Appendix R

Noise and Vibration Analysis



OLC3 (DPR22-0006, TPM22-05048, SPA22-05047)

NOISE AND VIBRATION ANALYSIS
CITY OF PERRIS

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14428-04 Noise Study



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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

EIR Environmental Impact Report
EPA Environmental Protection Agency
FHWA Federal Highway Administration
FTA Federal Transit Administration

INCE Institute of Noise Control Engineering

 $\begin{array}{ll} L_{\text{eq}} & & \text{Equivalent continuous (average) sound level} \\ L_{\text{max}} & & \text{Maximum level measured over the time interval} \end{array}$

LUCP Land Use Compatibility Plan

MARB/IPA March Air Reserve Base/Inland Port Airport

mph Miles per hour

OPR Office of Planning and Research

PVCCSP Perris Valley Commerce Center Specific Plan

PPV Peak particle velocity

Project OLC3

REMEL Reference Energy Mean Emission Level

RMS Root-mean-square VdB Vibration Decibels



EXECUTIVE SUMMARY

Urban Crossroads, Inc. has prepared this noise study to determine the potential noise impacts and the necessary noise mitigation measures, if any, for the proposed OLC3 development ("Project"). The Project is proposed to consist of 774,419 square feet of non-refrigerated High-Cube Fulfillment Center Warehouse use and up to 70,000 square feet of Retail and Restaurant uses (comprised of 30,825 square feet of Strip Retail Plaza use, 5,000 square feet of High Turnover (Sit-Down) Restaurant use, 23,775 square feet of Fast-Food Restaurant Without Drive-Through Window use in-line with the retail use, and 10,400 square feet of Fast-Food Restaurant With Drive-Through Window use). The proposed Project site is located within the Perris Valley Commerce Center Specific Plan (PVCCSP) planning area of the City of Perris. This study has been prepared to satisfy applicable City of Perris standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (State CEQA Guidelines). (1)

The results of this OLC3 Noise and Vibration Analysis are summarized below based on the significance criteria in Section 4 of this report. Table ES-1 shows the findings of significance for each potential noise and/or vibration impact under CEQA before and after any required mitigation measures.

TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS

| Amalysia | Significance Findings | | | |
|------------------------|-----------------------|-----------|--|--|
| Analysis | Unmitigated | Mitigated | | |
| Off-Site Traffic Noise | Less Than Significant | - | | |
| Operational Noise | Less Than Significant | - | | |
| Construction Noise | Less Than Significant | - | | |
| Construction Vibration | Less Than Significant | - | | |

¹ Although Project construction noise and vibration impacts will be less than significant, the Project is required to comply with mitigation measures (MM) Noise 1 through MM Noise 4 from the PVCC Specific Plan Environmental Impact Report.





1 INTRODUCTION

This noise analysis has been completed to determine the noise impacts associated with the development of the proposed OLC3 ("Project"). This noise study briefly describes the proposed Project, provides information regarding noise fundamentals, sets out the local regulatory setting, presents the study methods and procedures for transportation related CNEL traffic noise analysis, and evaluates the future exterior noise environment. In addition, this study includes an analysis of the potential Project-related long-term stationary-source operational noise and short-term construction noise and vibration impacts.

1.1 SITE LOCATION

The proposed OLC3 site is located on the southeast corner of Perris Boulevard and Perry Street within the City of Perris' *Perris Valley Commerce Center Specific Plan* (PVCCSP) planning area as shown on Exhibit 1-A. The March Air Reserve Base/Inland Port Airport (MARB/IPA) is located approximately 1.5 miles northwest of the Project site boundary.

The Project site is currently undeveloped. According to the PVCCSP, the Project site is designated for Commercial uses. The Commercial designation provides for retail, professional office, and service-oriented business activities which serve the entire City, as well as the surrounding neighborhoods. This zone combines the General Plan Land Use designation of Community Commercial and Commercial Neighborhood. (5)

1.2 PROJECT DESCRIPTION

The Project is to consist of 774,419 square feet of non-refrigerated High-Cube Fulfillment Center Warehouse use and up to 70,000 square feet of Retail and Restaurant uses (comprised of 30,825 square feet of Strip Retail Plaza use, 5,000 square feet of High Turnover (Sit-Down) Restaurant use, 23,775 square feet of Fast-Food Restaurant Without Drive-Through Window use in-line with the retail use, and 10,400 square feet of Fast-Food Restaurant With Drive-Through Window use). The Project is anticipated to be constructed in a single phase by the year 2024. A preliminary site plan is shown on Exhibit 1-B.

The on-site Project-related noise sources are expected to include: loading dock activity, truck movements, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements and pickleball. This noise analysis is intended to describe noise level impacts associated with the expected typical operational activities at the Project site. To present a conservative approach, this report assumes the Project will operate 24-hours daily for seven days per week.

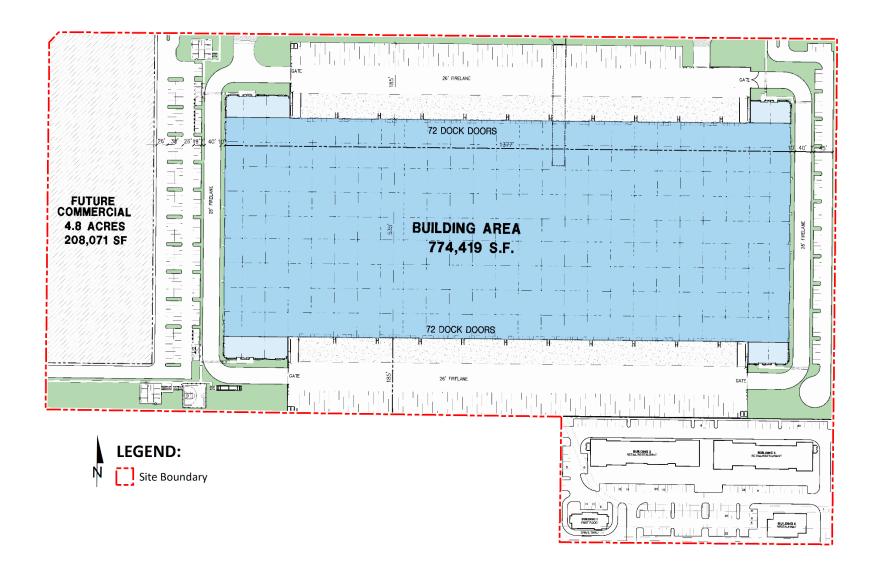


Slate Creek Dr Plumeria Ln El Po Mariposa Ave March Air Reserve Base erde Starwest MX Park Site Polaris St Kellogg St Market St Native St Trump St Bunting Wa Ensenada Dr San Luis Dr Punta Prieta Di N

EXHIBIT 1-A: LOCATION MAP



EXHIBIT 1-B: SITE PLAN







2 FUNDAMENTALS

For consistency with the PVCCSP EIR, the following noise fundamentals discussion was taken from the EIR, Section 4.9 Noise, Page 4.9-2: (3)

The PVCCSP EIR defines noise as unwanted or objectionable sound. The effect of noise on people can include general annoyance, interference with speech communication, sleep disturbance and, in the extreme, hearing impairment. The unit of measurement used to describe a noise level is the decibel (dB). However, since the human ear is not equally sensitive to all frequencies within the sound spectrum, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. Decibels are measured on a logarithmic scale which quantifies sound intensity in a manner that is similar to the Richter scale used for earthquake magnitudes. In the case of noise, a doubling of the energy from a noise source, such as the doubling of a traffic volume, would increase the noise level by 3 dBA; a halving of the energy would result in a 3 dBA decrease.

The PVCCSP EIR further states that average noise levels over a period of minutes or hours are usually expressed as dB L_{eq} or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a three hour average. When no time-period is specified, a one-hour average is assumed. Noise standards for land use compatibility are stated in terms of the Community Noise Equivalent Level (CNEL) and the Day-Night Average Noise Level (Ldn). CNEL is a 24-hour weighted average measure of community noise. The computation of CNEL adds 5 dBA to the average hourly noise levels between 7 p.m. and 10 p.m. (evening hours), and 10 dBA to the average hourly noise levels between 10p.m. to 7 a.m. (nighttime hours). This weighting accounts for the increased human sensitivity to noise in the evening and nighttime hours. Ldn is a very similar 24-hour weighted average which weighs only the nighttime hours and not the evening hours. CNEL is normally about 1 dB higher than Ldn for typical traffic and other community noise levels.





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 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 per guidelines adopted by the Governor's Office of Planning and Research (OPR). (4) The purpose of the Noise and Safety 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 GREEN BUILDING STANDARDS CODE

The State of California's Green Building Standards Code (CALGreen) contains mandatory measures for non-residential building construction in Section 5.507 on Environmental Comfort. (4) These noise standards are applied to new construction in California for controlling interior noise levels resulting from exterior noise sources. The regulations specify that acoustical studies must be prepared when non-residential structures are developed in areas where the exterior noise levels exceed 65 dBA CNEL, such as within a noise contour of an airport, freeway, railroad, and other areas where noise contours are not readily available. If the development falls within an airport or freeway 65 dBA CNEL noise contour, the combined sound transmission class (STC) rating of the wall and roof-ceiling assemblies shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed an hourly equivalent noise level of 50 dBA Leq in occupied areas during any hour of operation (Section 5.507.4.2). As outlined below in Section 3.7, the Project is not located within the 65 CNEL noise contour of March Air Reserve Base/Inland Port Airport (MARB/IPA).

3.3 CITY OF PERRIS GENERAL PLAN NOISE ELEMENT

The City of Perris has adopted a Noise Element of the General Plan (6) to control and abate environmental noise, and to protect the citizens of Perris from excessive exposure to noise. The Noise Element specifies the maximum allowable unmitigated exterior noise levels for new developments impacted by transportation noise sources such as arterial roads, freeways,



airports, and railroads. In addition, the Noise Element identifies noise polices and implementation measures designed to protect, create, and maintain an environment free from noise that may jeopardize the health or welfare of sensitive receptors, or degrade quality of life.

The noise standards identified in the City of Perris General Plan are guidelines to evaluate the acceptability of the transportation related noise level impacts. These standards are based on the Governor's Office of Planning and Research (OPR) and are used to assess the long-term traffic noise impacts on land uses. According to the City's Land Use Compatibility for Community Noise Exposure (Exhibit N-1), noise-sensitive land uses such as single-family residences are normally acceptable with exterior noise levels below 60 dBA CNEL and conditionally acceptable with noise levels below 65 dBA CNEL. Commercial uses are normally acceptable with exterior noise levels below 65 dBA CNEL and conditionally acceptable with noise levels below 75 dBA CNEL and normally unacceptable with exterior noise level above 75 dBA CNEL. Industrial uses are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL, and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL. (6)

3.4 OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as the OLC3, operational noise such as the expected loading dock activity, truck movements, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements and pickleball are typically evaluated against standards established under a City's Municipal Code.

