.3%	0.74%
Barrier Type (0-W		0.0		- 1		meany ii	carno.	00.09	2.170	10.076	0.7438
Centerline Dis		100.0 feet		- 1	Noise 5	ource El	vation	ns (in f	set)		
Centerline Dist.		100.0 feet		F		Autos	: 0	.000			
Barrier Distance		0.0 feet			Mediu	m Truck	. 2	.297			- 1
Observer Height (		5 8 teet			Hea	ov Trucki	. 9	006	Grade Ad	justment:	0.0
	id Elevation:	0.0 feet		-							
	nd Ellevation:	0.0 feet		- 1	Lane Eg	ulvalent			feetj		
,	Road Grade:	0.0%		- 1		Autos		.318			- 1
	Left View:	-90.0 degree		İ		т Тписк		.214			
	Rigiti View:	90.0 degree	S		Hea	vy Trucki	: 97	.224			
FHWA Noise Mode	el Calculation	;									
VehicleType	REMEL	Traffic From	0	stance	Finite	Road	Fres	1001	Barrier Alt	en: Ber	m Atten
Autos	71.78	4.48		-3.7	4	-1.20		-4.77	9.0	380	0.000
Medium Trucks:	82.40	-12.75		-3.7	3	-1.20		-4.85	9.0	300	0.000
Heavy Trucks	86.40	-15 70		-3.7	3	-1.2D		-5.16	9.0	300	0.000
Unmitigated Noise	Levels (with	out Topo and t	arr	ier atter	uation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg E	vening	Leq.	Vighi		Ldn	Ci	WEIL
Autos:	71	3 6	9.4		67.7	,	61.	8	70.	2	70.8
Medium Trucks	64	.7 8	3 2		58 8		55	3	63.1	8	64.0
Heavy Trucks:	64	.0 8	9.3		54.3		55.	6	63.5	9	64.0
Vehicle Noise:	72	.9 7	1.2		88.2		63.	3	71.	9	72.4
Centerline Distanc	e to Naise Co	ntour (in feet)									
					18A	85:			50 dBA		dBA
		£	do:	13	13	24	37		618	1,3	334

Friday, November 88, 2913

Friday, November 08, 2013

Friday, November 68, 2013

Road Nan	io: Year 2035 V ne: Parris Boule nf: North of Har		ď			eme: Morer ber: 8870	o Valley V	aimar:	
	SPECIFIC IN	PUT DATA		************		SE MODE		5	
Highway Data				Site Co	nditions (H				
	Traffic (Adt). 5					Autos			
	Percentage:	10%			edium Truch				
		5,397 vehicles		Re	eavy Trucks	(3+ Axies)	15		
	hicle Speed.	45 roph	1	Vehicle	Mix				
Near/t-er La	ne Distance:	24 feet	ì	Vel	ide?ype	Day	Evening	Night	Daity
Site Date					Auh	as: 77.59	12.9%	9.6%	97.42%
Ba	rrier Heiaht:	0.0 feet		5v.	ledium Truc	ks: 84.89	4.9%	10.3%	1 84%
Barrier Type (0-V	Vall, 1-Berml.	0.0			Heavy Truc	ks: 86.59	2.7%	10.8%	0.74%
Centerline Di	st. to Barrier:	100.0 feet		Mains S	ource Elev	ations (in i			
Centertine Dist.	to Observer.	160.0 feat	1	70036 3	Autos	0.000	6119		
Barrier Distance	to Observer	0.0 feet		150 (0)	m Trucks	2.287			
Observer Height	(Above Pad):	5.6 feet			w Trucks:	6.008	Grade Ad	iustment	0.0
	ad Elevation.	0.0 feet	į						
	ad Elevation:	0.0 feet		Lane Ec	juivalent Di		feet)		
	Road Grade:	0.0%			Autos:	99.403			
	Left View.	-90.0 degrees			m Trucks:	99 314			
	Right View:	90.0 degrees		Hea	vy Trucks.	99.323			
FHWA Naise Mad									
Verlicie I ype	REWEL		stance			Fresnel	Barrier Aft		m Alten
Aulos	68.46	6.96	-4.5		-1.20	-4.77		000	0.000
Medium Trucks:	79 45	-11.8B	-4.5		-1.20	-4 88		000	0.000
Невуу Глискв.	94.26	-16.83	-4 6	57	-1.20	-5.16	G.t	000	0.000
Unmitigated Nois			ier atte	nuation)					
Verticle Type	Leg Peak Hou	Leg Day	Leg E	-Vening	Leg Nig	iht	Ldn	Ci	WEZ.
Aikas:	88			64.4		58.3	66.9		67.0
Medium Trucks.	51.			63.6		52.4	60.8		61.1
Heavy Trucks	62.			52.2		53.4	81.8		81.9
Vehicle Noise:	69.	8 68.1		65.0		60.3	88.8	9	69.3
Centerline Distan	ce to Noise Co	ntour (in feet)							
				dBA	65 dB.	٥	SO dBA		dBA
		Lohi.		84 an	181		389		36

Fitday, November 69, 2013

Scenario: Year 201	5 With P	roject				Project N	lame	Moren	o Valley Va	simart	
Road Name: Perris Bo	ulevard					Job Mus	nber:	0870			
Fload Segment: South of	Ramona	Express	way								
SITE SPECIFIC	INPUT	DATA	*****			NO	ISE I	HODE	L INPUT	S	
lighway Data				S.	ite Con	ditions (f	dard =	10, S	ořt = 15)		
Average Daily Traffic (Adt).	31,192	vehicles	;					Autos:	15		
Peak Hour Percentage	101	%			Me	diurn Truc	48121	Axies):	16		
Peak Hour Volume	3,118	vehicles	3		He	avy Truck	s (3 · )	1xies):	15		
Vehicle Speed	66	roph		12	ehicle l	Mir					
Near/Far Lane Distance	88	feet		-		ide/vae	-	Dav	Evenina	Night	Daire
ite Data							ifas:	77.5%		9.6%	
Barrier Height		feet			54	duro Tru		84.8%		10.3%	1 949
Barrier Tvoe (0-Wall, 1-Berm)						leavy Tru		86.5%		10.6%	0.749
Centediae Flat to Barrier		i faet		ļ							
Centerline Dist. to Observer	100.0	feet		N	aise Sc	unce Ele			B <i>9t</i> )		
Barrier Distance to Observer		feet				Autos.		000			
Observer Height (Above Pad)		feet				n Trucks		297	The state of an		
Pad Elevation		feet			Heav	y Trucks:	6.	699	Grade Ad	usiment	0.0
Road Elevation	0.0	feet		L	ane Eq	sivalent L	distan	ce (in	feet)		
Road Grade	0.1	396				Autos:	87.	316			
Left View	-90.0	degree	S		Mediur	n Trucks:	87	214			
Right View	90.0	degree	s		Heav	y Trucks.	97.	224			
HWA Noise Model Calculati	oris			i							
VehicleType REMEL	Traffic	Flow	Die	tance	Finite	Road	Frest	iei	Barner All	en Ber	m Allen
Autos: 71.	70	2.12		-3.74		-1.20		-4.77	0.0	000	9.98
Medium Trucks: 82	10	-15.12		-3.73		-1 20		-4 88	0.0	000	0.00
Heavy Trucks. 96 s	10	-19.0B		-3 73		-1.20		-5.16	6.0	000	9.90
Inmitigated Noise Levels (w	thout To	oc and	bami	er attenu	ation)						
VehicleType Leg Peak t	CON .	Leg Day	7	Leg Eve	ening	Leq N	ig/nf	T	Ldn	C	NEL.
Autos:	89.0		37.1		65.3		59.3		67.9	3	66.
Medium Trucks.	62.4		9.08		64.5		62.8	3	61.4	1	61.
**********	62.4		31.C		51.8		53.2		81.5		81.
Vieticie Moise:	70.5	-	38 B		65.8		81.6		88.5		70

	o: Year 2035						nd Maliey VV	almart	
	e: Perris Boul				Job Nun	nber: 8870			
Road Segmen	t: South of H:	arley Knox Boula	ward				************		
	SPECIFIC IN	SPUT DATA					EL INPUT	5	
Highway Data				Site Con	awons (n	ard≃10,S			
		41,874 vehicles				Autos			
Peak Hour		10%				ks (2 Axles)			
		.,		Hei	any Trucks	(J+ Axles)	: 15		
	ricle Speed:	45 mph		Vehicle f	Wix				
Near/Far Lar	e Distance.	24 feat		Vehi	eleType	Day	Evening	NiglX	Daily
Site Data					Aus	os: 77.59	6 12.8%	9.8%	87.42%
fiar	rier Height:	0.0 feet		No	ediam True	ks: 64.93	% 4.9%	10.3%	1.64%
Barrier Type (0-9)	all, 1-Bermi:	0.0		F	leavy Irus	ws. 86.59	6 2.7%	10.8%	0.74%
Centerline Dis	t. to Barrier	100.0 feat		Marina Co	was Fla	etions (in	r		
Centerline Dist. I	o Observer:	100.0 feet		NOIST SE	Autos:	0.000	euj		
Barrier Distance :	o Observer:	D.O. feat		A American	n Trucks	2 297			
Observer Height (	4bove Pad):	5.0 feat			v Trucks	8.006	Grade Ad	iustment	0.0
Pa	d Elevetion:	0.0 feet							
Ros	d Elevation:	0.0 feet		Lane Equ		istance (in	feet)		
f	Road Grade:	0.0%			Autos:	89.403			
	Left View:	-90.0 degrees	5		n Trucks				
	Right View:	90 0 degrees		Heav	y Trucks:	59 323			
FHWA Noise World									
VehicleTyne	REMEL	Traffic Flow	Distance			Fresnel	Barrier Att		
Autos.	69.48	4.25	-4.		-1.20	-4.77			0.000
Medium Trucks	79.45		-4.		-1.20	-4.59		100	0.000
Heavy Trucks:	64.25	-16.95	-4.	57	-1.20	-5.16	0.0	100	0.000
Unmitigated Noise									
Vehicle Type				vening	Leg Ni		Lán		VEL
Autos	66		5.0	63.3		57.2	85 8		86.4
Medium Trucks:	60		9.2	52.8		51.3	59.7		90.0
Heavy Trucks.	61		0.1	51.1		52.3	60.7		60.8
Vahiola Ninice	80		7.0	82.9		59.2	0.7		69.2

Friday, November 88, 2913

Centerline Distance to Noise Contour (in feet)