The City of Perris Municipal Code, Chapter 7.34 *Noise Control*, Section 7.34.040, establishes the permissible noise level at any point on the property line of the affected residential receivers. Therefore, for residential properties, the exterior noise level shall not exceed a maximum noise level of 80 dBA L_{max} during daytime hours (7:01 a.m. to 10:00 p.m.) and shall not exceed a maximum noise level of 60 dBA L_{max} during the nighttime hours (10:01 p.m. to 7:00 a.m.), as shown on Table 3-1. (7) The City of Perris Municipal Code is included in Appendix 3.1. Additional exterior noise level standards are identified in the City of Perris General Plan Noise Element Implementation Measure V.A.1 which requires that new industrial facilities and large-scale commercial facilities within 160 feet of the property line of existing noise-sensitive land uses must demonstrate compliance with a 60 dBA CNEL exterior noise level standard. Table 3-1 shows the Municipal Code and General Plan standards used in this analysis to evaluate the potential operational noise levels from the Project.

TABLE 3-1: OPERATIONAL NOISE STANDARDS

| Jurisdiction | Land Use | Time Period | Noise Level Standard (dBA) |
|-------------------|------------------------------------|---------------------------------|-------------------------------|
| S:: 6 | Residential ¹ | Daytime (7:01 a.m 10:00 p.m.) | 80 dBA L _{max} |
| City of Perris | Residential | Nighttime (10:01 p.m 7:00 a.m.) | 60 dBA L _{max} |
| 1 (11)3 | Within 160 Feet of PL ² | 24-Hours | 60 dBA CNEL |

¹ City of Perris Municipal Code, Sections 7.34.040 & 7.34.050 (Appendix 3.1).



² City of Perris General Plan Noise Element, Implementation Measure V.A.1.

3.5 CONSTRUCTION NOISE STANDARDS

To analyze noise impacts originating from the construction of the OLC3 site, noise from construction activities is typically evaluated against standards established under a City's Municipal Code. The City of Perris Municipal Code, Section 7.34.060, identifies the City's construction noise standards and permitted hours of construction activity (refer to Table 3-2). The City of Perris Municipal Code, Section 7.34.060, noise level standard of 80 dBA L_{max} applies to residential zones within the City of Perris. (7)

| Jurisdiction Permitted Hours of Construction Activity | | Construction Noise Level Standard | |
|---|---|---|--|
| City of Perris ¹ | 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday). | 80 dBA L _{max} | |

TABLE 3-2: CONSTRUCTION NOISE STANDARDS

3.6 CONSTRUCTION VIBRATION STANDARDS

According to the PVCCSP EIR, a major concern regarding construction vibration is building damage. Consequently, construction vibration is generally assessed in terms of peak particle velocity (PPV). The United States Department of Transportation Federal Transit Administration (FTA) has published guidance relative to vibration impacts. According to the FTA, buildings can be exposed to ground-borne vibration levels of 0.5 PPV without experiencing structural damage.

Although Project construction noise and vibration impacts will be *less than significant*, the Project is required to comply with the following construction-related mitigation measures (MM) from the PVCCSP EIR:

- MM Noise 1 During all project site excavation and grading on site, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturer's 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.
- **MM Noise 2** During construction, stationary construction equipment, stockpiling and vehicle staging areas would be placed a minimum of 446 feet away from the closest sensitive receptor.
- **MM Noise 3** No combustion-powered equipment, such as pumps or generators, shall be allowed to operate within 446 feet of any occupied residence unless the equipment is surrounded by a noise protection barrier.
- MM Noise 4 Construction contractors of implementing development projects shall limit haul truck deliveries to the same hours specified for construction equipment. To the extent feasible, haul routes shall not pass sensitive land uses or residential dwellings.



¹ City of Perris Municipal Code, Section 7.34.060 (Appendix 3.1).

3.7 March Air Reserve Base/Inland Port Airport Land Use Compatibility

The March Air Reserve Base/Inland Port Airport (MARB/IPA) runway is located approximately 1.5 miles northwest of the Project site.

The March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (MARB/IPA ALUCP) includes the policies for determining the land use compatibility of the Project. (8) The MARB/IPA, Map MA-1, indicates that the Project site is located within the Flight Corridor Buffer (Compatibility Zone D), and the Table MA-1 Compatibility Zone Factors indicates that this area is considered to have a moderate to low noise impact, and is mostly within or near the 55 dBA CNEL noise level contour boundaries. Consistent with the Basic Compatibility Criteria, listed in Table MA-2 of the MARB/IPA ALUCP, only uses that attract very high concentrations of people in confined areas are discouraged. The MARB/IPA ALUCP does not identify industrial-use specific noise compatibility standards, and therefore, the Governor's Office of Planning and Research (OPR) Land Use Compatibility for Community Noise Exposure, previously discussed in Section 3.3, is used to assess potential aircraft-related noise levels at the Project site. The OPR guidelines indicate that industrial uses, such as the Project, are considered normally acceptable with exterior noise levels of up to 70 dBA CNEL and conditionally acceptable with exterior noise levels between 70 to 80 dBA CNEL. (4)

The noise contour boundaries used to determine the potential aircraft-related noise impacts at the Project site are found on Figure 6-9 of the March Air Reserve Base 2018 Final Air Installations Compatible Uses Zones Study and are presented on Exhibit 3-A of this report. Based on the 2018 noise level contours for the MARB/IPA, the Project development area is located outside the 60 dBA CNEL noise level contour boundaries and is considered *normally acceptable*.



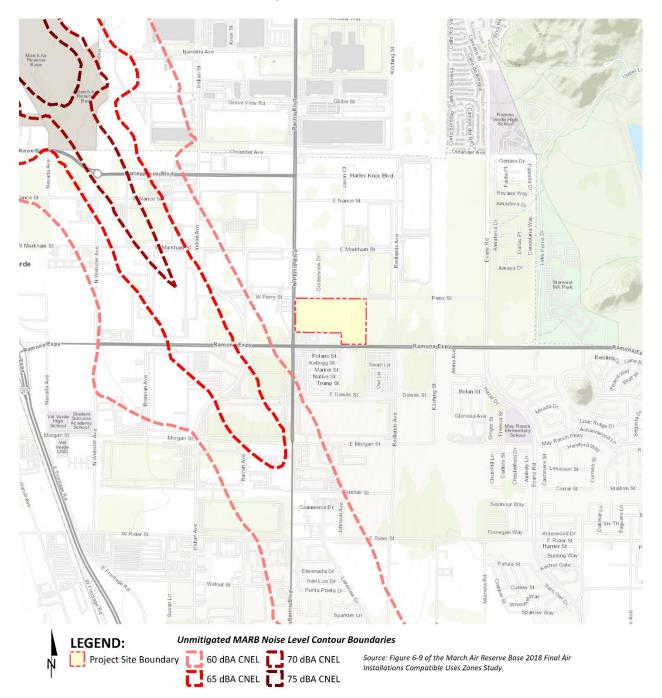


EXHIBIT 3-A: MARB/IPA FUTURE AIRPORT NOISE CONTOURS





4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

- A. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- B. Generation of excessive ground-borne vibration or ground-borne noise levels?
- C. For a project located within the vicinity of a private airstrip or 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, would the project expose people residing or working in the project area to excessive noise levels?

While the City of Perris General Plan Noise Element provides direction on noise compatibility and establish noise standards by land use type that are sufficient to assess the significance of noise impacts, it does not define the levels at which increases are considered substantial for use under Guideline A. The CEQA Guidelines Appendix G noise threshold C applies to nearest public and private airports, if any, and the Project's land use compatibility.

4.1 CEQA THRESHOLDS NOT FURTHER ANALYZED

The closest airport which would require additional noise analysis under CEQA Appendix G threhold C is the MARB/IPA. As previously indicated in Section 3.7, the noise contour boundaries of MARB/IPA are presented on Exhibit 3-B of this report and shows that the Project's industrial land uses are considered *clearly acceptable* since the development area is located outside the 60 dBA CNEL contour. Therefore, the Project impacts are considered *less than significant*, and no further noise analysis is provided under CEQA Significance Criteria C.

4.2 Noise Sensitive Use Noise Level Increases

As identified in the PVCCSP EIR, sensitive receivers are areas where humans are participating in activities that may be subject to the stress of significant interference from noise and often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. Other receivers include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by City of Perris land use compatibility standards, as discussed below. Noise level increases at nearest receiver locations resulting from the Project are evaluated based on the PVCCSP EIR Thresholds described below at nearest sensitive receiver locations. Further, CEQA requires that consideration be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. This approach recognizes that there is no single noise increase that renders the noise impact significant. (9)



According to the PVCCSP EIR, there is no official "industry standard" of determining significance of noise impacts. However, typically, a jurisdiction will identify either 3 dBA or 5 dBA increase as being the threshold because these levels represent varying levels of perceived noise increases. The PVCCSP EIR indicates that a 5 dBA noise level increase is considered discernable to most people in an exterior environment when the resulting noise levels are below 60 dBA. Further, it identifies a 3 dBA increase threshold when the noise levels already exceed 60 dBA. In addition, according to the PVCCSP EIR, an increase of 5 dBA or more above without Project noise levels is considered a significant impact at all other sensitive land uses. (3) The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

4.3 SIGNIFICANCE CRITERIA SUMMARY

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 4-1 shows the significance criteria summary matrix.

TABLE 4-1: SIGNIFICANCE CRITERIA SUMMARY

| Analysis | Receiving Land Use | Condition(s) | Significan | ce Criteria |
|---------------|------------------------|---|--|--|
| | Land Ose | | Daytime | Nighttime |
| Off-Site | Noise- | if resulting noise level is < 60 dBA CNEL | ≥ 5 dBA CNEL F | Project increase |
| Traffic | Sensitive ¹ | if resulting noise level is > 60 dBA CNEL | ≥ 3 dBA CNEL F | Project increase |
| | | At residential land use ² | 80 dBA L _{max} | 60 dBA L _{max} |
| Operational | Noise- | Within 160 Feet of noise-sensitive use ³ | 60 dBA CNI | L (exterior) |
| Operational | Sensitive ³ | if resulting noise level is < 60 dBA L _{eq} ¹ | ≥ 5 dBA L _{eq} Project increase | |
| | | if resulting noise level is > 60 dBA L _{eq} ¹ | ≥ 3 dBA L _{eq} Pr | oject increase |
| Comotinuation | Noise- | At residential land use ⁴ | 80 dB | A L _{max} |
| Construction | Sensitive | Vibration Level Threshold⁵ | 0.5 PPV | Nighttime roject increase roject increase 60 dBA L _{max} L (exterior) oject increase oject increase |

¹ PVCC SP EIR, Page 4.9-20.



² City of Perris Municipal Code, Section 7.34.040 (Appendix 3.1).

³ City of Perris General Plan Noise Element, Implementation Measure V.A.1.

⁴ City of Perris Municipal Code, Section 7.34.060 (Appendix 3.1).

⁵ PVCC SP EIR, Page 4.9-27.

[&]quot;Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at five locations in the Project study area. The receiver 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. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday July 21st, 2021. 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 equivalent 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 satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (10)

5.2 Noise Measurement Locations

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources. (11) Further, FTA guidance states, that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community. (12)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (12) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels



and is necessary to assess potential noise impacts due to the Project's contribution to the ambient noise levels.

5.3 Noise Measurement Results

The noise measurements presented below focus on the equivalent or the energy average hourly sound levels (L_{eq}). The equivalent sound level (L_{eq}) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period. Table 5-1 identifies the hourly daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) noise levels at each noise level measurement location. Appendix 5.2 provides a summary of the existing hourly ambient noise levels.

TABLE 5-1: 24-HOUR AMBIENT NOISE LEVEL MEASUREMENTS

| Location ¹ | Description | Energy Average Noise Level (dBA L _{eq}) ² | |
|-----------------------|--|--|-----------|
| | | Daytime | Nighttime |
| L1 | Located northeast of the Project site near the property line of the single-family residence at 807 Amaya Drive. | | 67.8 |
| L2 | L2 Located southeast of the Project site near the property line of the single-family residence at 3896 Akina Avenue. | | 68.3 |
| L3 | L3 Located south of the Project site near the property line of Camper Resorts of America Clubhouse at 375 Ramona Expressway. | | 60.3 |
| L4 | L4 Located south of the Project site near the property line of Park Place Mobile Home Park at 80 East Dawes Street. | | 59.7 |
| L5 | Located west of the Project site near the property line of the single-family residence at 4194 North Perris Boulevard. | | 72.3 |

 $^{^{\}rm 1}$ See Exhibit 5-A for the noise level measurement locations.

Table 5-1 provides the energy average noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L₁, L₂, L₅, L₈, L₂₅, L₅₀, L₉₀, L₉₅, and L₉₉ percentile noise levels observed during the daytime and nighttime periods.



² Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.

[&]quot;Daytime" = 7:01 a.m. - 10:00 p.m.; "Nighttime" = 10:01 p.m. - 7:00 a.m.

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EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS





6 TRAFFIC NOISE METHODS AND PROCEDURES

The following section outlines the methods and procedures used to estimate and analyze the future traffic noise environment. Consistent with the *Land Use Compatibility Criteria*, all transportation related noise levels are presented in terms of the 24-hour CNEL's.

6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (13) 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. (14) 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. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. (15)

6.2 OFF-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the Project's off-site dBA CNEL transportation noise impacts. Table 6-1 identifies the 14 study area roadway segments, the distance from the centerline to adjacent land use based on the functional roadway classifications per the City of Perris General Plan Circulation Element, and the posted vehicle speeds. The ADT volumes used in this study area presented on Table 6-2 are based on the *OLC3 Traffic Analysis*, prepared by Urban Crossroads, Inc. for the following traffic scenarios (16):

- Existing (2022)
- Existing Plus Project (E+P)
- Existing Plus Ambient Growth Plus Cumulative (EAC) (2024)
- Existing Plus Ambient Growth Plus Cumulative Plus Project (EAPC) (2024)
- Horizon Year (2045) Without Project
- Horizon Year (2045) With Project



The ADT volumes vary for each roadway segment based on the existing traffic volumes and the combination of project traffic distributions. This analysis relies on a comparative evaluation of the off-site traffic noise impacts, without and with project ADT traffic volumes from the Project traffic study.

TABLE 6-1: OFF-SITE ROADWAY PARAMETERS

| ID | Roadway | Segment | Classification ¹ Receiving Land Use ² | | Distance from Centerline to Receiving Land Use (Feet) ³ | Vehicle Speed (mph) |
|----|-------------------|-----------------------|---|---------------|---|---------------------------|
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Arterial | Non-Sensitive | 64' | 45 |
| 2 | Perris Blvd. | n/o Ramona Exp. | Arterial | Non-Sensitive | 64' | 45 |
| 3 | Perris Blvd. | s/o Ramona Exp. | Arterial | Sensitive | 64' | 45 |
| 4 | Perris Blvd. | s/o Rider St. | Arterial | Sensitive | 64' | 45 |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Secondary | Non-Sensitive | 47' | 40 |
| 6 | Redlands Av. | s/o Markham St. | Secondary | Non-Sensitive | 47' | 40 |
| 7 | Redlands Av. | n/o Ramona Exp. | Secondary | Non-Sensitive | 47' | 40 |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Arterial | Non-Sensitive | 64' | 45 |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Arterial | Sensitive | 64' | 45 |
| 10 | Perry St. | w/o Redlands Av. | Industrial Collector | Non-Sensitive | 37' | 40 |
| 11 | Ramona Exp. | w/o Indian Av. | Expressway | Non-Sensitive | 92' | 55 |
| 12 | Ramona Exp. | w/o Perris Blvd. | Expressway | Non-Sensitive | 92' | 55 |
| 13 | Ramona Exp. | e/o Redlands Av. | Expressway | Sensitive | 92' | 55 |
| 14 | Ramona Exp. | e/o Evans Rd. | Expressway | Sensitive | 92' | 55 |

 $^{^{\}rm 1}$ OLC3 Traffic Analysis, Urban Crossroads, Inc.

To quantify the off-site noise levels, the Project-related truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of the Project related truck trips increases the percentage of heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is significantly influenced by the number of heavy trucks in the vehicle mix. Table 6-3 provides the time of day (daytime, evening, and nighttime) vehicle splits. The daily Project truck trip-ends were assigned to the individual off-site study area roadway segments based on the Project truck trip distribution percentages documented in the *Traffic Analysis*. Using the Project truck trips in combination with the Project trip distribution, Urban Crossroads, Inc. calculated the number of additional Project truck trips and vehicle mix percentages for each of the study area roadway segments. Table 6-4 shows the traffic flow by vehicle type (vehicle mix) used for all without Project traffic scenarios, and Tables 6-5 to 6-7 show the vehicle mixes used for the with Project traffic scenarios.



² Based on a review of existing aerial imagery.

³ Distance to receiving land use is based upon the right-of-way distances.

TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES

| | | | Average Daily Traffic Volumes ¹ | | | | | | |
|----|-------------------|-----------------------|--|------------------------|--------------------|-----------------|--------------------|-----------------|--|
| ın |) Roadway | Comment | Existing | Existing (2022) EAC (2 | | 2024) | HY (2 | HY (2045) | |
| ID | | Segment | Without Project | With Project | Without Project | With Project | Without Project | With Project | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | 24,254 | 25,151 | 28,677 | 29,573 | 54,218 | 55,115 | |
| 2 | Perris Blvd. | n/o Ramona Exp. | 23,348 | 28,732 | 27,547 | 32,929 | 30,301 | 35,684 | |
| 3 | Perris Blvd. | s/o Ramona Exp. | 23,608 | 24,954 | 27,822 | 29,168 | 30,605 | 31,950 | |
| 4 | Perris Blvd. | s/o Rider St. | 21,932 | 22,830 | 27,577 | 28,474 | 36,181 | 37,078 | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | 7,499 | 7,793 | 15,058 | 15,352 | 16,564 | 16,858 | |
| 6 | Redlands Av. | s/o Markham St. | 8,582 | 8,876 | 16,208 | 16,502 | 17,829 | 18,123 | |
| 7 | Redlands Av. | n/o Ramona Exp. | 8,539 | 10,782 | 16,162 | 18,405 | 17,778 | 20,021 | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | 10,576 | 11,319 | 18,952 | 19,694 | 20,847 | 21,589 | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | 7,137 | 7,431 | 14,901 | 15,195 | 16,391 | 16,685 | |
| 10 | Perry St. | w/o Redlands Av. | 332 | 4,965 | 353 | 4,986 | 388 | 5,021 | |
| 11 | Ramona Exp. | w/o Indian Av. | 35,037 | 38,626 | 97,334 | 100,922 | 107,067 | 110,655 | |
| 12 | Ramona Exp. | w/o Perris Blvd. | 621 | 4,659 | 659 | 4,697 | 725 | 4,762 | |
| 13 | Ramona Exp. | e/o Redlands Av. | 39,964 | 41,758 | 103,300 | 105,094 | 113,630 | 115,423 | |
| 14 | Ramona Exp. | e/o Evans Rd. | 27,726 | 28,623 | 92,299 | 93,195 | 101,529 | 102,425 | |

¹ OLC3 Traffic Analysis, Urban Crossroads, Inc.

TABLE 6-3: TIME OF DAY VEHICLE SPLITS

| Vahiala Tura | | Time of Day Splits ¹ | | Total of Time of |
|---------------|---------|---------------------------------|-----------|---|
| Vehicle Type | Daytime | Evening | Nighttime | Total of Time of Day Splits 100.00% 100.00% |
| Autos | 66.89% | 10.80% | 22.31% | 100.00% |
| Medium Trucks | 77.57% | 6.82% | 15.61% | 100.00% |
| Heavy Trucks | 64.99% | 9.64% | 25.37% | 100.00% |

¹ Based on the June 8, 2022, 24-hour directional vehicle classification count collected on Perris Boulevard between Harley Knox Boulevard between and Nance Street (OLC3 Traffic Analysis, Urban Crossroads, Inc.)

TABLE 6-4: WITHOUT PROJECT VEHICLE MIX

| Classification | | Takal | | |
|----------------|--------|---------------|--------------|---------|
| Classification | Autos | Medium Trucks | Heavy Trucks | Total |
| All Segments | 92.50% | 3.57% | 3.93% | 100.00% |

¹ Based on the June 8, 2022, 24-hour directional vehicle classification count collected on Perris Boulevard between Harley Knox Boulevard between and Nance Street (OLC3 Traffic Analysis, Urban Crossroads, Inc.)

Due to the added Project truck trips, the increase in Project traffic volumes and the distributions of trucks on the study area road segments, the percentage of autos, medium trucks and heavy trucks will vary for each of the traffic scenarios. This explains why the existing and future traffic volumes and vehicle mixes vary between seemingly identical study area roadway segments.



[&]quot;Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

TABLE 6-5: EXISTING 2022 WITH PROJECT VEHICLE MIX

| | | | With Project ¹ | | | | | |
|----|-------------------|-----------------------|---------------------------|------------------|-----------------|--------------------|--|--|
| ID | Roadway | Segment | Autos | Medium Trucks | Heavy Trucks | Total ² | | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | 92.77% | 3.44% | 3.79% | 100.00% | | |
| 2 | Perris Blvd. | n/o Ramona Exp. | 93.91% | 2.90% | 3.20% | 100.00% | | |
| 3 | Perris Blvd. | s/o Ramona Exp. | 92.91% | 3.37% | 3.72% | 100.00% | | |
| 4 | Perris Blvd. | s/o Rider St. | 92.80% | 3.43% | 3.78% | 100.00% | | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | 89.01% | 4.19% | 6.80% | 100.00% | | |
| 6 | Redlands Av. | s/o Markham St. | 89.44% | 4.11% | 6.45% | 100.00% | | |
| 7 | Redlands Av. | n/o Ramona Exp. | 94.06% | 2.82% | 3.11% | 100.00% | | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | 90.40% | 3.85% | 5.75% | 100.00% | | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | 88.84% | 4.22% | 6.94% | 100.00% | | |
| 10 | Perry St. | w/o Redlands Av. | 96.54% | 0.83% | 2.63% | 100.00% | | |
| 11 | Ramona Exp. | w/o Indian Av. | 93.20% | 3.23% | 3.57% | 100.00% | | |
| 12 | Ramona Exp. | w/o Perris Blvd. | 99.00% | 0.48% | 0.52% | 100.00% | | |
| 13 | Ramona Exp. | e/o Redlands Av. | 92.82% | 3.41% | 3.76% | 100.00% | | |
| 14 | Ramona Exp. | e/o Evans Rd. | 92.74% | 3.45% | 3.81% | 100.00% | | |

 $^{^{\}rm 1}\,\text{Total}$ of vehicle mix percentage values rounded to the nearest one-hundredth.