Scenar	io: Year 2035 V	Vith Project				Project i	vame:	Meren	e Valley VV	almart	
Road Nan	ne: Kitching Stre	eet				Job Nu	mber	8870			
Road Segme	nt: North of Cad	tus Avenue									
	SPECIFIC IN	PUT DATA	****		*******				LINPUT	}	
Highway Data				S	ite Cone	iitions (	riard =	10, 5	oft = 15)		
Average Cally	Traffic (Adl): 1	7,418 vehicles	5					Autos:			
	Percentage.	10%				lium Tru					
		1,742 vehicles	5		Hes	ну Тгиа	ks (J+ ,	4x/es):	15		
	mide Speed:	55 mph		V	ehicle #	Six					
Near/Far La	ne Distance.	36 feat			Vehic	deType		Day	Evening	Nigix	Daily
Site Data						Α.	uios:	77.5%	12.9%	9.6%	87.42%
Fia	rrier Height:	0.0 feet			0,60	dum Tri	icks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-V		0.0			Н	easy In	XXXX.	88.59	2.7%	10.8%	0.74%
Centerine D		100.0 feat			oise Sa						
Centerline Dist.	to Observer:	100.0 feet		N	0126 20	Autos		กกก	e 61)		
Barrier Distance	to Observer:	0.0 feet				Autos Trucks		297			
Observer Height	(Above Pad):	5.0 feet				i i rucks i Trucks		297 006	Grade Adi	ustmant	0.0
p	ad Elevation:	0.0 feet								uournorn.	0.0
Ro	ad Elevation:	0.0 feet		L	ane Equ	ivalent	Distan	ae (în	feet)		
	Road Grade	0.0%				Autos		494			
	Left View:	-90.0 dagrea	s			:Trucks					
	Right View:	90 0 degree	10		Heavy	Trucks	99	413			
FHWA Noise Woo											
VehicleType	REMEL	Traffic Flow	Dis	iance	Finite I		Fresi		Barrier Atta		
Autos	71.78	-0.41		-4.52		-1.20		-4.77	0.0		0.000
Medium Trucks		-17 65		-4.51		-1.20		-4.58	0.0		0.008
Heavy Trucks:	86.40	-21.81		-4.51		-1.20		-5.16	0.0	OD	0.009
Unmitigated Nois				er ettenu	ation)						
	Leg Peak How			Leg Eve		Leg N			Lán		VEL
Autos:	65.		33 7		82.0		55		84 6		85 .
Medium Trucks:	69.		52.6		51.2		49,		58.1		59.3
Heavy Trucks	69.		57.7		46.6		49.		58.2		58.3
Vehicle Noise.	67.	2	35.5		62.5		57.	В	68.2	!	68.
Centerline Distan	ce to Noise Ca	ntour (în feet)								γ	
			L	70 d£		65 a			50 dBA	17-0	dE:A
Ldn:				58		12	U		259	- 5	57
	CNEL					12			278		99

	io: Year 2035 Wo		******		Project Na					******
	se: Perris Souleva				Job Nun			i valley or	annan	
	nt: North of Ramo				300 74077	Der. (	,,,,			
******************************	SPECIFIC INPL	***************************************		***************************************	NO:	SF 6	ODE	LINPUT		
Highway Data	arcon in mrc	T OACH		Site Cor	ditions (H				•	
Average Daily	Traffic (Adt): 40,1	373 vehicles				,	utos:	15		
Peak Hour	Percentage:	10%	- 1	Mc	edium Truck	s (2 A	xles):	15		
Peak F	laur Valume: 4,1	87 vehicles		He	avy Trucks	(3+ A	xles):	15		
Va	hicle Speed:	55 mph		Vahiata	2000					
Near/Far La	ne Distance:	38 feet	H		icleType	1	Day	Evening	Strapt	Daily
Site Data					Aut		77.5%	12.8%	9 636	
Ra	rrier Keiaht:	0.0 feet		M	edium Truc	fas.	34.6%	4.8%	10.3%	
Barner Type (0-VI		0.0	- 1		Heavy True	ks:	96.6%	2.7%	10.8%	0.74%
Centerline Di		30.0 feet	-	M-7 F	ource Elev					
Centerline Dist.	to Observer: 1	30.0 feet	-	Moise 3	Autos:	0.00		ez)		
Barrier Distance	to Observer:	0.0 feet	- 1	falls of a	m Trucks	2.2				
Observer Height	Above Pad).	5.0 heet	- 1		in Fracius.	8.0		Grade Ad	iustmeni	0.0
	ad Elevation:	0.0 feet								
	ad Elevation:	0.0 feet	1	Lane Eq	uivaiant D			6et)		
	Road Grade:	0.0%	- 1		Autos:	98.4				
		90.0 degrees			m Trucks:	98.4				
	Right View:	90.0 degrees		Hear	ry Trucks:	98.4	13			
FHWA Noise Mod	el Calculations									
VehicleType			istance	Finite		Fresh		Barrier 4tt		nn Atten
Autos:	71.76	3.27	-4.5	_	-1.20		4.77		300	0.000
Medium Trucks:	92.40	-13.97	-4.5		-1.20		4.89		390	0.000
Heavy Trucks	86.40	-17.92	-4.5	11	-1.20		5.16	0.0	100	0.000
Unmitigated Nois										
	Leg Peak Hour	Leg Day		vening	Leq Nk			Ldn		NEI.
Autos	69.3	67.4		65.7		59.8		68.		68.8
Medium Trucks	62.7	81.2		54 8		533		61.1		62.0
Heavy Trucks: Vehicle Noise:	62.8 70.9	81.3 89.1		52.3 86.2		53.6 61.3		61.1		62.0 76.3
				00.2						
Centeriine Distan	ce to Naise Cont	sur (in feet)	70	d8A	65 dB	A	6	0 dBA	7 56	dBA
		1 440		20	211	_	-	ASE		12071

Friday, Nevernber 08, 2013

		***************************************	W955	***********	w		******	********			
_		***************************************		*****			****	****			****
	no Year 2035								io Valley M	falmart	
	ne: Kitching St					JOD 74	ımoer	8870			
нова ведте	vit: South of Ca	ictus Avenue									
	SPECIFIC IN	PUT DATA							EL IMPUT	s	
Highway Data					Site Cor	nditions	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Act):	17,811 vehocies		- 1				Autos	15		
Peak Hour	Percentage:	10%		- 1	Me	edium Ta	icks (2	Arries)	15		
Peak h	lour Volume:	1,781 vehicles	;		He	avy Truc	ks (3+	Axles)	15		
Ve	thicle Speed	40 mph		ŀ	Vohicte	281~					
Near/Far La	ine Distance:	12 feet		H		iicleType	-	Oav	Evening	stight	Daily
Site Data							utos:	77.59		9 636	
		0.0 feet			8.0	ledium Tr		84.69		10.3%	
	rrier Keight:	0.0 7690		- 1		Heavy Tr		86.69		10.8%	
Barrier Type (0-VI Centerline Di				1						10.070	0.1 170
Centerine Dist		100.0 feet 100.0 feet			Noise 5	ource El	evatio	ns (in i	(set)		
Barrier Distance		0.0 feet		Γ		Autos	: 6	0.000			
		0.0 teet 6.0 teet			Mediu	m Trucki	e :	2.297			
Observer Height	(Above Pad). ad Elevation:	0.0 feet		- 1	Hea	vy Trucki	. 5	3006	Grade Ad	justmeni	0.0
	ad Elevation: ad Flevation	0.0 feet		-	l ana Fa	ulvaient	Cine	neo Go	te or		
	aa Erevation Foad Grade	0.0 teet 0.0%		-	Lane E.	Auto		3.945	1009		
	Froatt Gradet Left View:			1	8.4m at .	мисо. т Тпискі		9.856			
		-90.0 degree									
	Right View:	90.0 dagrea	S		nea	vy Trucki	E 41	3.865			
FHWA Noise Mod	el Calculation	3									
VehicleType	REMEL	Traffic From	Oi	stance	Finite	Road	Fres	3007	Barrier Alt	en Ber	nn Atten
Autos:	86.51	1.07		-4.5	12	-1.20		-4.77	9.	100	0.000
Medium Trucks:	77.72	-18.17		-4 E	1	-1.20		-4.89	9.8	000	0.000
Heavy Trucks	82.98	-28 13		-4.6	11	-1.2D		-5.16	9 :	100	0.000
Unmitigated Nois	e Levels (with	out Topo and I	barr	ier atter	suation)						
VehicleType	Leg Peak Hou	r Leg Day		Leg E	vening	Leq.	Vight		Ldn	C	NEL.
Autos	61	.8 .5	9.8		58.1		52	.0	60.	7	61.3
Medium Trucks	56	.7 8	4 2		47.9		46	3	54.	3	65.0
Heavy Trucks:	57	.1	5.6		46.6		47	.0	56.	2	56.3
Vehicle Noise:	63	.8 .8	32.0		58.8		54	.2	62.	3	63.2
Centerline Distan	ce to Naise Co	ntour (in feet)									
				70	d8A	85:	1BA	7	69 dBA	55	dBA
			.an:	3	33	7	1		153	3	28

Friday, November 08, 2013

Friday, Nevernber 08, 201

Road Nar	rio: Year 2035 W ne: Kitching Stre inf: North of John		e			eme: Morer ber: 8870	to Valley W	aimart	
	SPECIFIC INP	UT DATA		***************************************			L INPUT	8	
Highway Data				Site Cor	nditions (H	ard = 10. S			
	Traffic (Adt). 20					Autos			
	Percentage:	10%	i		rakurn Truch				
		,022 vehicles		He	eavy Trucks	(3+ Axies)	15		
	etricie Speed.	49 mph	1	Vehicle	Mix				
Near/Fer Le	ine Distance:	12 feet			ide?yae	Day	Evening	Night	Daity
Site Date					Auf	as: 77.51	6 12.9%	9.6%	97.4.2%
Ba	rrier Heiaht:	O.O. feet		5/5	edium Truc	As: 94.89	6 4.9%	10.3%	1 84%
Barrier Type (0-V		0.0			Heavy Truc	ks: 86.59	6 2.7%	10.6%	0.74%
Centerline D		100.0 feet							
Centerline Dist		IGO G feet	į	Maise S	ounce Elev		est		
Barrier Distance	to Observer	0.0 feet			Autos.	0.000			
Observer Height	(Above Padi:	5.6 feet			m Trucks	2.287	Orania da		0.0
	ad Elevation	0.0 feet		Hea	ny Trucks:	8.008	Grade Adj	ustriem.	0.0
Ro	ed Elevation:	0.0 feet	1	Lane Eq	uivalent Di	stance (in	feet)		
	Road Grade:	0.0%			Autos:	99.945			
	Left View.	-90.0 degrees		Mediu	m Trucks:	99 856			
	Right View:	80.0 degrees		Hea	vy Trucks.	99.865			
FHWA Naise Mag									
Vehicle Type			stance			Fresnel	Berner Afti		m Alten
Autos	68.51	1.62	-4.6		-1.20	-4.77	0.0		0.000
Medium Trucks:	77 72	-16.82	-4.6		-1.20	-4 88	0.0		0.000
Heavy Trucks.	82.99	-19.5B	-4 6	31	-1.20	-5.16	0.0	600	0.000
Unmitigated Nois	e Levels (withou	it Topo and bam	er atte	nuation)					
Vehicle Type	Leg Peak How	Leg Day	Leg E	vening	Leg Nig	ht	Ldn	CI	νEΣ.
Aufos:	82.3	60.4		58.6	k	52.6	61.3		61.8
Medium Trucks.	58.3	54.6		48.4		46.9	55.3		55.5
Heavy Trucks:	57.8	58.2		47.2		48.4	56.8		56.9
Vehicle Noise:	64.3	62.6		58.3		54.8	63.3		63.7
Centerline Distan	ce to Noise Con	tour (in feet)							
				σΒ.A	65 dB.	Δ.	60 dBA		ав.А
		Lon.		36	77		166		56
		CMS7 :		38	29		179		69