TABLE 6-6: EAC 2024 WITH PROJECT VEHICLE MIX

| | | | With Project ¹ | | | | | |
|----|-------------------|-----------------------|---------------------------|------------------|-----------------|--------------------|--|--|
| ID | Roadway | Segment | Autos | Medium Trucks | Heavy Trucks | Total ² | | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | 92.73% | 3.46% | 3.81% | 100.00% | | |
| 2 | Perris Blvd. | n/o Ramona Exp. | 93.73% | 2.98% | 3.29% | 100.00% | | |
| 3 | Perris Blvd. | s/o Ramona Exp. | 92.85% | 3.40% | 3.75% | 100.00% | | |
| 4 | Perris Blvd. | s/o Rider St. | 92.74% | 3.45% | 3.81% | 100.00% | | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | 90.73% | 3.88% | 5.39% | 100.00% | | |
| 6 | Redlands Av. | s/o Markham St. | 90.85% | 3.86% | 5.29% | 100.00% | | |
| 7 | Redlands Av. | n/o Ramona Exp. | 93.41% | 3.13% | 3.45% | 100.00% | | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | 91.29% | 3.73% | 4.98% | 100.00% | | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | 90.71% | 3.88% | 5.40% | 100.00% | | |
| 10 | Perry St. | w/o Redlands Av. | 96.52% | 0.84% | 2.64% | 100.00% | | |
| 11 | Ramona Exp. | w/o Indian Av. | 92.77% | 3.44% | 3.79% | 100.00% | | |
| 12 | Ramona Exp. | w/o Perris Blvd. | 98.95% | 0.50% | 0.55% | 100.00% | | |
| 13 | Ramona Exp. | e/o Redlands Av. | 92.63% | 3.51% | 3.87% | 100.00% | | |
| 14 | Ramona Exp. | e/o Evans Rd. | 92.57% | 3.53% | 3.90% | 100.00% | | |

 $^{^{\}rm 1}\,\text{Total}$ of vehicle mix percentage values rounded to the nearest one-hundredth.



TABLE 6-7: HORIZON YEAR (2045) WITH PROJECT VEHICLE MIX

| | | | With Project ¹ | | | | | |
|----|-------------------|-----------------------|---------------------------|------------------|-----------------|--------------------|--|--|
| ID | Roadway | Segment | Autos | Medium Trucks | Heavy Trucks | Total ² | | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | 92.62% | 3.51% | 3.87% | 100.00% | | |
| 2 | Perris Blvd. | n/o Ramona Exp. | 93.63% | 3.03% | 3.34% | 100.00% | | |
| 3 | Perris Blvd. | s/o Ramona Exp. | 92.82% | 3.42% | 3.77% | 100.00% | | |
| 4 | Perris Blvd. | s/o Rider St. | 92.68% | 3.48% | 3.84% | 100.00% | | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | 90.89% | 3.85% | 5.26% | 100.00% | | |
| 6 | Redlands Av. | s/o Markham St. | 91.00% | 3.83% | 5.17% | 100.00% | | |
| 7 | Redlands Av. | n/o Ramona Exp. | 93.34% | 3.17% | 3.49% | 100.00% | | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | 91.40% | 3.72% | 4.89% | 100.00% | | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | 90.87% | 3.86% | 5.27% | 100.00% | | |
| 10 | Perry St. | w/o Redlands Av. | 96.49% | 0.86% | 2.65% | 100.00% | | |
| 11 | Ramona Exp. | w/o Indian Av. | 92.74% | 3.45% | 3.81% | 100.00% | | |
| 12 | Ramona Exp. | w/o Perris Blvd. | 98.86% | 0.54% | 0.60% | 100.00% | | |
| 13 | Ramona Exp. | e/o Redlands Av. | 92.62% | 3.51% | 3.87% | 100.00% | | |
| 14 | Ramona Exp. | e/o Evans Rd. | 92.57% | 3.53% | 3.90% | 100.00% | | |

¹ Total of vehicle mix percentage values rounded to the nearest one-hundredth.





7 OFF-SITE TRAFFIC NOISE ANALYSIS

To assess the off-site transportation CNEL noise level impacts associated with the development of the proposed Project, noise contours were developed based on the *OLC3 Traffic Analysis* prepared by Urban Crossroads, Inc. (16) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

7.1 TRAFFIC NOISE CONTOURS

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The 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, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area. Tables 7-1 through 7-6 present a summary of the exterior dBA CNEL traffic noise levels for each traffic condition. Appendix 7.1 includes a summary of the dBA CNEL traffic noise level contour worksheets for each of the traffic conditions.

TABLE 7-1: EXISTING WITHOUT PROJECT CONTOURS

| ID | Road | Segment | Receiving Land Use ¹ | CNEL at Receiving Land Use (dBA) ² | Distance to Contour from Centerline (Feet) | | |
|----|-------------------|-----------------------|------------------------------------|--|--|----------------|----------------|
| ID | | | | | 70 dBA CNEL | 65 dBA CNEL | 60 dBA CNEL |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 75.1 | 56 | 122 | 262 |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 74.9 | RW | 111 | 240 |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 74.9 | RW | 75 | 161 |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 74.6 | 75 | 162 | 350 |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 70.8 | 75 | 161 | 347 |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 71.3 | 170 | 367 | 790 |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 71.3 | 166 | 358 | 770 |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 71.5 | 166 | 358 | 771 |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 69.7 | 314 | 677 | 1459 |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 57.7 | 269 | 579 | 1248 |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 76.4 | 262 | 564 | 1215 |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 58.9 | 247 | 533 | 1147 |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 77.0 | RW | 57 | 122 |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 75.4 | 45 | 96 | 207 |

¹ Based on a review of existing aerial imagery.



² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-2: EXISTING WITH PROJECT CONTOURS

| ID | Road | Segment | Receiving Land Use ¹ | CNEL at Receiving Land Use (dBA) ² | Distance to Contour from Centerline (Feet) | | |
|----|-------------------|-----------------------|------------------------------------|--|---|----------------|----------------|
| טו | | | | | 70 dBA CNEL | 65 dBA CNEL | 60 dBA CNEL |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 75.1 | 140 | 302 | 652 |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 75.2 | 143 | 308 | 663 |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 75.0 | 139 | 298 | 643 |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 74.7 | 131 | 283 | 610 |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 72.5 | 69 | 149 | 321 |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 72.9 | 74 | 159 | 342 |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 71.7 | 61 | 131 | 282 |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 72.8 | 98 | 211 | 454 |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 71.5 | 81 | 174 | 374 |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 68.1 | RW | 59 | 128 |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 76.6 | 254 | 548 | 1180 |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 64.5 | RW | RW | 184 |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 77.1 | 273 | 589 | 1269 |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 75.5 | 214 | 460 | 991 |

¹ Based on a review of existing aerial imagery.



 $^{^{2}}$ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-3: EAC (2024) WITHOUT PROJECT CONTOURS

| ID | Road | Segment | Receiving | CNEL at Receiving | Distance to Contour from Centerline (Feet) | | |
|----|-------------------|-----------------------|-----------------------|--------------------------------|---|----------------|----------------|
| ID | | | Land Use ¹ | Land Use (dBA) ² | 70 dBA CNEL | 65 dBA CNEL | 60 dBA CNEL |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 75.8 | 156 | 335 | 722 |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 75.6 | 152 | 326 | 703 |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 75.7 | 153 | 329 | 708 |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 75.6 | 152 | 327 | 704 |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 73.8 | 84 | 181 | 390 |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 74.1 | 88 | 190 | 410 |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 74.1 | 88 | 190 | 409 |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 74.0 | 118 | 254 | 548 |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 72.9 | 101 | 217 | 467 |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 58.0 | RW | RW | RW |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 80.9 | 489 | 1053 | 2269 |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 59.2 | RW | RW | RW |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 81.1 | 509 | 1096 | 2361 |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 80.7 | 472 | 1017 | 2191 |

¹ Based on a review of existing aerial imagery.



 $^{^{2}}$ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-4: EAPC (2024) WITH PROJECT CONTOURS

| | Road | Sagment | Receiving | CNEL at Receiving | Distance to Contour from Centerline (Feet) | | | |
|----|-------------------|-----------------------|-----------------------|--------------------------------|---|----------------|----------------|--|
| ID | Road | Segment | Land Use ¹ | Land Use (dBA) ² | 70 dBA CNEL | 65 dBA CNEL | 60 dBA CNEL | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 75.8 | 157 | 338 | 728 | |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 75.9 | 158 | 341 | 735 | |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 75.7 | 154 | 332 | 716 | |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 75.7 | 153 | 329 | 709 | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 74.8 | 98 | 210 | 453 | |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 75.0 | 101 | 219 | 471 | |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 74.3 | 91 | 195 | 421 | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 74.8 | 133 | 286 | 617 | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 73.9 | 116 | 250 | 538 | |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 68.1 | RW | 60 | 128 | |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 80.9 | 494 | 1064 | 2292 | |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 64.6 | RW | RW | 186 | |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 81.2 | 511 | 1101 | 2372 | |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 80.7 | 473 | 1019 | 2196 | |

¹ Based on a review of existing aerial imagery.



 $^{^{2}}$ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-5: HORIZON YEAR (2045) WITHOUT PROJECT CONTOURS

| ID | Road | Commont | Receiving | CNEL at Receiving | Distance to Contour from Centerline (Feet) | | | |
|----|-------------------|-----------------------|-----------------------|--------------------------------|---|----------------|----------------|--|
| ID | ROAG | Segment | Land Use ¹ | Land Use (dBA) ² | 70 dBA CNEL | 65 dBA CNEL | 60 dBA CNEL | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 78.6 | 238 | 513 | 1105 | |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 76.0 | 161 | 348 | 749 | |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 76.1 | 163 | 350 | 754 | |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 76.8 | 182 | 392 | 844 | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 74.2 | 90 | 193 | 416 | |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 74.5 | 94 | 203 | 437 | |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 74.5 | 94 | 202 | 436 | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 74.4 | 126 | 271 | 584 | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 73.4 | 107 | 231 | 498 | |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 58.4 | RW | RW | RW | |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 81.3 | 521 | 1123 | 2418 | |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 59.6 | RW | RW | RW | |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 81.6 | 542 | 1168 | 2516 | |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 81.1 | 503 | 1083 | 2334 | |

¹ Based on a review of existing aerial imagery.



 $^{^{\}rm 2}$ The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

TABLE 7-6: HORIZON YEAR (2045) WITH PROJECT CONTOURS

| ID | Road | Samont | Receiving | CNEL at Receiving | _ 10001110 | Distance to Contour from Centerline (Feet) | | |
|----|-------------------|-----------------------|-----------------------|--------------------------------|----------------|---|----------------|--|
| ID | ROAG | Segment | Land Use ¹ | Land Use (dBA) ² | 70 dBA CNEL | 65 dBA CNEL | 60 dBA CNEL | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 78.6 | 239 | 515 | 1109 | |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 76.3 | 168 | 362 | 780 | |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 76.1 | 164 | 354 | 762 | |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 76.8 | 183 | 394 | 848 | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 75.1 | 103 | 221 | 476 | |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 75.4 | 107 | 230 | 496 | |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 74.7 | 96 | 208 | 447 | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 75.1 | 140 | 302 | 651 | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 74.2 | 122 | 263 | 567 | |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 68.1 | RW | 60 | 129 | |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 81.4 | 526 | 1133 | 2440 | |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 64.7 | RW | RW | 190 | |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 81.6 | 544 | 1173 | 2527 | |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 81.1 | 504 | 1086 | 2340 | |

¹ Based on a review of existing aerial imagery.

7.2 EXISTING PROJECT TRAFFIC NOISE LEVEL INCREASES

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been included in this report to fully analyze all the existing traffic scenarios identified in the *OLC3 Traffic Analysis*. This condition is provided solely for informational purposes and will not occur, since the Project will not be fully developed and occupied under Existing conditions. Table 7-1 shows the Existing without Project conditions CNEL noise levels. The Existing without Project exterior noise levels are expected to range from 57.7 to 77.0 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 shows the Existing with Project conditions will range from 64.5 to 77.1 dBA CNEL. Table 7-7 shows that the Project off-site traffic noise level impacts will range from 0.0 to 10.4 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

For an off-site traffic noise level impact to be considered significant, receivers need to perceive an increase of traffic noise levels over time. Therefore, consistent with guidance from the City of Perris, off-site traffic impacts are limited to noise sensitive residential receivers that are likely to perceive this increase. While the analysis shows that the non-sensitive industrial uses will experience an off-site traffic noise level increase of up to 10.4 dBA CNEL, this is not considered a significant noise level impact since there are no adjacent receivers that will experience this



² The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

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

increase over time. In addition, the Project-related off-site traffic noise level increase are largely due to the low traffic volumes that currently exist.

7.3 EAC (2024) PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-3 presents the Existing Plus Ambient Growth Plus Cumulative Projects (2024) without Project conditions CNEL noise levels. The Existing Plus Ambient Growth Plus Cumulative Projects (2024) without Project exterior noise levels are expected to range from 58.0 to 81.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-4 shows the Existing Plus Ambient Growth Plus Cumulative Projects (2024) with Project conditions will range from 64.6 to 81.2 dBA CNEL. Table 7-8 shows that the Project off-site traffic noise level increases will range from 0.0 to 10.1 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level impacts due to unmitigated Project-related traffic noise levels.

For an off-site traffic noise level impact to be considered significant, receivers need to perceive an increase of traffic noise levels over time. Therefore, consistent with guidance from the City of Perris, off-site traffic impacts are limited to noise sensitive residential receivers that are likely to perceive this increase. While the analysis shows that the non-sensitive industrial uses will experience an off-site traffic noise level increase of up to 10.1 dBA CNEL, this is not considered a significant noise level impact since there are no adjacent receivers that will experience this increase over time. In addition, the Project-related off-site traffic noise level increase are largely due to the low traffic volumes that currently exist.

7.4 HY (2045) PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-5 presents the Horizon Year (2045) without Project conditions CNEL noise levels. The Horizon Year (2045) without Project exterior noise levels are expected to range from 58.4 to 81.6 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 shows the Horizon Year (2045) with Project conditions will range from 64.7 to 81.6 dBA CNEL. Table 7-9 shows that the Project off-site traffic noise level increases will range from 0.0 to 9.7 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience less than significant noise level impacts due to unmitigated Project-related traffic noise levels.

For an off-site traffic noise level impact to be considered significant, receivers need to perceive an increase of traffic noise levels over time. Therefore, consistent with guidance from the City of Perris, off-site traffic impacts are limited to noise sensitive residential receivers that are likely to perceive this increase. While the analysis shows that the non-sensitive industrial uses will experience an off-site traffic noise level increase of up to 9.7 dBA CNEL, this is not considered a significant noise level impact since there are no adjacent receivers that will experience this increase over time. In addition, the Project-related off-site traffic noise level increase are largely due to the low traffic volumes that currently exist.



TABLE 7-7: EXISTING WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

| ID | Road | Segment | Receiving | | CNEL at Receiving Land Use (dBA) ¹ | | | Incremental Noise Level Increase Threshold ² | |
|----|-------------------|-----------------------|-----------------------|---------------|--|---------------------|-------|---|--|
| | | | Land Use ¹ | No Project | With Project | Project Addition | Limit | Exceeded? | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 75.1 | 75.1 | 0.0 | n/a | No | |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 74.9 | 75.2 | 0.3 | n/a | No | |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 74.9 | 75.0 | 0.1 | 3 | No | |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 74.6 | 74.7 | 0.1 | 3 | No | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 70.8 | 72.5 | 1.7 | n/a | No | |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 71.3 | 72.9 | 1.6 | n/a | No | |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 71.3 | 71.7 | 0.4 | n/a | No | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 71.5 | 72.8 | 1.3 | n/a | No | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 69.7 | 71.5 | 1.8 | 3 | No | |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 57.7 | 68.1 | 10.4 | n/a | No | |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 76.4 | 76.6 | 0.2 | n/a | No | |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 58.9 | 64.5 | 5.6 | n/a | No | |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 77.0 | 77.1 | 0.1 | 3 | No | |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 75.4 | 75.5 | 0.1 | 3 | No | |

¹Based on a review of existing aerial imagery.



² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-8: EAC (2024) WITH PROJECT TRAFFIC NOISE INCREASES

| ID | Road | Segment | Receiving | | CNEL at Receiving Land Use (dBA) ¹ | | | Incremental Noise Level Increase Threshold ² | |
|----|-------------------|-----------------------|-----------------------|---------------|--|---------------------|-------|---|--|
| | | | Land Use ¹ | No Project | With Project | Project Addition | Limit | Exceeded? | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 75.8 | 75.8 | 0.0 | n/a | No | |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 75.6 | 75.9 | 0.3 | n/a | No | |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 75.7 | 75.7 | 0.0 | 3 | No | |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 75.6 | 75.7 | 0.1 | 3 | No | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 73.8 | 74.8 | 1.0 | n/a | No | |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 74.1 | 75.0 | 0.9 | n/a | No | |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 74.1 | 74.3 | 0.2 | n/a | No | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 74.0 | 74.8 | 0.8 | n/a | No | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 72.9 | 73.9 | 1.0 | 3 | No | |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 58.0 | 68.1 | 10.1 | n/a | No | |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 80.9 | 80.9 | 0.0 | n/a | No | |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 59.2 | 64.6 | 5.4 | n/a | No | |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 81.1 | 81.2 | 0.1 | 3 | No | |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 80.7 | 80.7 | 0.0 | 3 | No | |

¹Based on a review of existing aerial imagery.



² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-9: HORIZON YEAR (2045) WITH PROJECT TRAFFIC NOISE INCREASES

| ID | Road | Segment | Receiving | | CNEL at Receiving Land Use (dBA) ¹ | | | Incremental Noise Level Increase Threshold ² | |
|----|-------------------|-----------------------|-----------------------|---------------|--|---------------------|-------|---|--|
| | | | Land Use ¹ | No Project | With Project | Project Addition | Limit | Exceeded? | |
| 1 | Perris Blvd. | s/o Harley Knox Blvd. | Non-Sensitive | 78.6 | 78.6 | 0.0 | n/a | No | |
| 2 | Perris Blvd. | n/o Ramona Exp. | Non-Sensitive | 76.0 | 76.3 | 0.3 | n/a | No | |
| 3 | Perris Blvd. | s/o Ramona Exp. | Sensitive | 76.1 | 76.1 | 0.0 | 3 | No | |
| 4 | Perris Blvd. | s/o Rider St. | Sensitive | 76.8 | 76.8 | 0.0 | 3 | No | |
| 5 | Redlands Av. | s/o Harley Knox Blvd. | Non-Sensitive | 74.2 | 75.1 | 0.9 | n/a | No | |
| 6 | Redlands Av. | s/o Markham St. | Non-Sensitive | 74.5 | 75.4 | 0.9 | n/a | No | |
| 7 | Redlands Av. | n/o Ramona Exp. | Non-Sensitive | 74.5 | 74.7 | 0.2 | n/a | No | |
| 8 | Harley Knox Blvd. | w/o Perris Blvd. | Non-Sensitive | 74.4 | 75.1 | 0.7 | n/a | No | |
| 9 | Harley Knox Blvd. | e/o Perris Blvd. | Sensitive | 73.4 | 74.2 | 0.8 | 3 | No | |
| 10 | Perry St. | w/o Redlands Av. | Non-Sensitive | 58.4 | 68.1 | 9.7 | n/a | No | |
| 11 | Ramona Exp. | w/o Indian Av. | Non-Sensitive | 81.3 | 81.4 | 0.1 | n/a | No | |
| 12 | Ramona Exp. | w/o Perris Blvd. | Non-Sensitive | 59.6 | 64.7 | 5.1 | n/a | No | |
| 13 | Ramona Exp. | e/o Redlands Av. | Sensitive | 81.6 | 81.6 | 0.0 | 3 | No | |
| 14 | Ramona Exp. | e/o Evans Rd. | Sensitive | 81.1 | 81.1 | 0.0 | 3 | No | |

¹Based on a review of existing aerial imagery.



² The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use. The City of Perris does not consider noise increases to non-noise-sensitive uses to be significant.

³ Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

8 SENSITIVE RECEIVER LOCATIONS

To assess the potential for long-term operational and short-term construction noise impacts, the following receiver locations, as shown on Exhibit 8-A, were identified as representative locations for analysis. As identified in the PVCCSP EIR, sensitive receivers are areas where humans are participating in activities that may be subject to the stress of significant interference from noise and often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities, and libraries. Other receivers include office and industrial buildings, which are not considered as sensitive as single-family homes, but are still protected by City of Perris land use compatibility standards.

To describe the potential off-site Project noise levels, six receiver locations in the vicinity of the Project site were identified. The selection of receiver locations is based on FHWA guidelines and is consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Other sensitive land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to the property line of each receiver location.

- R1: Location R1 represents the property line of the existing residence at 4310 Almaterra Drive, approximately 3,431 feet northeast of the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents the property line of the existing residence at 3896 Akina Avenue, approximately 2,279 feet southeast of the Project site. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the property line of the Camper Resorts of America at 375 Ramona Expressway, approximately 172 feet southeast of the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R4: Location R4 represents the property line of the Park Place Mobile Home Park at 80 E. Dawes Street, approximately 306 feet south of the Project site. A 24-hour noise measurement was taken near this location, L4, to describe the existing ambient noise environment.
- R5: Location R5 represents the property line of the Katana Motors at 4194 N. Perris Boulevard, approximately 105 feet west of the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.
- R6: Location R6 represents the property line of the existing residence at Albatross Avenue, approximately 2,588 feet northeast of the Project site. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.



Menas al R6 Site RAMONA EXPY 2,279 R2 **LEGEND:** Site Boundary Receiver Locations — Parcel Boundary → Distance from receiver to Project site boundary (in feet)

EXHIBIT 8-A: SENSITIVE RECEIVER LOCATIONS



9 OPERATIONAL NOISE IMPACTS

This section analyzes the potential stationary-source operational noise impacts at the nearest receiver locations, identified in Section 8, resulting from the operation of the proposed OLC3 Project. Exhibit 9-A identifies the representative noise source locations used to assess the operational noise levels. The operational noise analysis includes the planned 14-foot-high screen wall on the north and south perimeter of the loading dock areas for the industrial building. The screen wall locations shown on Exhibit 9-A are designed for screening, privacy, noise control, and security.