Finday, November 69, 2013

Scenario: 1	Year 2005	With Project	t			Project I	Jame: Mo:	reno Vallev V	Vaimart	
Road Name:							mber: 887			
Fload Segment:	South of Inc	s Avenue								
SITE SP	ECIFIC IN	PUT DAT	'A	***********	**********	N	DISE MG	DEL INPUT	·S	***********
Highway Data					Site Cor	ditions (	Hard = 10,	Saft = 15)		
Average Daily Tra	fric (Adt).	22,866 veh	ides				Aut	ss: 15		
Peak Hour Per	centage:	10%			Me	oburn Trui	048 12 Axie	s): 16		
Peak Hour	Volume:	2,288 veh	icies		Re	avy Truct	is (3+ Axie	s): 15		
Vehicl	e Speed.	45 mpl	1	- 1	Vehicle.	99/v				
Near/Far Lane I	Distance:	36 feet		-		ideTvae	Da	v Evenina	Night	Daire
Site Data							tos: 77		9.6%	
Renda	Heiaht:	0.0 fe			5/3	edium Tri.		8% 4.9%	10.3%	
Barrier Type (0-Wall.		0.0 16			- 1	Heavy Th	icks: 86.	5% 2.7%	10.6%	0.74%
Genterline Dist. h		100 D fee		-  -						
Centerline Dist. to C		100.0 fea		1.5	Maise S		vations (i			
Barrier Distance to C	Observer	0.0 fee	et			Autos. m Taucks:				
Observer Height (Abo	we Padi:	5.0 fee	et					Grade Ac	A) and second	
Ped £	Revation.	0.0 fee	et :		H601	ny Trucks:	6.000	'STOUG MU	guan re-ri	. 0.0
Road 5	levation:	0.0 fee	et	- 0	Lane Eq	uivalent i	Distance (	in feet)		
Roa	d Grade:	0.0%				Autos				
Ĺ	eft View.	-90.0 de	grees	- 1	Mediu	m Trucks:	98 404			
Fia	ght View:	90.0 de	grees		Heat	vy Trucks.	98.413			
HWA Notse Model C	alculation	s								
VehicleType I	REMEL	Traffic Fic	w D	stance	Finite	Road	Fresnei	Barner At	ten Bei	nn Alten
Aulos:	68.46	T	.64	-4.5	2	-1.20	-4.	77 G.	000	0.000
Medium Trucks:	79 45	-15	.58	-4.5	1	-1 20	-41	B8 D.	000	9.800
Heavy Trucks.	94.25	-19	.55	-4.5	1	-1.20	-5.	16 G.	669	9 9 9 0
Inmitigated Noise Le	veis (with	out Topo a	nd ban	ier atter	wation)					
	; Peak Hou	r Leq	Day	LegE	vening	Leg A	lig/hf	Ldn	C	NÆZ.
VehicleType Lei	84	4	62.5		60.7		54.7	63.		83.69
Autos	0.1		58.6		60.8		46.7	57.		67.4
Autos. Medium Trucks.	59									
Autos Medium Trucks Heavy Trucks	58 58	.0	57.6		48.5		48.8	58.		
Autos. Medium Trucks.	59	.0			48.5 61.3		48.8 56.7	58 65		
Autos Medium Trucks Heavy Trucks Vehicle Noise:	59 59	0 2	57.6 64.5		61.3		56.7	85	2	85.7
Autos: Medium Trucks. Heavy Trucks:	59 59	0 2	57.6 64.5	70 c	61.3 9BA		56.7		2 55	58.3 85.7 dB.4

Scenario: Road Name:	Year 2035 W Kitchion Street					Project i			e Valley W	almart	
Road Segment:			irive			200110		0310			
	ECIFIC INP	UT DATA	-	***************************************		Rit	DISE	HODE	L INPUT	5	**********
Highway Data					Site Con	ditions (	riard a	10, 50	oft ≈ 15)		
Average Daily Tri	ffic (Adl): 18	277 vehicles						Autos:	15		
Peak Hour Pe	rcentaga.	10%			Me:	Sum Trus	cks (2 )	txies).	15		
Peak Hou	Volume: 1	,828 vehicles			Hei	ary Truck	(s ()+ )	Axies):	15		
Venic	le Speed:	40 mph		-	Vehicle f	die					
Near/Far Lane	Distance.	12 feat		-		deType		Day	Evening	Night	Dally
Site Data						A	itos:	77.5%	12.9%	9.8%	87.42%
Barrie	r Height:	0.0 feet			0.50	dum Tri	eks:	64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wall		0.0			E	leavy In	ICHS.	86.5%	2.7%	10.8%	0.74%
Centerline Dist. I	o Berner	100.0 feat		-	Noise Sc			- 6- 8			
Centerline Dist. to I	Observar:	100.0 feet		-	NOIST St.	Autos		000			
Barrier Distance to I	Observer:	0.0 feet			Administration	n Trucks		297			
Observer Heighl (Ab	ove Pad):	5.0 feat				v Trucks			Grade Ad	indmant	0.0
Padi	Sievetion:	0.0 feet									
Roadi	Elevation:	0.0 feet		L	Lane Equ	iivalent i	Distan	ce (in :	feat)		
Ros	ad Grade	0.0%				Autos:		945			
	Left View:	-90.0 degrees				n Trucks		856			
R	ight View:	90 0 degrees			Heav	y Trucks:	59	865			
FHWA Noise Model (											
		rattic Flow	Dis	iance	Finite		Fresi		Barrier Att		
Autos	66.61	1.18		-4.6		-1.20		-4.77	0.0		0.000
Medium Trucks	77.72	-16.08		-4.8		-1.20		-4.58		100	0.000
Heavy Trucks:	62.89	-20.01		-4.6		-1.20		-5.16	0.0	100	0.000
Unmitigated Noise L			anie							,	
	g Peak Hour		<u>.</u>	Leq E	vening	Leg N		L	Lán		VEL
Autos:	61.8		0.0		5B 2		522		80 :		81.4
Medium Trucks	65.8 57.2		1.3		48.0 46.7		48.0		54.8 58.3		55.1 56.4
Heavy Trucks Vehicle Noise	89.9		2.7		58.9		54 :		90. 62.1		68.8
			:.2		58.9		54.7	3 	02.3		03.3
Centerline Distance	to Noise Con	tour (in feet)		70	494	65.6	5.4		0.694		de A

Friday, November 08, 2013

	Year 2035 W Lasselle Stre			,	roject iva. Job Num		e Valley VVa	almart	
Road Seament					300 146118	267. 6970			
************	*************	**********		***********	~~~~~			*********	******
	PECIFIC INP	UT DATA		FI/ (\$		SE MODE roi≃ 10. S	LINPUTS		
Highway Data				atte Cone	opons (na				
Average Oally L						Autos:			
Peak Hour P		10%				(2 Axles).			
		,846 vehicles		Hea	ny Trucks	(J+ Axles):	15		
	cle Speed:	55 mph	ľ	Vehicle M	ix				
Near/Far Lans	Distance.	36 feat	Ī	Vehic	leType	Day	Evening	Night	Dally
Site Data					Auto	s: 77.59	12.9%	9.8%	87.42%
Flare	er Height:	0.0 feet		9,6cc	Sum Truck	o: 64.9%	4.9%	10.3%	1.64%
Barrier Type (0-Wa		0.0		He	eavy Iruce	s. 88.59	2.7%	10.8%	0.74%
Centerline Dist.		100 0 feat	-						
Centerline Dist. to	Observer:	100.0 feet	-	Noise Sas	Autos:	tions (in t	e 61)		
Barrier Distance to	Observer:	0.0 feet			Trucks:	2.297			
Observer Height (A.	bove Padi:	5.0 fest			Trucks	8.006	Grade Adju	colonomi	0.0
Pac	Elevation:	0.0 feet		neavy	17 00/15	0.000	Crowc Majo	rou norn.	0.0
Road	Elevation:	0.0 feet		Lane Equ	ivalent Di	stance (în	feet)		
Ro	oad Grade	0.0%	Γ		Autos:	98.494			
	Left View:	-90.0 dagrees		Medium	Trucks	98.404			
J	Right View:	90 0 degrees		Heavy	Trucks:	98 413			
FHWA Noise Model									
VehicleType			siance	Finite F		resnel :	Barrier Alle		m Alten
Autos.	71.78	1.87	-4.5	-	-1.20	-4.77	0.01		0.000
Medium Trucks	82.40	-15 37	-4.5		-1.20	-4.58	0.01		0.003
Heavy Trucks:	86.40	-19.32	-4.5	1	-1.20	-5.16	0.01	90	0.009
Unmitigated Noise	Levels (withou	it Topo and barr	ier etter	uation)					
VehicleType 1.			Leq E	vening	Leg Nig		Lan	Ci	NEL
Autos:	67.8	86.0		84.3		58 2	86.8		87 4
Medium Trucks:	61.3	59.8		53.5		51.9	80.4		90.8
Heavy Trucks	61.4	59.9		50.9		52.2	60.5		60.9
Vehicle Noise.	89.5	67.8		64.8		59.9	68.5		69.0
Centerline Distance	to Noise Can	tour (in feet)							
				dB/A	65 dE/		50 dEA		dE:A
		Ldn: CNEL:		9 5	170		367 386		81 51

	io: Year 2035								n Valley M	almart.	
	se: Kitching Str					Job No	mber:	8870			
Road Segme	nt: North of Iris	: Avenue	*******								
	SPECIFIC IN	PUT DATA							LIMPUT	s	
Highway Data					Site Con	ditions (	Hard				
	Traffic (Adl)		5					Autos:	15		
	Percentage:	10%		- 1		dium Tru			15		
	lour Volume:	1,600 vehicle	ŝ	- 1	He	avy Truc	ks (3+	Axles):	15		
	hicle Speed	55 mph		- 1	Vehicle i	Mix					
Near/Far La	ne Distance:	36 feet			Ven	icleType		Day	Evening	Night	Daily
Site Data				-		A	utos:	77.5%	12.9%	9 6%	97 4 2%
Ba .	rrier Kelaht:	0.0 feet			As	есішті Та	uclas.	84.6%	4.8%	10.3%	1.84%
Barner Type (0-VI	Aut. 1-Bernit	0.0			- 1	чевчу Ти	ucks:	86.6%	2.7%	10.8%	0.74%
Centerline Di	at to Barrier.	100.0 feet		-	Maire C	ource Ek		an Cart			
Centerline Dist.	to Observer:	100.0 feet		F	7910760 34	Autos Autos		000	ieu		
Barrier Distance	to Observer.	0.0 feet			full of it	никоз т Тписка		297			
Observer Height	Above Pad).	5 9 teet				v Trucks			Grade Ad	iustment	0.0
P	ad Elevation:	0.0 feet		L		·				,0 3411131111	
	ad Elevation:	0.0 feet		L	Lane Eg	uivaient			est)		
	Road Grade:	0.0%				Autos		.494			
	Left View:	-90.0 degree	9 S			m Trucks		.4D4			
	Right View:	90.0 degree	es		Heat	y Trucks	98	.413			
FHWA Noise Mod	el Calculation										
VehicleType	REMEL	Traffic Flow	Dist s			Road	Free		Barrier 4tt		m Atten
Autos:	71.76	-0.78		-4.5		-1.20		-4.77		300	0.000
Medium Trucks:	82.40	-18.02		4.5	1	-1.20		-4.89	0.0	300	0.000
Heavy Trucks	86.40	-21 98		-4.5	1	-1.20		-5.16	0.0	100	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrier	atter	uation)						
Vehicle Type				.eq E	vening	Leq f			Ldn		VEIL
Autox	65		63.4		61.8		55	-	64.1		64.1
Medium Trucka	58		57 2		50 8		49	4.0	57.		57.5
Heavy Trucks:	58		57.3		48.2		49		57.		58.0
Vehicle Noise:	86	.9	85.1		82.1		57	.9	65.1	3	66.
Centeriine Distan	ce to Naise Co	ntour (in feet	)								
					dBA 3	85 c		į t	10 dBA		0BA
			£ (50)						244		

Friday, Nevernber 08, 2013

Scenario: Year 2035 With Project		Project Nan		io Valley M	falmart	
Road Name: Lasselle Street		Job Numb	er: 8870			
Road Segment: South of Iris Avenue						
SITE SPECIFIC INPUT DATA				L INPUT	s	~~~~~
Highway Data	Site C	anditions (Har	d = 10, S	oft = 15)		
Average Daily Traffic (Adl): 35,382 vehicles	1		Autos	15		
Peak Hour Percentage: 10%	/	dedium Trucks	(2 Axles).	15		
Peak Hour Volume: 3,539 vehicles		leavy Trucks (	3+ Axles).	15		
Vehicle Speed* 55 mph	Vohice	la Affic				
Near/Far Lane Distance: 36 feet		enicleType	Oav	Evening	stigts	Daily
Site Data		dutas			9 634	
		Medium Toucle			10.3%	1 84%
Sarrier Height: 0.0 feet	į.	Heavy Trucks	9 114 1		10.3%	0.74%
Barner Type (0-Walt, 1-Berrit): 0.0	1	receip freeze	. 00.07	E.170	10.076	0.1770
Centerline Dist to Barrier. 100.0 feet	Noise	Source Elevet	ions (in t	eet)		
Centerline Dist. to Observer: 188.9 feet		Autos:	0.000			
Barrier Distance to Observer: 0.0 feet	Med	lium Trucks:	2.297			
Observer Height (Above Pad). 5-8 feet	He	avy Trucks.	8.006	Grade Ad	justment	0.0
Pad Elevation: 0.0 feet	ļ.,					
Road Elevation: 0.0 feet	Larie	Equivalent Dis		70119		
Road Grade: 0.0%			98.494			
Left View: -90.9 degrees			98.404			
Plg/z View: 90.0 degrees	HE	avy Trucka:	96,419			
FHWA Noise Model Calculations						
VehicleType REMEL Traffic Flow	Distance Fin.	le Road   Fr	esner	Barrier Alt	en Ber	m Atten
Autos: 71.78 2.67	-4.52	-1.20	-4.77	9.0	100	0.000
Medium Trucks: 82.46 -14.57	-4 51	-1.2B	-4.85	0.0	000	0.000
Heavy Trucks: 86.40 -18.53	-4.51	-1.2D	-5.16	9.0	100	0.000
Unmitigated Noise Levels (without Topo and ba	rrier attenuation	y)				
VehicleType Leg Peak Hour Leg Day	Leg Evening	Leg Nigh		Ldn	C.	VEI.
Autos 68.7 98.	8 65	.1	9.0	67.1	3	68.2
	6 54	2	52 ?	61.5	2	61.4
Medium Trucks: 62.1 80				61 :	2	61.4
Medium Pricks' 62.1 60 Heavy Trucks' 62.2 60.	7 51	.7	52.9	01.		01.9
			30.7	69.		69.7
Heavy Trucks: 62.2 80.	5 85	.6	39.7	69.	3	69.7
Heavy Trucks:         62.2         60.           Vehicle Noise:         70.3         68.			39.7		55	

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## APPENDIX 9.1:

**OPERATIONAL NOISE ANALYSIS WORKSHEETS** 



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Source: Loading D Observer Location: R1		Project Name: Walmart Moreno \ Job Number: 8870 Analyst: A. Wolfe	
	NOISE M	ODEL INPUTS	
Noise Distance to Observer	824.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	814.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	8.0 feet		
Observer Height (Above Pad).	5.0 feet	Barriar Brooks Line of Sight	Vac

Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation.

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	824.0	-32.3
Shielding (Barrier Attenuation)	824.0	~5.5
Raw (Distance + Barrier)		39.5
18 Minute Hourly Adjustment	t	34.3

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Observer Elevation: Noise Source Elevation: 0.0 feet 0.0 feet

Source: Air Conder Observer Location: R1	iser units	Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	vaney
	NOIS	E MODEL INPUTS	
Noise Distance to Observer	822.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	812.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	25.0 feet		
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 = 6 d8)	A per doubling of distance, 15 = 4.5 dBA per doubli	ng of distanc

	NOISE	MODEL	PROJECTIONS
Noise Level	Distance (feet)	Leq	
Reference (Sample)	5.0	81.9	
Distance Attenuation	822.0	-44.3	
Shielding (Barrier Attenuation)	822.0	-5.3	
Raw (Distance + Barrier)		32.3	
30 Minute Hourly Adjustment	:	29.3	

Source: Trash Con Observer Location: R1		feista PRIDICATION MOSEI 87976 40703 Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	
	NOIS	E MODEL INPUTS	
Noise Distance to Observer	833.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	823.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	5.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation	0.0 feet		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	75.5
Distance Attenuation	833.0	-44.4
Shielding (Barrier Attenuation)	833.0	-5.5
Raw (Distance + Barrier)		25.6
20 Minute Hourly Adjustment	t	20.8

Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

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Source: Shopping Cart Carousel Observer Location: R1		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe		
		ISE MODEL INPUTS		
Noise Distance to Observer	964.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	954.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	3.0 feet			
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			

NOISE MODEL PROJECTIONS				
Noise Level	Distance (feet)	Leq		
Reference (Sample)	5.0	72.9		
Distance Attenuation	964.0	-45.7		
Shielding (Barrier Attenuation)	964.0	-5.5		
Raw (Distance + Barrier)		21.7		
20 Minute Hourly Adjustment		16.9		

Source: Parking Lot Activity Chserver Location: R 1		OISE FREDICTION IMOGEL «ZERAUZES Project Marne: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe		
	NO	se Model inputs		
Noise Distance to Observer	992.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	982.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	4.0 feet			
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			
Drop Off Coefficient:	20.0 (20 = 6 d	BA per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance)	

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Leq			
Reference (Sample)	5.0	60.1			
Distance Attenuation	992.0	-46.0			
Shielding (Barrier Attenuation)	992.0	-5.5			
Raw (Distance + Barrier)		8.6			
60 Minute Hourly Adjustment		8.6			

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Source: Loading Dock Activities Observer Location: R2		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe		
***************************************	NOIS	E MODEL INPUTS		
Noise Distance to Observer	1,139.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	1,129.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	B.O feet			
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			
Drop Off Coefficient:	20.0 (20 = 6 d8.	A per doubling of distance, 15 = 4.5 dBA per doubli	ng of distan	

	NOISE	MODEL	PROJECTIO
Noise Level	Distance (feet)	Leq	
Reference (Sample)	20.0	77.3	
Distance Attenuation	1,139.0	-35.1	
Shielding (Barrier Attenuation)	1,139.0	-5.5	
Raw (Distance + Barrier)		36.7	
18 Minute Hourly Adjustment	t	31.5	

STATIONARY SCURCE NO Source: Car Wash Observer Location: R1			IOISE PREDICTION MODEL VIOLENZOS Project Name: Walmart Moreno Valley Job Number: 1870 Analyst: A. Wolfe			
		NO	ise model inputs			
Noise Distance to Observer	1,780.0 fe	eet	Barrier Height:	6.0 feet		
Noise Distance to Barrier:	1,770.0 fe	eet	Barrier Type (0-Wall, 1-Berm):	0.0		
Barrier Distance to Observer:	10.0 fe	eet				
Noise Heialit:	9.0 fe	eet				
Observer Height (Above Pad).	5.0 fe	eet	Barrier Breaks Line of Sight:	Yes		
Observer Elevation:	0.0 fe	eet	Wall Located at Noise Source Elevation.	No		
Noise Source Elevation:	0.0 fe	eet				
Drop Off Coefficient:	20.0 (	20 = 6 :	dBA per doubling of distance, 15 = 4.5 dBA per doubli	nd of distance)		

Noise Model Projections				
Noise Level	Distance (feet)	Leq		
Reference (Sample)	10.0	76.5		
Distance Attenuation	1,780.0	-45.0		
Shielding (Barrier Attenuation)	1,780.0	-5.5		
Raw (Distance + Barrier)		26.0		
30 Minute Hourly Adjustment		23.0		

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Source: Trash Compactor Observer Location: R2		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe		
			e model inputs	***************************************
Noise Distance to Observer	1,293.0	feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	1,283.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0	feet		
Noise Height:	5.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Leq			
Reference (Sample)	5.0	75.5			
Distance Attenuation	1,293.0	-48.3			
Shielding (Barrier Attenuation)	1,293.0	-5.5			
Raw (Distance + Barrier)		21.7			
20 Minute Hourly Adjustment		16.9			

Source: Air Conde Observer Location: R2		NOISE PREDICTION (nOBELS Wins 1920); Project Name: Walmart Moreno Valley Job Number: 8670 Analyst: A. Wolfe		
	NOS	SE MODEL INPUTS		
Noise Distance to Observer	1,126.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	1,116.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	25.0 feet			
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	81.9
Distance Attenuation	1,126.0	-47.1
Shielding (Barrier Attenuation)	1,126.0	~5.3
Raw (Distance + Barrier)		29.5
30 Minute Hourly Adjustmen	t	26.5

Observer Elevation: Noise Source Elevation:

0.0 feet 0.0 feet

Eriday J	lukr 18. 201a			

Source: Parking Lot Activity Observer Location: R2		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe		
***************************************	NOIS	SE MODEL INPUTS		
Noise Distance to Observer	1,017.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	1,007.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	4.0 feet			
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			
Drop Off Coefficient:	20.0 (20 = 6 df	BA per doubling of distance, 15 = 4.5 dBA per doubli	no of distanc	

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	1,017.0	-46.2
Shielding (Barrier Attenuation)	1,017.0	-5.5
Raw (Distance + Barrier)		8.4
60 Minute Hourly Adjustment	t	8.4

Source: Shopping Cart Carousel Observer Location: R2		<i>Project Name:</i> Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe		
	NOIS	E MODEL INPUTS		
Noise Distance to Observer	942.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	932.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	3.0 feet			
observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	942.0	-45.5
Shielding (Barrier Attenuation)	942.0	-5.5
Raw (Distance + Barrier)		21.9
20 Minute Hourly Adjustmen	t	17.1

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Source: Car Wash Observer Location: R2		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe		
		NOIS	E MODEL INPUTS	
Noise Distance to Observer	2,113.0	feet	Barrier Height:	6.0 fee
Noise Distance to Barrier:	2,103.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0	feet		
Noise Height:	9.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0	feet	Wali Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		

	NOISE	MODEL	PROJECTIONS
Noise Level	Distance (feet)	Leq	
Reference (Sample)	10.0	76.5	
Distance Attenuation	2,113.0	-46.5	
Shielding (Barrier Attenuation)	2,113.0	-5.5	
Raw (Distance + Barrier)		24.5	
30 Minute Hourly Adjustment		21.5	

Source: Loading I Observer Location: R3		HOBE PRESIDENTON BOBES 20140205 Project Name: Walmart Moreno \ Job Number: 8870 Analyst: A. Wolfe	
	NO	se Model inputs	
Noise Distance to Observer	2,127.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	2,117.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	8.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	2,127.0	-40.5
Shielding (Barrier Attenuation)	2,127.0	~5.5
Raw (Distance + Barrier)		31.3
18 Minute Hourly Adjustmen	t	26.1

0.0 feet 0.0 feet

Observer Elevation: Noise Source Elevation:

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Source: Air Condenser Units Observer Location: R3		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe	
***************************************		SE MODEL INPUTS	
Noise Distance to Observer	1,968.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	1,958.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	25.0 feet		
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 = 6 d	8A per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance

	NOISE	MODEL
Noise Level	Distance (feet)	Lect
Reference (Sample)	5.0	81.9
Distance Attenuation	1,968.0	-51.9
Shielding (Barrier Attenuation)	1,968.0	-5.4
Raw (Distance + Barrier)		24.6
30 Minute Hourly Adjustment	t	21.6

Source: Trash Col Observer Location: R3	npactor	<i>Project Name:</i> Walmart Moreno` Job Number: 3870 Anafyst: A. Wolfe	Valley
	NOIS	E MODEL INPUTS	
Noise Distance to Observer	2,343.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier	2,333.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	5.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	75.5
Distance Attenuation	2,343.0	-53.4
Shielding (Barrier Attenuation)	2,343.0	~5.5
Raw (Distance + Barrier)		16.6
20 Minute Hourly Adjustment	t	11.8

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Source: Shopping Observer Location: R3			Project Name: Walmart Moreno Job Number: 8870 Analyst: A, Wolfe		
	************		E MODEL INPUTS	***************************************	nnna
Noise Distance to Observer	1,726.0	feet	Barrier Height:	6.0 fc	eet
Noise Distance to Barrier:	1,716.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0	feet			
Noise Height:	3.0	feet			
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0	feet			

	NOIS	E MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	1,726.0	-50.8
Shielding (Barrier Attenuation)	1,726.0	-5.5
Raw (Distance + Barrier)		16.6
20 Minute Hourly Adjustment		11.8

Source: Parking L Observer Location: R3	ot Activity	Project Name: Walmart Moreno \ Job Number: 8870 Analyst: A. Wolfe	√alley
	NOS	SE MODEL INPUTS	
Noise Distance to Observer	1,787.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	1,777.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	4.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation	0.0 feet		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	1,787.0	-51.1
Shielding (Barrier Attenuation)	1,787.0	~5.5
Raw (Distance + Barrier)		3.5
60 Minute Hourly Adjustment	t	3.5

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Source: Loading E Observer Location: R4	ock Activities	Project Name: Walmart Moreno \ Job Number: 8870 Analyst: A. Wolfe	√alley
***************************************	NO	SE MODEL INPUTS	
Noise Distance to Observer	1,664.0 feet	Barrier Height:	0.0 feet
Noise Distance to Barrier:	1,664.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0 feet		
Noise Height:	B.0 feet		
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	No
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 = 6 c	IBA per doubling of distance, 15 = 4.5 dBA per doubli	ng of distanc

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	1,664.0	-38.4
Shielding (Barrier Attenuation)	1,664.0	0.0
Raw (Distance + Barrier)		38.9
18 Minute Hourly Adjustment	t	33.7

Source: Car Wash Observer Location: R3			i Dies er Estie mott sloce is zen 1920 Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	
		NOIS	e model inputs	
Noise Distance to Observer	2,717.0 fe	eet	Barrier Height:	6.0 feet
Noise Distance to Barrier	2,707.0 fe	eet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 fe	eet		
Noise Height:	9.0 f	eet		
Observer Height (Above Pad).	5.0 fe	eet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 fe	eet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 fe	eet		
Drop Off Coefficient:	20.0 (	(20 = 6 dB)	A per doubling of distance, 15 = 4.5 d8A per doubli	ng of distance)

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	76.5
Distance Attenuation	2,717.0	-48.7
Shielding (Barrier Attenuation)	2,717.0	-5.5
Raw (Distance + Barrier)		22.3
30 Minute Hourly Adjustmen	t	19.3

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Source: Trash Compactor Observer Location: R4		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe		
	**************		E MODEL INPUTS	
Noise Distance to Observer	1,832.0	feet	Barrier Height:	0.0 feet
Noise Distance to Barrier:	1,832.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0	feet		
Noise Height:	5.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	No
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	fest		

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Leq			
Reference (Sample)	5.0	75.5			
Distance Attenuation	1,832.0	-51.3			
Shielding (Barrier Attenuation)	1,832.0	0.0			
Raw (Distance + Barrier)		24.2			
20 Minute Hourly Adjustment		19.4			

STATIONALS SOURCE NO Source: Air Condenser Units Observer Location: R4	B PREDIC HORRAOBEL (2014-1070) Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe		
NOISE	MODEL INPUTS	•	
Noise Distance to Observer 1,316.0 feet	Barrier Height: 0.0 feet		
Noise Distance to Barrier: 1,316.0 feet	Barrier Type (0-Wall, 1-Berm): 0.0		
Barrier Distance to Observer: 0.0 feet			
Noise Height: 25.0 feet			
Observer Height (Above Pad). 5.0 feet	Ramar Breaks Line of Sight: No.		

Drop Off Coefficient: 20.0 (20 ≈ 6 dBA per doubling of distance, 15 ≈ 4.5 d8A per doubling of distance)

NOISE MODEL PROJECTIONS

Noise Level | Distance (feet) | Lex

Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation.

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	81.9
Distance Attenuation	1,316.0	-48.4
Shielding (Barrier Attenuation)	1,316.0	0.0
Raw (Distance + Barrier)		33.5
30 Minute Hourly Adjustmen	t	30.5

0.0 feet 0.0 feet

Observer Elevation: Noise Source Elevation:

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Source: Parking L Observer Location: R4	ot Activity	FIOISE PREDICTION MODEL v/0140705 Project Name: Walmart Moreno Job Number: 8870 Analyst: A, Wolfe	Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe			
		ISE MODEL INPUTS				
Noise Distance to Observer Noise Distance to Barrier: Barrier Distance to Observer:	*	Barrier Height: Barrier Type (0-Wall, 1-Berm):	0.0 feet 0.0			
Noise Height: Observer Height (Above Pad): Observer Elevation: Noise Source Elevation:	4.0 feet 5.0 feet 0.0 feet 0.0 feet	Barrier Breaks Line of Sight. Wall Located at Noise Source Elevation.	No No			
Drop Off Coefficient:	20.0 (20 = 6	IBA per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance)			

NOISE MODEL PROJECTIONS						
Noise Level	Distance (feet)	Lea				
Reference (Sample)	5.0	60.1				
Distance Attenuation	1,291.0	-48.2				
Shielding (Barrier Attenuation)	1,291.0	0.0				
Raw (Distance + Barrier)		11.9				
60 Minute Hourly Adjustment	t	44.0				

STATIONARY SOURCE NO	ISE PRESICTION MODEL (2014)(205
Source: Shopping Cart Carousel Observer Location: R4	Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe
***************************************	***************************************

		NOIS	E MODEL INPUTS	
Noise Distance to Observer	1,258.0	feet	Barrier Height:	0.0 feet
Noise Distance to Barrier	1,258.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0	feet		
Noise Height:	3.0	feet		
Observer Height (Above Pad).	5.0	feet	Barrier Breaks Line of Sight:	No
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		
Drop Off Coefficient:	20.0	(20 = 6 di	BA per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance)

NOISE MODEL PROJECTIONS				
Noise Level	Distance (feet)	Leq		
Reference (Sample)	5.0	72.9		
Distance Attenuation	1,258.0	-48.0		
Shielding (Barrier Attenuation)	1,258.0	0.0		
Raw (Distance + Barrier)		24.9		
20 Minute Hourly Adjustment	t	20.1		

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Source: Car Wash Observer Location: R4		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe			
	**************	NOIS	e model inputs		
Noise Distance to Observer	1,630.0	feet	Barrier Height:	0.0 feet	
Noise Distance to Barrier:	1,630.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	0.0	feet			
Noise Height:	9.0	feet			
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	No	
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0	fast			

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Leq			
Reference (Sample)	10.0	76.5			
Distance Attenuation	1,630.0	-44.2			
Shielding (Barrier Attenuation)	1,630.0	0.0			
Raw (Distance + Barrier)		32.3			
30 Minute Hourly Adjustment	t	29.3			

TATIONAL COURT HOLD	RESIGNION AGOEL 770 MONE				
Source: Loading Dock Activities	Project Name: Walmart Moreno V	alley			
Observer Location: R5	Job Number: 8870				
	Analyst: A. Wolfe				
NOISE MO	DEL INPUTS				
Noise Distance to Observer 1,479.0 feet	Barrier Height:	0.0 feet			
Noise Distance to Barrier: 1,479.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0			
Remar Distance to Observer: 0.0 feet					

Noise Distance to Observer: 1,479.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 feet Noise Height: 8.0 feet Observer Height (Above Pad): 5.0 feet Barrier Breaks Line of Sight: No Observer Elevation: 0.0 feet Wall Located at Noise Source Elevation. No Noise Source Elevation: 0.0 feet

Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	1,479.0	-37.4
Shielding (Barrier Attenuation)	1,479.0	0.0
Raw (Distance + Barrier)		39.9
18 Minute Hourly Adjustmen	t	34.7

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25058		
34.07(0)	E MODEL INPUTS	NOCCOOL COOL COOL COOL COOL COOL COOL CO
,123.0 feet	Barrier Height:	0.0 feet
,123.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
0.0 feet		
25.0 feet		
5.0 feet	Barrier Breaks Line of Sight:	No
0.0 feet	Wall Located at Noise Source Elevation.	No
0.0 feet		
	123.0 feet 0.0 feet 25.0 feet 5.0 feet 0.0 feet	123.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 feet 25.0 feet 5.0 feet Barrier Breaks Line of Sight. 0.0 feet Wall Located at Noise Source Elevation. 0.0 feet

	NOISE	MODEL	PROJECTIONS
Noise Level	Distance (feet)	Leq	
Reference (Sample)	5.0	81.9	
Distance Attenuation	1,123.0	-47.0	
Shielding (Barrier Attenuation)	1,123.0	0.0	
Raw (Distance + Barrier)		34.9	
30 Minute Hourly Adjustment		31.9	

STATIONARY SOURCE N	DISE PREDICTION MODEL 22014/07/05
Source: Trash Compactor Observer Location: R5	Project Name: Waimart Moreno Valley Job Number: 8870 Analyst: A. Woife

	NOISE MODEL INPUTS				
Noise Distance to Observer	1,582.0 feet	Barrier Height:	0.0 feet		
Noise Distance to Barrier	1,582.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0		
Barrier Distance to Observer:	0.0 feet				
Noise Height:	5.0 feet				
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	No		
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No		
Noise Source Elevation:	0.0 feet				
Drop Off Coefficient:	20.0 (20 = 6 d	BA per doubling of distance, 15 = 4.5 d8A per doubli	ng of distance)		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	75.5
Distance Attenuation	1,582.0	-50.0
Shielding (Barrier Attenuation)	1,582.0	0.0
Raw (Distance + Barrier)		25.5
20 Minute Hourly Adjustmen	t	20.7

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Source: Shopping Cart Carousel Observer Location: R5		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe		
		NOIS	E MODEL INPUTS	
Noise Distance to Observer	899.0	feet	Barrier Height:	0.0 feet
Noise Distance to Barrier:	899.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0	feet		
Noise Height:	3.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	No
Observer Elevation:	0.0	feet	Wali Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		
Drop Off Coefficient:	20.0	(20 ≈ 6 d8	A per doubling of distance, 15 = 4.5 dBA per doubli	no of distan

	NOISE	NOISE MODEL PROJECTIONS				
Noise Level	Distance (feet)	Leq				
Reference (Sample)	5.0	72.9				
Distance Attenuation	899.0	-45.1				
Shielding (Barrier Attenuation)	899.0	0.0				
Raw (Distance + Barrier)		27.8				
20 Minute Hourly Adjustment	1	23.0				