9.1 OPERATIONAL NOISE SOURCES

This operational noise analysis is intended to describe noise level impacts associated with the expected typical of daytime and nighttime activities at the Project site. To present the potential worst-case noise conditions, this analysis assumes the Project warehouse and retail land uses would be operational 24 hours per day, seven days per week. Consistent with similar warehouse and light industrial uses, the Project business operations would primarily be conducted within the enclosed buildings, except for traffic movement, parking, as well as loading and unloading of trucks at designated loading bays. The on-site Project-related noise sources are expected to include: loading dock activity, truck movements, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements and pickleball.

9.2 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. Table 9-1 presents both the average hourly L_{eq} and the maximum permissible L_{max} reference noise levels. The average hour L_{eq} noise levels are used to calculate the 24-hour noise levels necessary to demonstrate compliance with the City of Perris 60 dBA CNEL exterior noise level standard for new industrial and large commercial facilities within 160 feet of the property line of existing noise-sensitive land uses. In addition, the average hourly L_{eq} noise levels are used to describe the Project related operational noise level increases.

The L_{max} reference noise levels shown on Table 9-1 are used to estimate the Project's maximum permissible exterior noise level consistent with the City's L_{max} noise level standards. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activity, truck movements, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements and pickleball all operating continuously. These sources of noise activity will likely vary throughout the day.



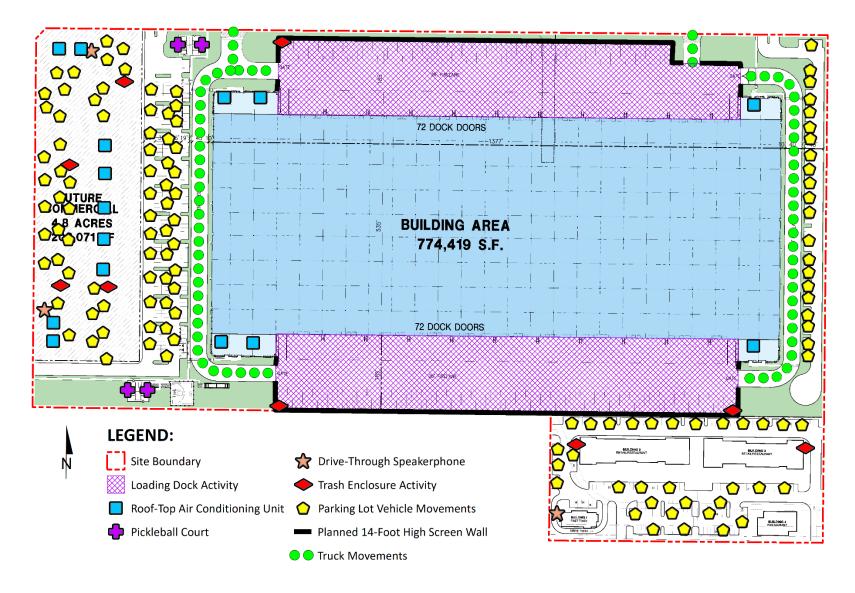


EXHIBIT 9-A: OPERATIONAL NOISE SOURCE LOCATIONS



TABLE 9-1: REFERENCE NOISE LEVEL MEASUREMENTS

| Noise Source ¹ | Noise Source | Min./Hour ² | | Reference Noise Level (dBA L _{eq}) | | Reference Noise Level (dBA L _{max}) | |
|---------------------------------|------------------|------------------------|-------|---|--------------|--|--------------|
| Noise Source- | Height (Feet) | Day | Night | @ Ref. Dist. | @ 50 Feet | @ Ref. Dist. | @ 50 Feet |
| Loading Dock Activity | 8' | 60 | 60 | 78.4 | 64.4 | 88.8 | 74.8 |
| Truck Movements | 8' | 60 | 60 | 64.0 | 58.0 | 79.1 | 73.1 |
| Roof-Top Air Conditioning Units | 5' | 39 | 28 | 77.2 | 57.2 | 77.7 | 57.7 |
| Drive-Through Speakerphone | 3' | 60 | 30 | 62.0 | 51.5 | 65.3 | 54.8 |
| Trash Enclosure Activity | 5' | 60 | 30 | 72.7 | 56.8 | 87.0 | 71.1 |
| Parking Lot Vehicle Movements | 5' | 60 | 30 | 66.6 | 56.1 | 70.2 | 59.7 |
| Pickleball Court | 5' | 60 | 0 | 72.5 | 56.6 | 86.8 | 69.9 |

¹ As measured by Urban Crossroads, Inc.

9.2.1 Measurement Procedures

The reference noise level measurements presented in this section were collected using a Larson Davis LxT Type 1 precisions sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (10)

9.2.2 LOADING DOCK ACTIVITY

The reference loading dock activities are intended to describe the typical operational noise activities associated with the Project. This includes trucks maneuvering, truck loading, truck unloading, backup alarms or beepers, truck docking, a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background forklift operations. Since the noise levels generated by cold storage loading dock activity can be slightly higher due to the use of refrigerated trucks or reefers, this analysis conservatively assumes that all loading dock activity is associated with cold storage facilities, even though only 5 percent cold storage is anticipated. To describe the warehouse loading dock activities, short-term reference noise level measurements were collected. The reference loading dock activity noise level measurement was taken over a fourteen-minute period and represents multiple noise sources taken from the center of activity generating a reference noise level of 74.8 dBA L_{max} at a uniform reference distance of 50 feet. At this measurement location, the noise sources associated with employees unloading a docked truck container included the squeaking of the truck's shocks when weight was removed from the truck, employees playing music over a radio, as well as a forklift horn and backup alarm or beeper.



² Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site.

[&]quot;Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

9.2.3 TRUCK MOVEMENTS

The truck movements reference noise level measurement was taken over a 15-minute period and represents multiple noise sources producing a reference noise level of 73.1 dBA L_{max} and 58.0 dBA L_{eq} at 50 feet. The noise sources included at this measurement location account for the rattling and squeaking during normal opening and closing operations, the gate closure equipment, truck engines idling outside the entry gate, truck movements through the entry gate, and background truck court activities and forklift backup alarm noise.

9.2.4 ROOF-TOP AIR CONDITIONING UNITS

To assess the noise levels created by the roof-top air conditioning units, reference noise level measurements were collected from Lennox SCA120 series 10-ton model packaged air conditioning unit. At a uniform reference distance of 50 feet, the roof-top air conditioning units generate a reference noise level of 57.7 dBA L_{max}. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for and average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. For this noise analysis, the air conditioning units are expected to be located on the roof of the Project buildings.

9.2.5 Drive-Through Speakerphone Activity

To describe the potential noise level impacts associated with potential drive-thru speakerphones and vehicle activities, a reference noise level measurement was collected. The reference noise levels collected are expected to reflect potential drive-thru speakerphone noise level activities at the Project site, since the reference measurement includes both drive-thru speakerphone and vehicle activity noise. The noise sources included in the reference noise level measurement consist of voices of the employees over the speakerphone, customers' voices ordering food, car engines idling, car radios playing music, and cars queuing in the drive-thru lane. At 50 feet from the speakerphone, a reference noise level of 54.8 dBA L_{max} was measured.

9.2.6 TRASH ENCLOSURE ACTIVITY

To describe the noise levels associated with a trash enclosure activity, Urban Crossroads collected a reference noise level measurement at an existing trash enclosure containing two dumpster bins. The trash enclosure noise levels describe metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, trash dropping into the metal dumpster. The reference noise levels describe trash enclosure noise activities when trash is dropped into an empty metal dumpster, as would occur at the Project site. The measured reference noise level at the uniform 50-foot reference distance is 71.1 dBA L_{max} for the trash enclosure activity. The reference noise level describes the expected noise source activities associated with the trash enclosures for each of the Project buildings.

9.2.7 PARKING LOT VEHICLE MOVEMENTS

To describe the on-site parking lot activity a reference noise level of 59.7 dBA L_{max} at 50 feet is used. Parking activities are expected to take place during the full hour (60 minutes) throughout



the daytime and evening hours. The parking lot noise levels are mainly due cars pulling in and out of parking spaces.

9.2.8 PICKLEBALL COURT ACTIVITY

To describe the pickleball court activity, a reference noise level measurement was taken. At 50 feet, the reference noise level is 69.9 dBA L_{max} at a noise source height of 5 feet. The reference noise level measurement includes pickleball paddle impact and player communications during peak activities.

9.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze multiple types of noise sources using the spatially accurate Project site plan, georeferenced Nearmap aerial imagery, topography, buildings, and barriers in its calculations to predict outdoor noise levels. Using the ISO 9613-2 protocol, CadnaA will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level at each receiver and the partial noise level contributions by noise source.

Consistent with the ISO 9613-2 protocol, the CadnaA noise prediction model relies on the reference sound power level (L_w) to describe individual noise sources. While sound pressure levels (e.g., L_{eq}) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels (L_w) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment. The operational noise level calculations provided in this noise study 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. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces. Appendix 9.1 includes the detailed noise dBA L_{max} model inputs including the planned 14-foot-high screen wall used to estimate the Project operational noise levels presented in this section.

9.4 Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, truck movements, roof-top air conditioning units, drive-through speakerphone, trash enclosure activity, parking lot vehicle movements and pickleball, Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. Table 9-2 shows the Project operational noise levels during the daytime hours of 7:01 a.m. to 10:00 p.m. The daytime hourly noise levels at the off-site receiver locations are expected to range from 44.7 to 59.0 dBA L_{max}.



TABLE 9-2: DAYTIME PROJECT OPERATIONAL NOISE LEVELS

| Noise Source ¹ | Opera | Operational Noise Levels by Receiver Location (Dba Lmax) | | | | | | | |
|---------------------------------|-------|--|------|------|------|------|--|--|--|
| Noise Source- | R1 | R2 | R3 | R4 | R5 | R6 | | | |
| Loading Dock Activity | 44.2 | 46.9 | 51.3 | 58.4 | 51.9 | 46.4 | | | |
| Truck Movements | 21.1 | 22.8 | 30.3 | 22.4 | 33.7 | 23.6 | | | |
| Roof-Top Air Conditioning Units | 20.7 | 22.3 | 29.9 | 32.3 | 44.6 | 23.4 | | | |
| Drive-Through Speakerphone | 10.1 | 7.8 | 14.7 | 32.6 | 28.4 | 11.8 | | | |
| Trash Enclosure Activity | 29.8 | 33.9 | 48.5 | 41.7 | 53.7 | 32.2 | | | |
| Parking Lot Vehicle Movements | 32.2 | 36.5 | 48.4 | 48.2 | 55.4 | 34.2 | | | |
| Pickleball Court | 28.1 | 27.9 | 34.7 | 41.4 | 43.3 | 29.9 | | | |
| Total (All Noise Sources) | 44.7 | 47.5 | 54.5 | 59.0 | 59.0 | 46.9 | | | |

¹ See Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1.

Table 9-3 shows the Project operational noise levels during the nighttime hours of 10:01 p.m. to 7:00 a.m. The nighttime hourly noise levels at the off-site receiver locations are expected to range from 44.4 to 58.6 dBA L_{max} . The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity (Table 9-1).