Source: Parking Lot Activity  Observer Location: R5		ISE PREDICTION MODEL «2014/01/05  Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe			
	NOIS	e Model inputs			
Noise Distance to Observer	938.0 feet	Barrier Height:	0.0 feet		
Noise Distance to Barrier:	938.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0		
Barrier Distance to Observer:	0.0 feet				
Noise Height:	4.0 feet				
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	No		
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No		
Noise Source Elevation:	0.0 feet				
Drop Off Coefficient:	20.0 (20 = 6 dB	A per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance)		

	NOISE	MODEL	PROJECTION
Noise Level	Distance (feet)	Leq	
Reference (Sample)	5.0	60.1	
Distance Attenuation	938.0	-45.5	
Shielding (Barrier Attenuation)	938.0	0.0	
Raw (Distance + Barrier)		14.6	
60 Minute Hourly Adjustment	:	14.6	

Source: Loading Dock Activities Observer Location: R6		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe			
***************************************	***************************************	NOIS	E MODEL INPUTS	***************************************	
Noise Distance to Observer	1,587.0	feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	1,577.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0	feet			
Noise Height:	8.0	feet			
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0	feet			
Drop Off Coefficient:	20.0	/20 = 6 d8/	A per doubling of distance, 15 = 4.5 dBA per doubli	ng of distan	

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	1,587.0	-38.0
Shielding (Barrier Attenuation)	1,587.0	-5.5
Raw (Distance + Barrier)		33.8
18 Minute Hourly Adjustment		28.6

STATIONARY SOURCE NO Source: Car Wash Observer Location: R5			OISE PREDIOSTON ROCEE, PICTACEDS Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe						
		NO	SE MODEL INPUTS						
Noise Distance to Observer	1,075.0 fe	et	Barrier Height:	0.0 feet					
Noise Distance to Barrier:	1,075.0 fe	et	Barrier Type (0-Wall, 1-Berm):	0.0					
Barrier Distance to Observer:	0.0 fe	et							
Noise Height:	9.0 fe	eet							
Observer Height (Above Pad).	5.0 fe	et	Barrier Breaks Line of Sight:	No					
Observer Elevation:	0.0 fe	et	Wall Located at Noise Source Elevation.	No					
Noise Source Elevation:	0.0 fe	et							
Drop Off Coefficient:	20.0 (	20 = 6 d	BA per doubling of distance, 15 = 4.5 d8A per doublis	nd of distance)					

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	76.5
Distance Attenuation	1,075.0	-40.6
Shielding (Barrier Attenuation)	1,075.0	0.0
Raw (Distance + Barrier)		35.9
30 Minute Hourly Adjustmen	t	32.9

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Source: Trash Cor Observer Location: R6	mpactor		Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	Valley
			E MODEL INPUTS	
Noise Distance to Observer	1,604.0	feet	Barrier Height:	6.0 fee
Noise Distance to Barrier:	1,594.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0	feet		
Noise Height:	5.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		

	NOISE	E MODEL	PROJECTIONS
Noise Level	Distance (feet)	Leq	
Reference (Sample)	5.0	75.5	
Distance Attenuation	1,604.0	-50.1	
Shielding (Barrier Attenuation)	1,604.0	-5.5	
Raw (Distance + Barrier)		19.9	
20 Minute Hourly Adjustment	ì	15.1	

Source: Air Conde Observer Location: R6		ides Bolst Fathur Boltshootil voice(1970) Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	
		NOISE MODEL INPUTS	
Noise Distance to Observer Noise Distance to Barrier:	1,259.0 feet	<b>Barrier Height:</b> Barrier Type (0-Wall, 1-Berm):	6.0 feet 0.0
Barrier Distance to Observer:  Noise Height: Observer Height (Above Pad).	10.0 feet 25.0 feet 5.0 feet		
Observer Elevation:	0.0 feet	Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation.	Yes No

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	81.9
Distance Attenuation	1,269.0	-48.1
Shielding (Barrier Attenuation)	1,269.0	~5.3
Raw (Distance + Barrier)		28.5
30 Minute Hourly Adjustmen	t	25.5

Observer Elevation: Noise Source Elevation:

0.0 feet 0.0 feet

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Source: Parking Lo Observer Location: R6	t Activity	Project Name: Walmart Morenoʻ Job Number: 8870 Analyst: A, Wolfe	Valley
	NOIS	E MODEL INPUTS	
Noise Distance to Observer	914.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	904.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	4.0 feet		
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 = 6 d8)	A per doubling of distance, 15 = 4.5 dBA per doubli	no of distanc

	NOISE	MODEL	PROJECTIONS
Noise Levei	Distance (feet)	Leq	
Reference (Sample)	5.0	60.1	,
Distance Attenuation	914.0	-45.2	
Shielding (Barrier Attenuation)	914.0	-5.5	
Raw (Distance + Barrier)		9.4	
60 Minute Hourly Adjustment	:	9.4	•

Source: Shopping of Observer Location: R6	Cart Carousel	<i>Project Name:</i> Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	Valley
	NOIS	e Model inputs	
Noise Distance to Observer	640.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier	830.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	3.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	840.0	-44.5
Shielding (Barrier Attenuation)	840.0	-5.5
Raw (Distance + Barrier)		22.9
20 Minute Hourly Adjustment	t	18.1

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Source: Car Wash Observer Location: R6		Job Number: 8870 Analyst: A. Wolfe			
	*****************	NOISE MODEL INPUTS	***************************************		
Noise Distance to Observer	721.0 fee	t Barrier Height:	6.0 feet		
Noise Distance to Barrier:	711.0 fee	t Barrier Type (0-Wall, 1-Berm):	0.0		
Barrier Distance to Observer:	10.0 fee	t			
Noise Height:	9.0 fee	t			
Observer Height (Above Pad):	5.0 fee	t Barrier Breaks Line of Sight:	Yes		
Observer Elevation:	0.0 fee	t Wali Located at Noise Source Elevation.	No		
Noise Source Elevation:	0.0 fee	ŧ			

NOISE MODEL PROJECTIONS					
Noise Level Distance (feet) Leq					
Reference (Sample) 10.0 76.5					
Distance Attenuation 721.0 -37.2					
Shielding (Barrier Attenuation) 721.0 -5.4					
Raw (Distance + Barrier) 33.9					
30 Minute Hourly Adjustment 30.9					

Source: Loading D Charler Location: R7		HORE PREDICTION ROCERS ZOSUZOS  Project Name: Waimart Moreno Job Number: 8870 Analyst: A. Wolfe	
	NOIS	E MODEL INPUTS	
Noise Distance to Observer	1,407.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	1,397.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	8.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No

NOISE MODEL PROJECTIONS						
Noise Level	Distance (feet)	Leq				
Reference (Sample)	20.0	77.3				
Distance Attenuation	1,407.0	-36.9				
Shielding (Barrier Attenuation)	1,407.0	-5.5				
Raw (Distance + Barrier)		34.9				
18 Minute Hourly Adjustmen	t	29.7				

0.0 feet 0.0 feet

Observer Elevation: Noise Source Elevation:

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Source: Air Condenser Units Observer Location: R7		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe		
	NOIS	SE MODEL INPUTS	***************************************	
Noise Distance to Observer	1,074.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	1,064.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	25.0 feet			
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			
Drop Off Coefficient:	20.0 (20 = 6 df	BA per doubling of distance, 15 = 4.5 dBA per doubli	ng of distan	

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	81.9
Distance Attenuation	1,074.0	-46.6
Shielding (Barrier Attenuation)	1,074.0	-5.3
Raw (Distance + Barrier)		30.0
30 Minute Hourly Adjustmen	t	27.0

STATIONARY SOURCE NOISE PREDICTION AGOES 926149205							
Source: Trash Compactor Observer Location: R7	Project Name: Walmart Moreno Valley Job Number: 3870 Analyst: A. Wolfe						
NOISE MODEL INPUTS							

	100,000 110,000 110,000	
1,435.0 fe	et Barrier Height:	6.0 feet
1,425.0 fe	et Barrier Type (0-Wall, 1-Berm):	0.0
10.0 fe	eet	
5.0 fe	et	
5.0 fe	et Barrier Breaks Line of Sight:	Yes
0.0 fe	et Wall Located at Noise Source Elevation.	No
0.0 fe	et	
20.0 (2	20 = 6 dBA per doubling of distance, 15 = 4.5 d8A per doubli	ng of distance)
	1,425.0 fe 10.0 fe 5.0 fe 5.0 fe 0.0 fe	1,425.0 feet         Barrier Type (0-Wall, 1-Bern):           10.0 feet         5.0 feet           5.0 feet         Barrier Breaks Line of Sight:           0.0 feet         Wall Located at Noise Source Elevation.           0.0 feet         Wall Located at Noise Source Elevation.

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Leq			
Reference (Sample)	5.0	75.5			
Distance Attenuation	1,435.0	-49.2			
Shielding (Barrier Attenuation)	1,435.0	-5.5			
Raw (Distance + Barrier)		20.8			
20 Minute Hourly Adjustment	t	16.0			

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Source: Shopping Cart Carousel Observer Location: R7		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe		
	************		E MODEL INPUTS	
Noise Distance to Observer	662.0	feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	652.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0	feet		
Noise Height:	3.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Leq			
Reference (Sample)	5.0	72.9			
Distance Attenuation	662.0	-42.4			
Shielding (Barrier Attenuation)	662.0	-5.5			
Raw (Distance + Barrier)		25.0			
20 Minute Hourly Adjustment	!	20.2			

Source: Parking Lo Observer Location: R7		SE PREDICTION FLOORS (*2014-1070) Project Name: Walmart Moreno Valley Job Number: 3870 Analyst: A. Wolfe		
	NOIS	E MODEL INPUTS		
Noise Distance to Observer	730.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	720.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	4.0 feet			
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			
Drop Off Coefficient:	20.0 (20 = 6 di	SA per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance)	

	NOISI	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	730.0	-43.3
Shielding (Barrier Attenuation)	730.0	~5.5
Raw (Distance + Barrier)		11.3
60 Minute Hourly Adjustment	:	11.3

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Source: Loading D Observer Location: R8	ock Activities	Project Name: Walmart Moreno Job Number: 8870 Analyst: A, Wolfe	ŕ
		NOISE MODEL INPUTS	
Noise Distance to Observer	2,291.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	2,281.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	8.0 feet		
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 =	= 6 dBA per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance)

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	2,291.0	-41.2
Shielding (Barrier Attenuation)	2,291.0	-5.5
Raw (Distance + Barrier)		30.6
18 Minute Hourly Adjustment	t	25.4

Source: Car Wash Observer Location: R7		Project Name: Walmart Moreno Job Number: 3870 Analyst: A. Wolfe	Valley
	NC	PISE MODEL INPUTS	
Noise Distance to Observer	498.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier	488.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	9.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 /20 = 6	dBA per doubling of distance, 15 = 4.5 d8A per doubli	ng of distance)

	NOISI	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	76.5
Distance Attenuation	498.0	-33.9
Shielding (Barrier Attenuation)	498.0	-5.4
Raw (Distance + Barrier)		37.2
30 Minute Hourly Adjustmen	t	34.2

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Source: Trash Cor Observer Location: R8			Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	,
	**************		E MODEL INPUTS	
Noise Distance to Observer	2,496.0	feet	Barrier Height:	6.0 fee
Noise Distance to Barrier:	2,486.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0	feet		
Noise Height:	5.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	75.5
Distance Attenuation	2,496.0	-54.0
Shielding (Barrier Attenuation)	2,496.0	-5.5
Raw (Distance + Barrier)		16.0
20 Minute Hourly Adjustment		11.2