TABLE 9-3: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS

| Noise Source ¹ | Operational Noise Levels by Receiver Location (dBA Lmax) | | | | | | | |
|---------------------------------|--|------|------|------|------|------|--|--|
| Noise Source- | R1 | R2 | R3 | R4 | R5 | R6 | | |
| Loading Dock Activity | 44.2 | 46.9 | 51.3 | 58.4 | 51.9 | 46.4 | | |
| Truck Movements | 21.1 | 22.8 | 30.3 | 22.4 | 33.7 | 23.6 | | |
| Roof-Top Air Conditioning Units | 18.3 | 19.9 | 27.5 | 29.9 | 42.2 | 21.0 | | |
| Drive-Through Speakerphone | 6.2 | 3.8 | 10.7 | 28.6 | 24.5 | 7.9 | | |
| Trash Enclosure Activity | 25.9 | 29.9 | 44.5 | 37.7 | 49.7 | 28.3 | | |
| Parking Lot Vehicle Movements | 28.2 | 32.5 | 44.4 | 44.2 | 51.4 | 30.3 | | |
| Pickleball Court | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | | |
| Total (All Noise Sources) | 44.4 | 47.2 | 52.8 | 58.6 | 56.1 | 46.6 | | |

¹ See Exhibit 9-A for the noise source locations. CadnaA noise model calculations are included in Appendix 9.1.

9.5 PROJECT OPERATIONAL NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Perris exterior noise level standards at nearby noise-sensitive receiver locations. Table 9-4 shows the operational noise levels associated with OLC3 Project will not exceed the City of Perris 80 dBA L_{max} daytime and 60 dBA L_{max} nighttime exterior noise level standards at all nearby receiver locations. Therefore, the operational noise impacts are considered *less than significant* at the nearby noise-sensitive receiver locations.



TABLE 9-4: OPERATIONAL NOISE LEVEL COMPLIANCE

| Receiver Location ¹ | Project Operational Noise Levels (dBA L _{max}) ² | | Level St | r Noise andards L _{max})³ | Noise Level Standards Exceeded? ⁴ | | |
|-----------------------------------|---|-----------|----------------------|---|---|-----------|--|
| | Daytime | Nighttime | me Daytime Nighttime | | Daytime | Nighttime | |
| R1 | 44.7 | 44.4 | 80 | 60 | No | No | |
| R2 | 47.5 | 47.2 | 80 | 60 | No | No | |
| R3 | 54.5 | 52.8 | 80 | 60 | No | No | |
| R4 | 59.0 | 58.6 | 80 | 60 | No | No | |
| R5 | 59.0 | 56.1 | 80 60 | | No | No | |
| R6 | 46.9 | 46.6 | 80 | 60 | No | No | |

¹ See Exhibit 8-A for the receiver locations.

Consistent with the City of Perris General Plan Noise Element, Implementation Measure V.A.1, Project operational noise levels at the nearest sensitive receiver locations cannot exceed 60 dBA CNEL. The CNEL metric is typically used to describe 24-hour transportation-related noise levels, however, the City of Perris General Plan Noise Element requires new industrial facilities and large commercial facilities to demonstrate compliance at any noise-sensitive land use within 160 feet of the Project site.

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 L_{eq} sound levels in the evening from 7:00 p.m. to 10:00 p.m., and the addition of 10 decibels to dBA L_{eq} 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 noise can become more intrusive particularly for noise sensitive residential land use. CNEL does not represent the actual sound level heard at any time, but rather represents the total sound exposure. Table 9-5 includes the evening and nighttime adjustments made to the operational noise levels during the applicable hours to convert the hourly operational noise levels (L_{eq}) to 24-hour CNELs. Table 9-5 indicates that the 24-hour noise levels associated with the OLC3 at the nearest receiver locations are expected to range from 41.0 to 57.0 dBA CNEL.



² Proposed Project operational noise levels as shown on Tables 9-2 and 9-3.

³ Exterior noise level standard as shown on Table 3-1.

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

[&]quot;Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

TABLE 9-5: OPERATIONAL NOISE LEVEL COMPLIANCE (CNEL)

| | Project O | perational Noi | se Levels ² | Exterior Noise | Noise Level |
|-----------------------------------|-----------------------------------|-------------------------------------|------------------------|--|-------------------------------------|
| Receiver Location ¹ | Daytime (dBA L _{eq}) | Nighttime (dBA L _{eq}) | 24-Hour (CNEL) | Level Standards (CNEL) ³ | Standards Exceeded? ⁴ |
| R1 | 35.1 | 34.3 | 41.0 | 60 | No |
| R2 | 38.4 | 37.5 | 44.2 | 60 | No |
| R3 | 46.7 | 44.2 | 51.0 | 60 | No |
| R4 | 47.9 | 46.3 | 53.0 | 60 | No |
| R5 | 53.2 | 50.1 | 57.0 | 60 | No |
| R6 | 36.8 | 35.9 | 42.7 | 60 | No |

¹ See Exhibit 8-A for the receiver locations.

Since CNEL noise criteria is used to describe the noise sensitive time periods during the evening and night hours when noise can become more intrusive, the CNEL calculations are limited to the noise sensitive residential receiver locations. The Project-related operational noise levels shown on Table 9-5 will satisfy the City of Perris 60 dBA CNEL exterior noise level standards at the nearest receiver locations. The 24-hour noise level calculations are included in Appendix 9.2.

9.6 Project Operational Noise Level Increases

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. (11) Instead, they must be logarithmically added using the following base equation:

$$SPL_{Total} = 10log_{10}[10^{SPL1/10} + 10^{SPL2/10} + ... 10^{SPLn/10}]$$

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. As indicated on Tables 9-6, the Project will generate a daytime operational noise level increases ranging from $0.0 \text{ to } 0.1 \text{ dBA L}_{eq}$ at the nearest receiver locations. Table 9-7 shows that the Project will generate a nighttime operational noise level increases ranging from $0.0 \text{ to } 0.2 \text{ dBA L}_{eq}$ at the nearest receiver locations. Appendix 9.2 includes the detailed noise dBA L_{eq} model inputs including the planned 14-foot-high screen wall used to estimate the Project operational noise levels presented in this section.

The Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented on Table 4-1. Therefore, the incremental Project operational noise level increase is considered *less than significant* at all receiver locations.



² Proposed Project operational noise level calculations are included in Appendix 9.2.

³ City of Perris General Plan Noise Element Implementation Measure V.A.1

⁴ Do the estimated Project operational noise source activities exceed the noise level standards?

[&]quot;Daytime" = 7:01 a.m. to 10:00 p.m.; "Nighttime" = 10:01 p.m. to 7:00 a.m.

TABLE 9-6: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES

| Receiver Location ¹ | Total Project Operational Noise Level ² | Measurement Location ³ | Reference Ambient Noise Levels ⁴ | Combined Project and Ambient ⁵ | Project Increase ⁶ | Increase Criteria ⁷ | Increase Criteria Exceeded? |
|-----------------------------------|--|--------------------------------------|---|---|----------------------------------|-----------------------------------|-----------------------------------|
| R1 | 35.1 | L1 | 71.2 | 71.2 | 0.0 | 3 | No |
| R2 | 38.4 | L2 | 69.9 | 69.9 | 0.0 | 3 | No |
| R3 | 46.7 | L3 | 62.6 | 62.7 | 0.1 | 3 | No |
| R4 | 47.9 | L4 | 63.3 | 63.4 | 0.1 | 3 | No |
| R5 | 53.2 | L5 | 73.4 | 73.4 | 0.0 | 3 | No |
| R6 | 36.8 | L1 | 71.2 | 71.2 | 0.0 | 3 | No |

¹ See Exhibit 8-A for the receiver locations.

TABLE 9-7: NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES

| Receiver Location ¹ | Total Project Operational Noise Level ² | Measurement Location ³ | Reference Ambient Noise Levels ⁴ | Combined Project and Ambient ⁵ | Project Increase ⁶ | Increase Criteria ⁷ | Increase Criteria Exceeded? |
|-----------------------------------|--|--------------------------------------|---|---|----------------------------------|-----------------------------------|-----------------------------------|
| R1 | 34.3 | L1 | 67.8 | 67.8 | 0.0 | 3 | No |
| R2 | 37.5 | L2 | 68.3 | 68.3 | 0.0 | 3 | No |
| R3 | 44.2 | L3 | 60.3 | 60.4 | 0.1 | 3 | No |
| R4 | 46.3 | L4 | 59.7 | 59.9 | 0.2 | 5 | No |
| R5 | 50.1 | L5 | 72.3 | 72.3 | 0.0 | 3 | No |
| R6 | 35.9 | L1 | 67.8 | 67.8 | 0.0 | 3 | No |

¹ See Exhibit 8-A for the receiver locations.



² Total Project daytime operational noise levels as shown on Table 9-5.

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.

⁷ Significance increase criteria as shown on Table 4-1.

² Total Project daytime operational noise levels as shown on Table 9-5.

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

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

 $^{^{\}rm 5}$ Represents the combined ambient conditions plus the Project activities.

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

⁷ Significance increase criteria as shown on Table 4-1.

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10 CONSTRUCTION IMPACTS

This section analyzes potential impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 10-A shows the construction noise source locations in relation to the nearest sensitive receiver locations previously described in Section 8. To prevent high levels of construction noise from impacting noise-sensitive land uses, City of Perris Municipal Code Section 7.34.060 limits construction activities to the hours of 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday).

10.1 Construction Noise Levels

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when operating at the project site boundaries closest the nearest sensitive receiver locations can reach high levels. The number and mix of construction equipment are expected to occur in the following stages:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

10.2 Construction Reference Noise Levels

This construction noise analysis was prepared using reference construction equipment noise levels from the Federal Highway Administration (FHWA) published the Roadway Construction Noise Model (RCNM), which includes a national database of construction equipment reference noise emission levels. (17) The RCNM equipment database, provides a comprehensive list of the noise generating characteristics for specific types of construction equipment including reference L_{max} noise levels measured at 50 feet.

Noise levels generated by heavy construction equipment can range from approximately 68 dBA to more than 85 dBA L_{max} 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 85 dBA L_{max} measured at 50 feet from the noise source to the receiver would be reduced to 79 dBA L_{max} at 100 feet from the source to the receiver and would be further reduced to 73 dBA L_{max} at 200 feet from the source to the receiver. Table 10-1 provides a summary of the construction reference noise levels expected with the Project construction activities.



LA VINA BUVD RG RAMONA EXPY 2,279' R2 **LEGEND:** Construction Activity • Receiver Locations

EXHIBIT 10-A: Typical Construction Noise Source Locations



- Distance from receiver to Project site boundary (in feet)

TABLE 10-1: CONSTRUCTION REFERENCE NOISE LEVELS

| Construction Stage | Construction Activity | Reference Noise Level @ 50 Feet (dBA L _{max}) ¹ | Highest Reference Noise Level (dBA L _{max}) | | |
|--------------------------|--------------------------|--|---|--|--|
| Site | Crawler Tractors | 82 | 82 | | |
| Preparation | Rubber Tired Dozers | 79 | 02 | | |
| | Crawler Tractors | 82 | | | |
| | Excavators | 81 | | | |
| Grading | Graders | 85 | 85 | | |
| | Rubber Tired Dozers | 79 | | | |
| | Scrapers | 84 | | | |
| | Cranes | 81 | | | |
| | Forklifts | 85 | | | |
| Building Construction | Generator Sets | 73 | 85 | | |
| Construction | Backhoes | 78 | | | |
| | Welders | 74 | | | |
| | Pavers | 77 | | | |
| Paving | Paving Equipment | 85 | 85 | | |
| | Rollers | 80 | | | |
| Arch. Coating | Air Compressors | 78 | 78 | | |

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

10.3 Construction Noise Analysis

Using the reference RCNM L_{max} construction equipment noise levels and the CadnaA noise prediction model, calculations of the Project construction noise level impacts with multiple pieces of equipment operating simultaneously at the nearest receiver locations were completed. To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the closest point from the edge of primary construction activity (Project site boundary) to each receiver location.