Source: Air Conde Observer Location: R8		SUR	E Noise Prieblic Honnaciel, von 4020. Project Name: Walmart Moreno' Job Number: 8870 Analyst: A. Wolfe	
		NC	DISE MODEL INPUTS	
Noise Distance to Observer	2,009.0 fe	et	Barrier Height:	6.0 feet
Noise Distance to Barrier:	1,999.0 fe	et	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 fe	et		
Noise Height:	25.0 fe	et		
Observer Height (Above Pad).	5.0 fe	et	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 fe	et	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 fe	et		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	81.9
Distance Attenuation	2,009.0	-52.1
Shielding (Barrier Attenuation)	2,009.0	~5.4
Raw (Distance + Barrier)		24.4
30 Minute Hourly Adjustment	t	21.4

Friday, July 18, 2014

Source: Parking Lot Activity Observer Location: R8		Project Name: Walmart I Job Number: 8870 Analyst: A. Wolfe			
***************************************		NOISE MODEL INPUTS			
Noise Distance to Observer	1,937.0 fe	Barrier He	lght: 6.0 feet		
Noise Distance to Barrier:	1,927.0 fe	: Barrier Type (0-Wall, 1-B	em): 0.0		
Barrier Distance to Observer:	10.0 fe	:			
Noise Height:	4.0 fe	t .			
Observer Height (Above Pad):	5.0 fe	: Barrier Breaks Line of :	Sight: Yes		
Observer Elevation:	0.0 fee	Wall Located at Noise Source Elev	ation. No		
Noise Source Elevation:	0.0 fe	:			
Drop Off Coefficient:	20.0 (2	= 6 dBA per doubling of distance, 15 = 4.5 dBA pe	er doubling of distan		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	1,937.0	-51.8
Shielding (Barrier Attenuation)	1,937.0	-5.5
Raw (Distance + Barrier)		2.8
60 Minute Hourly Adjustment	t	2.8

Source: Shopping Observer Location: R8	Cart Carousel	<i>Project Name:</i> Walmart Moreno` Job Number: 3870 Anafyst: A. Wolfe	Valley
	NOIS	E MODEL INPUTS	
Noise Distance to Observer	1,909.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier	1,899.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	3.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	1,909.0	-51.6
Shielding (Barrier Attenuation)	1,909.0	-5.5
Raw (Distance + Barrier)		15.8
20 Minute Hourly Adjustmen	t	11.0

Friday, July 18, 2014

Source: Car Wash Observer Location: R8			Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	Valley
			E MODEL INPUTS	
Noise Distance to Observer	2,536.0	feet	Barrier Height:	6.0 fee
Noise Distance to Barrier:	2,526.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0	feet		
Noise Height:	9.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		

N	DISE MODE	. PROJECTIONS
Noise Level Distance (fe	et) Leq	
Reference (Sample) 1	0.0 76.	5
Distance Attenuation 2,53	6.0 -48.	1
Shielding (Barrier Attenuation) 2,53	6.0 -5.	5
Raw (Distance + Barrier)	22.	9
30 Minute Hourly Adjustment	19.	9

Source: Loading De Observer Location: R9		Nolsia PREpiletrich (Adella Zd Auzus Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	
	NOIS	SE MODEL INPUTS	
Noise Distance to Observer	384.0 feet	Barrier Height:	8.0 feet
Noise Distance to Barrier:	263.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	121.0 feet		
Noise Height:	8.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		

	NOISE	MODEL	PROJECTIONS
Noise Level	Distance (feet)	Leq	
Reference (Sample)	20.0	77.3	
Distance Attenuation	384.0	-25.7	
Shielding (Barrier Attenuation)	384.0	-5.2	
Raw (Distance + Barrier)		46.4	
18 Minute Hourly Adjustment		41.2	

Friday, July 18, 2014			

Source: Air Conder Observer Location: R9	nser Units	Project Name: Walmart Moreno Job Number: 8870 Analyst: A. Wolfe	Valley
	NOIS	E MODEL INPUTS	
Noise Distance to Observer	312.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	302.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	25.0 feet		
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 = 6 d8	A per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	81.9
Distance Attenuation	312.0	-35.9
Shielding (Barrier Attenuation)	312.0	-5.1
Raw (Distance + Barrier)		40.9
30 Minute Hourly Adjustment	t	37.9

Source: Trash Com Coserver Location: R9		Noise Prediction Modes Project Name: Walmart Moreno Job Number: 9870 Analyst: A. Wolfe	Valley
	NO!	SE MODEL INPUTS	
Noise Distance to Observer	419.0 feet	Barrier Height:	8.0 feet
Noise Distance to Barrier:	296.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	123.0 feet		
Noise Height:	5.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 = 6 c	IBA per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance)

	NOISI	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	75.5
Distance Attenuation	419.0	-38.5
Shielding (Barrier Attenuation)	419.0	-5.5
Raw (Distance + Barrier)		31.5
20 Minute Hourly Adjustmen	t	26.7

Friday, July 18, 2014

Source: Shopping Cart Carousel Observer Location: R9		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe		
	***************************************		E MODEL INPUTS	***************************************
Noise Distance to Observer	278.0 fe	eet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	268.0 fe	eet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 fe	eet		
Noise Height:	3.0 fe	set		
Observer Height (Above Pad):	5.0 fc	eet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 fe	eet	Wali Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 fe	eet		

NOISE MODEL PROJECTIONS				
Noise Level	Distance (feet)	Leq		
Reference (Sample)	5.0	72.9		
Distance Attenuation	278.0	-34.9		
Shielding (Barrier Attenuation)	278.0	-5.6		
Raw (Distance + Barrier)		32.4		
20 Minute Hourly Adjustment		27.6		

Source: Parking Lo Observer Location: R9		DEE PREDICTION MODEL - 2014/205 Project Name: Walmart Moreno Valley Job Number: 8870 Analyst A. Wolfe		
	NOIS	E MODEL INPUTS	***************************************	
Noise Distance to Observer	250.0 feet	Barrier Height:	6.0 feet	
Noise Distance to Barrier:	240.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	10.0 feet			
Noise Height:	4.0 feet			
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			
Drop Off Coefficient:	20.0 (20 = 6 dB	A per doubling of distance, 15 = 4.5 d8A per doubli	ng of distance)	

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Leq			
Reference (Sample)	5.0	60.1			
Distance Attenuation	250.0	-34.0			
Shielding (Barrier Attenuation)	250.0	-5.5			
Raw (Distance + Barrier)		20.6			
60 Minute Hourly Adjustment	t	20.6			

Friday, July 18, 2014			

Source: Loading Dock Activities Observer Location: R10		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe			
***************************************	NOIS	E MODEL INPUTS			
Noise Distance to Observer	639.0 feet	Barrier Height:	0.0 feet		
Noise Distance to Barrier: 639.0 feet		Barrier Type (0-Wall, 1-Berm):	0.0		
Barrier Distance to Observer:	0.0 feet				
Noise Height:	B.0 feet				
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	No		
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No		
Noise Source Elevation:	0.0 feet				
Drop Off Coefficient:	20.0 (20 = 6 d8.	A per doubling of distance, 15 = 4.5 dBA per doubli	ng of distanc		

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Lect			
Reference (Sample)	20.0	77.3			
Distance Attenuation	639.0	-30.1			
Shielding (Barrier Attenuation)	639.0	0.0			
Raw (Distance + Barrier)		47.2			
18 Minute Hourly Adjustmen	t	42.0			

Source: Car Wash Coserver Location: R9		OS NOBES ABBIGUION ACCER APRACTION Project Name: Walmart Moreno Job Number: 870 Analyst: A. Wolfe	Valley
	è	ioise model inputs	
Noise Distance to Observer	928.0 feet	Barrier Height:	6.0 feet
Noise Distance to Barrier:	918.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	10.0 feet		
Noise Height:	9.0 feet		
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	Yes
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 =	6 dBA per doubling of distance, 15 = 4.5 dBA per doubli	ing of distance)

NOISE MODEL PROJECTIONS					
Noise Level	Distance (feet)	Leq			
Reference (Sample)	10.0	76.5			
Distance Attenuation	928.0	-39.4			
Shielding (Barrier Attenuation)	928.0	~5.5			
Raw (Distance + Barrier)		31.6			
30 Minute Hourly Adjustment	t	28.6			

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Source: Trash Compactor Observer Location: R10		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A, Wolfe			
		OISE MODEL INPUTS			
Noise Distance to Observer	768.0 feet	Barrier Height:	0.0 feet		
Noise Distance to Barrier:	768.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0		
Barrier Distance to Observer:	0.0 feet				
Noise Height:	5.0 feet				
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	No		
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No		
Noise Source Elevation:	0.0 feet				

NOISE MODEL PROJECTIONS				
Noise Level	Distance (feet)	Leq		
Reference (Sample)	5.0	75.5		
Distance Attenuation	768.0	-43.7		
Shielding (Barrier Attenuation)	768.0	0.0		
Raw (Distance + Barrier)		31.8		
20 Minute Hourly Adjustment		27.0		

STATIC				
Source: Air Condens	er Units		Waimart Moreno	Valley
Observer Location: R10		Job Number:	3016	
		Analyst:	A. Wolfe	
	NOISE MOI	DEL INPUTS		
Noise Distance to Observer	280.0 feet	£	Barrier Height:	0.0 feet

Noise Distance to Observer
Noise Distance to Barrier
Noise Distance to Barrier
280.0 feet
280.0 feet
Barrier Type (0-Wall, 1-Barm):
0.0 feet
Noise Height:

Noise Height:
25.0 feet
Sarrier Barrier Breaks Line of Sight:
No
Observer Elevation:
Noise Source Elevation:
Noise Source Elevation:
Drop Off Coefficient:

280.0 feet
Barrier Type (0-Wall, 1-Barm):
No
Barrier Breaks Line of Sight:
No
No
Barrier Breaks Line of Sight:
No
No
Noise Source Elevation:
Noise Source Elevation:
0.0 feet

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	81.9
Distance Attenuation	280.0	-35.0
Shielding (Barrier Attenuation)	280.0	0.0
Raw (Distance + Barrier)		46.9

43.9

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30 Minute Hourly Adjustment

Source: Parking Lo Observer Location: R10	t Activity	Project Name: Walmart Moreno ' Job Number: 8870 Analyst: A, Wolfe	√alley
***************************************	NOIS	E MODEL INPUTS	
Noise Distance to Observer	216.0 feet	Barrier Height:	0.0 feet
Noise Distance to Barrier:	216.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0 feet		
Noise Height:	4.0 feet		
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	No
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 = 6 d8	A per doubling of distance, 15 = 4.5 dBA per doubli	ng of distanc

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	60.1
Distance Attenuation	216.0	-32.7
Shielding (Barrier Attenuation)	216.0	0.0
Raw (Distance + Barrier)		27.4
60 Minute Hourly Adjustment	t	27.4

STATIONARY SOURCE NOIS  Source: Shopping Cart Carousel  Observer Location: R10		OISE FREDICTION MOGEL «Zersigns Project Mame: Walmart Moreno Valley Job Mumber; 1970 Analyst: A. Wolfe		
	NOIS	SE MODEL INPUTS		
Noise Distance to Observer	176.0 feet	Barrier Height:	0.0 feet	
Noise Distance to Barrier	176.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	0.0 feet			
Noise Height:	3.0 feet			
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	No	
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0 feet			

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	176.0	-30.9
Shielding (Barrier Attenuation)	176.0	0.0
Raw (Distance + Barrier)		42.0
20 Minute Hourly Adjustmen	t	37.2

Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 d8A per doubling of distance)

Friday, July 18, 2014

Source: Car Wash Observer Location: R10			Project Name: Walmart Moreno ' Job Number: 8870 Analyst: A, Wolfe	,
	***************************************		E MODEL INPUTS	
Noise Distance to Observer	782.0	feet	Barrier Height:	0.0 feet
Noise Distance to Barrier:	782.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0	feet		
Noise Height:	9.0	feet		
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	No
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	76.5
Distance Attenuation	782.0	-37.9
Shielding (Barrier Attenuation)	782.0	0.0
Raw (Distance + Barrier)		38.6
30 Minute Hourly Adjustment	!	35.6

STATICHARY SOURCE HOISE	
Source: Loading Dock Activities	Project Name: Walmart Moreno Valley
Observer Location: R11	Job Number: 8870
	Analyst: A. Wolfe
NOISE MOI	DEL INPUTS
Noise Distance to Observer 255.0 feet	Barrier Height: 10.0 feet

Noise Distance to Barrier: 10.0 feet
Barrier Distance to Observer: 245.0 feet Barrier Type (0-Wall, 1-Berm): 8.0 feet 5.0 feet Noise Height: Observer Height (Above Pad). Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation. Observer Elevation: Noise Source Elevation: 0.0 feet 0.0 feet

Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 dBA per doubling of distance)

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	20.0	77.3
Distance Attenuation	255.0	-22.1
Shielding (Barrier Attenuation)	255.0	-7.0
Raw (Distance + Barrier)		48.2
18 Minute Hourly Adjustment	t	43.0

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Source: Air Conder Observer Location: R11		Project Name: Walmart Moreno \ Job Number: 8870 Analyst: A, Wolfe	
	NOISE N	NODEL INPUTS	
Noise Distance to Observer	260.0 feet	Barrier Height:	0.0 feet
Noise Distance to Barrier:	260.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0 feet		
Noise Height:	25.0 feet		
Observer Height (Above Pad):	5.0 feet		

Noise Distance to Observer	260.0 feet	Barrier Height:	0.0 feet
Noise Distance to Barrier:	260.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0 feet		
Noise Height:	25.0 feet		
Observer Height (Above Pad):	5.0 feet	Barrier Breaks Line of Sight:	No
Observer Elevation:	0.0 feet	Wali Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0 feet		
Drop Off Coefficient:	20.0 (20 = 6 d8A	per doubling of distance, 15 = 4.5 dBA per doubli	ng of distance)

	NOISE	MODEL	PROJECTIONS
Noise Level	Distance (feet)	Leq	
Reference (Sample)	5.0	81.9	
Distance Attenuation	260.0	-34.3	
Shielding (Barrier Attenuation)	260.0	0.0	
Raw (Distance + Barrier)		47.6	
30 Minute Hourly Adjustment		44.6	

STATIONARY COINCI	ENDISE PRESICTION MODEL 920140205
Source: Trash Compactor	Project Name: Walmart Moreno Valley
Observer Location: R11	Job Number: 8870
	Analyst: A. Wolfe
NO	ise Model inputs
Noise Distance to Observer 301 0 feet	Rarriar Vaireht 10 0 foot

Voise Distance to Observer Noise Distance to Barrier: Barrier Type (0-Wall, 1-Berm): 0.0 Barrier Distance to Observer: 291.0 feet Noise Height: Observer Height (Above Pad). 5.0 feet Barrier Breaks Line of Sight: Wall Located at Noise Source Elevation. Yes Observer Elevation: Noise Source Elevation: 0.0 feet 0.0 feet Drop Off Coefficient: 20.0 (20 = 6 dBA per doubling of distance, 15 = 4.5 d8A per doubling of distance)

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	75.5
Distance Attenuation	301.0	-35.6
Shielding (Barrier Attenuation)	301.0	-10.7
Raw (Distance + Barrier)		29.2
20 Minute Hourly Adjustmen	t	24.4

Friday, July 18, 2014

Source: Shopping Cart Carousel Observer Location: R11		Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe			
	eccoccco	NOIS	E MODEL INPUTS		
Noise Distance to Observer	528.0	feet	Barrier Height:	0.0 feet	
Noise Distance to Barrier:	528.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0	
Barrier Distance to Observer:	0.0	feet			
Noise Height:	3.0	feet			
Observer Height (Above Pad):	5.0	feet	Barrier Breaks Line of Sight:	No	
Observer Elevation:	0.0	feet	Wali Located at Noise Source Elevation.	No	
Noise Source Elevation:	0.0	feet			
Drop Off Coefficient:	20.0	(20 ≈ 6 d8	A per doubling of distance, 15 = 4.5 dBA per doubli	no of distan	

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	5.0	72.9
Distance Attenuation	528.0	-40.5
Shielding (Barrier Attenuation)	528.0	0.0
Raw (Distance + Barrier)		32.4
20 Minute Hourly Adjustment		27.6

STATIONARS COURSES	JEE REEDICTION MODEL (2014)200
Source: Parking Lot Activity Observer Location: R11	<i>Project Name:</i> Waimart Moreno Valley Job Number: 8870 Anafyst: A. Wolfe
MAINT	CLARKE CHRISTON

Noise Model Inputs						
Noise Distance to Observer	517.0 feet	Barrier Height:	0.0 feet			
Noise Distance to Barrier:	517.0 feet	Barrier Type (0-Wall, 1-Berm):	0.0			
Barrier Distance to Observer:	0.0 feet					
Noise Height:	4.0 feet					
Observer Height (Above Pad).	5.0 feet	Barrier Breaks Line of Sight:	No			
Observer Elevation:	0.0 feet	Wall Located at Noise Source Elevation.	No			
Noise Source Elevation:	0.0 feet					

Drop Off Coefficient:	20.0 (20 = 6 dBA per doubling of distance,	. 15 = 4.5 dBA per doubling of distance)

	NOISE	MODEL	PROJECTIONS
Noise Level	Distance (feet)	Leq	
Reference (Sample)	5.0	60.1	
Distance Attenuation	517.0	-40.3	
Shielding (Barrier Attenuation)	517.0	0.0	
Raw (Distance + Barrier)		19.8	
60 Minute Hourly Adjustment		19.8	

Friday, July 18, 2014

Friday, July 18, 2014

STATISHAFTES	SUBJECT NOTES PREDICTION MODEL (2014/02/05					
Source: Car Wash Observer Location: R11	Project Name: Walmart Moreno Valley Job Number: 8870 Analyst: A. Wolfe					
NOISE MODEL INPUTS						

		8035	E MODEL INPUIS	
Noise Distance to Observer	1,227.0	feet	Barrier Height:	0.0 feet
Noise Distance to Barrier:	1,227.0	feet	Barrier Type (0-Wall, 1-Berm):	0.0
Barrier Distance to Observer:	0.0	feet		
Noise Height:	9.0	feet		
Observer Height (Above Pad).	5.0	feet	Barrier Breaks Line of Sight:	No
Observer Elevation:	0.0	feet	Wall Located at Noise Source Elevation.	No
Noise Source Elevation:	0.0	feet		
Drop Off Coefficient:	20.0	(20 = 6 di	3A per doubling of distance, 15 = 4.5 d8A per doubli	ng of distance)

	NOISE	MODEL
Noise Level	Distance (feet)	Leq
Reference (Sample)	10.0	76.5
Distance Attenuation	1,227.0	-41.8
Shielding (Barrier Attenuation)	1,227.0	0.0
Raw (Distance + Barrier)		34.7
30 Minute Hourly Adjustment	t	31.7

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## APPENDIX 10.1:

**RCNM EQUIPMENT DATABASE** 



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U.S. Department of Transportation

**FHWA** 

Federal Highway Administration Roadway Construction Noise Model User's Guide

FHWA-HEP-05-054 DOT-VNTSC-FHWA-05-01 Final Report January 2006



Prepared for U.S. Department of Transportation Federal Highway Administration Office of Natural and Human Environment Washington, DC 20590 Prepared by
U.S. Department of Transportation
Research and Innovative Technology Administration
John A. Volpe National Transportation Systems Center
Acoustics Facility
Cambridge, MA 02142

**Table 1.** CA/T equipment noise emissions and acoustical usage factors database.

ilename: EQUIPLST.xls			: (	4	
evised: 7/26/05	Impact	Acoustical Use Factor	Spec 721.560 Lmax @ 50ft	Actual Measured Lmax @ 50ft	No. of Actua Data Sample
Equipment Description	Device ?	(%)	(dBA, slow)	(dBA, slow)	(Count)
All Office Fordings As 5 LIB			05	(samples averaged)	
All Other Equipment > 5 HP	No	50	85	N/A	0
Auger Drill Rig	No	20	85	84	36
Backhoe	No	40	80	78	372
Bar Bender	No	20	80	N/A	0
Blasting	Yes	N/A	94	N/A	0
Boring Jack Power Unit	No	50	80	83	1
Chain Saw	No	20	85	84	46
Clam Shovel (dropping)	Yes	20	93	87	4 57
Compactor (ground)	No No	20	80	83	
Compressor (air)	No	40	80	78	18
Concrete Batch Plant	No	15	83	N/A	0
Concrete Mixer Truck	No	40	85 82	79	40
Concrete Pump Truck	No	20		81	30
Concrete Saw	No	20	90	90	55 405
Crane	No No	16	85	81	405
Dozer	No	40	85	82	55
Drill Rig Truck	No	20	84	79	22
Drum Mixer	No	50	80	80	1
Dump Truck	No	40	84	76	31
Excavator	No	40	85	81	170
Flat Bed Truck	No	40	84	74	4
Front End Loader	No	40	80	79	96
Generator	No	50	82	81	19
Generator (<25KVA, VMS signs)	No	50	70	73	74
Gradall	No	40	85	83	70
Grader	No	40	85	N/A	0
Grapple (on backhoe)	No	40	85	87	11
Horizontal Boring Hydr. Jack	No	25	80	82	6
Hydra Break Ram	Yes	10	90	N/A	0
Impact Pile Driver	Yes	20	95	101	11
Jackhammer	Yes	20	85	89	133
Man Lift	No	20	85	75	23
Mounted Impact Hammer (hoe ram)	Yes	20	90	90	212
Pavement Scarafier	No	20	85	90	2
Paver	No	50	85	77	9
Pickup Truck	No	40	55	75	1
Pneumatic Tools	No	50	85	85	90
Pumps	No	50	77	81	17
Refrigerator Unit	No	100	82	73	3
Rivit Buster/chipping gun	Yes	20	85	79	19
Rock Drill	No	20	85	81	3
Roller	No	20	85	80	16
Sand Blasting (Single Nozzle)	No	20	85	96	9
Scraper	No	40	85	84	12
Shears (on backhoe)	No	40	85	96	5
Slurry Plant	No	100	78	78	1
Slurry Trenching Machine	No	50	82	80	75
Soil Mix Drill Rig	No	50	80	N/A	0
Tractor	No	40	84	N/A	0
Vacuum Excavator (Vac-truck)	No	40	85	85	149
Vacuum Street Sweeper	No	10	80	82	19
Ventilation Fan	No	100	85	79	13
Vibrating Hopper	No	50	85	87	1
Vibratory Concrete Mixer	No	20	80	80	1
Vibratory Pile Driver	No	20	95	101	44
Warning Horn	No	5	85	83	12
Welder / Torch	No	40	73	74	5