As shown on Table 10-2, the construction noise levels are expected to range from 54.6 to 78.6 dBA L_{max} at the nearby receiver locations. Appendix 10.1 includes the detailed CadnaA construction noise model inputs.



TABLE 10-2: UNMITIGATED CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY

| | Highest Construction Noise Levels (dBA L _{max}) | | | | | | | |
|-----------------------------------|---|---------|--------------------------|--------|------------------|--------------------------------|--|--|
| Receiver Location ¹ | Site Preparation | Grading | Building Construction | Paving | Arch. Coating | Highest Levels ² | | |
| R1 | 58.6 | 61.6 | 61.6 | 61.6 | 61.6 | 61.6 | | |
| R2 | 62.1 | 65.1 | 65.1 | 65.1 | 65.1 | 65.1 | | |
| R3 | 73.2 | 76.2 | 76.2 | 76.2 | 76.2 | 76.2 | | |
| R4 | 73.2 | 76.2 | 76.2 | 76.2 | 76.2 | 76.2 | | |
| R5 | 73.0 | 76.0 | 76.0 | 76.0 | 76.0 | 76.0 | | |
| R6 | 75.6 | 78.6 | 78.6 | 78.6 | 78.6 | 78.6 | | |

¹ Noise receiver locations are shown on Exhibit 10-A.

10.4 CONSTRUCTION NOISE LEVEL COMPLIANCE

To demonstrate compliance with local noise regulations, the Project-only construction noise levels are evaluated against exterior noise level thresholds established by Section 7.34.060 of City of Perris Municipal Code at the adjacent property line. As shown on Table 10-3, the estimated construction noise levels at the adjacent noise sensitive receiver locations will satisfy the 80 dBA L_{max} construction noise level standard. Therefore, the unmitigated noise impact due to Project construction activities is considered *less than significant*.

TABLE 10-3: UNMITIGATED CONSTRUCTION NOISE LEVEL COMPLIANCE

| D i | Construction Noise Levels (dBA L _{max}) | | | | | |
|-----------------------------------|---|------------------------|-------------------------------------|--|--|--|
| Receiver Location ¹ | Highest Construction Noise Levels ² | Threshold ³ | Threshold Exceeded? ⁴ | | | |
| R1 | 61.6 | 80 | No | | | |
| R2 | 65.1 | 80 | No | | | |
| R3 | 76.2 | 80 | No | | | |
| R4 | 76.2 | 80 | No | | | |
| R5 | 76.0 | 80 | No | | | |
| R6 | 78.6 | 80 | No | | | |

 $^{^{\}rm 1}\,\mbox{Noise}$ receiver locations are shown on Exhibit 10-A.



² Construction noise level calculations based on distance from the construction activity area to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1.

² Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-2.

³ Construction noise level thresholds are limited to the noise sensitive receiver locations (Section 3.5).

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

10.5 NIGHTTIME CONCRETE POUR NOISE ANALYSIS

It is our understanding that nighttime concrete pouring activities will occur as a part of Project building construction activities. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours and are generally limited to the actual building area as shown on Exhibit 10-B. Since the nighttime concrete pours will take place outside the permitted City of Perris Municipal Code Section 7.34.060 hours of 7:00 a.m. to 7:00 p.m. on any day except Sundays and legal holidays (with the exception of Columbus Day and Washington's birthday), the Project Applicant will be required to obtain authorization for nighttime work from the City of Perris.

Table 10-4 shows the concrete pour activities noise levels will range from 55.3 to 68.6 dBA L_{max} at the nearby receiver locations. With prior authorization from the City of Perris, the nighttime concrete pour activities will satisfy the 80 dBA L_{max} construction noise level standard. Therefore, the nighttime concrete pour noise levels are considered *less than significant* at the nearby noise-sensitive receiver locations.

TABLE 10-4: NIGHTTIME CONCRETE POUR NOISE LEVEL COMPLIANCE

| | Construction Noise Levels (dBA L _{max}) | | | | | |
|-----------------------------------|---|----|-------------------------------------|--|--|--|
| Receiver Location ¹ | Highest Construction Noise Levels ² Threshold ³ | | Threshold Exceeded? ⁴ | | | |
| R1 | 55.3 | 80 | No | | | |
| R2 | 58.5 | 80 | No | | | |
| R3 | 67.7 | 80 | No | | | |
| R4 | 68.6 | 80 | No | | | |
| R5 | 68.4 | 80 | No | | | |
| R6 | 57.6 | 80 | No | | | |

¹ Noise receiver locations are shown on Exhibit 10-A.



² Highest construction noise level calculations based on distance from the construction noise source activity to nearby receiver locations as shown on Table 10-4.

³ Construction noise level thresholds are limited to the noise sensitive receiver locations (Section 3.5).

⁴ Do the estimated Project construction noise levels exceed the construction noise level threshold?

Menas a LA VINA BUVD RG 3,588 2,474 RAMONA EXPY R2 **LEGEND:** Site Boundary Receiver Locations Nighttime Concrete Pour Acivity — Distance from receiver to construction activity (in feet)

EXHIBIT 10-B: NIGHTTIME CONCRETE POUR CONSTRUCTION ACTIVITY



10.6 Construction Vibration Analysis

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Ground vibration levels associated with various types of construction equipment are summarized on Table 10-5. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential for human response (annoyance) and building damage using the following vibration assessment methods defined by the FTA. To describe the vibration impacts the FTA provides the following equation: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

TABLE 10-5: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT

| Equipment | PPV (in/sec) at 25 feet |
|------------------|----------------------------|
| Small bulldozer | 0.003 |
| Jackhammer | 0.035 |
| Loaded Trucks | 0.076 |
| Large bulldozer | 0.089 |
| Vibratory Roller | 0.210 |

Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual

Using the vibration source level of construction equipment provided on Table 10-5 and the construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration building damage impacts. Table 10-6 presents the expected Project related vibration levels at the nearby building structure locations. At distances ranging from 105 to 3,431 feet from the Project construction boundary to the receiver building locations, construction vibration velocity levels are estimated to be between 0.000 and 0.010 PPV (in/sec). Based on maximum acceptable vibration threshold identified in the PVCCSP EIR (Page 4.9-27) of 0.5 PPV (in/sec), the typical Project construction vibration levels will satisfy the building damage thresholds at all receiver building locations. Therefore, the Project-related vibration impacts are considered *less than significant* during the construction activities at the Project site.

In addition, the typical construction vibration levels are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating.



TABLE 10-8: CONSTRUCTION EQUIPMENT VIBRATION LEVELS

| | Distance to | Typical Construction Vibration Levels PPV (in/sec) ³ | | | | | | Thresholds | Thresholds |
|-----------------------|---|---|------------|------------------|--------------------|---------------------|-------------------------------|------------------------------|------------------------|
| Receiver ¹ | Const. Activity (Feet) ² | Small bulldozer | Jackhammer | Loaded Trucks | Large bulldozer | Vibratory Roller | Highest Vibration Level | PPV (in/sec) ⁴ | Exceeded? ⁵ |
| R1 | 3,431' | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.5 | No |
| R2 | 2,279' | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.5 | No |
| R3 | 172' | 0.000 | 0.002 | 0.004 | 0.005 | 0.012 | 0.005 | 0.5 | No |
| R4 | 306' | 0.000 | 0.001 | 0.002 | 0.002 | 0.005 | 0.002 | 0.5 | No |
| R5 | 105' | 0.000 | 0.004 | 0.009 | 0.010 | 0.024 | 0.010 | 0.5 | No |
| R6 | 2,588' | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.5 | No |

¹ Receiver locations are shown on Exhibit 10-A.



 $^{^{\}rm 2}\,{\rm Distance}$ from Project construction boundary to the receiver building structure.

³ Based on the Vibration Source Levels of Construction Equipment (Table 10-5).

⁴ PVCC SP EIR, Page 4.9-27.

⁵ Does the peak vibration exceed the acceptable vibration thresholds?

[&]quot;PPV" = Peak Particle Velocity

11 REFERENCES

- 1. **State of California.** *California Environmental Quality Act, Appendix G.* 2019.
- 2. **City of Perris.** *Perris Valley Commerce Center Specific Plan.* 2022.
- 3. —. Perris Valley Commerce Center Specific Plan Environmental Impact Report. July 2011.
- 4. Office of Planning and Research. State of California General Plan Guidelines. 2019.
- 5. **State of California.** 2022 California Green Building Standards Code.
- 6. **City of Perris.** *General Plan Noise Element.* August 2005.
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- 8. County of Riverside. Airport Land Use Compatibility Plan. October 2004.
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- 13. **U.S. Department of Transportation, Federal Transit Administration.** *Transit Noise and Vibration Impact Assessment Manual.* September 2018.
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- 15. California Department of Transportation Environmental Program, Office of Environmental Engineering. Use of California Vehicle Noise Reference Energy Mean Emission Levels (Calveno REMELs) in FHWA Highway Traffic Noise Prediction. September 1995. TAN 95-03.
- 16. **California Department of Transportation.** *Traffic Noise Attenuation as a Function of Ground and Vegetation Final Report.* June 1995. FHWA/CA/TL-95/23.
- 17. Urban Crossroads, Inc. OLC3 Traffic Analysis. January 2023.
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12 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed OLC3 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) 584-3148.

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Principal
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1133 Camelback #8329
Newport Beach, CA 92658
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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 San Diego • March, 2018 Certified Acoustical Consultant – County of Orange • February, 2011 FHWA-NHI-142051 Highway Traffic Noise Certificate of Training • February, 2013



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APPENDIX 3.1:

CITY OF PERRIS MUNICIPAL CODE



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CHAPTER 7.34. - NOISE CONTROL

Sec. 7.34.010. - Declaration of policy.

Excessive noise levels are detrimental to the health and safety of individuals. Noise is considered a public nuisance, and the city discourages unnecessary, excessive or annoying noises from all sources. Creating, maintaining, causing, or allowing to be created, caused or maintained, any noise or vibration in a manner prohibited by the provisions of the ordinance codified in this chapter is a public nuisance and shall be punishable as a misdemeanor.

(Code 1972, § 7.34.010; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.020. - Definitions.

(a) *General.* The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Ambient noise means the all-encompassing noise associated with a given environment usually being composed of sounds from many sources near and far. For the purpose of this chapter, ambient noise level is the level obtained when the noise level is averaged over a period of five minutes without inclusion of noise from isolated identifiable sources at the location and time of day near that at which a comparison is to be made.

Decibel (dB) means an intensity unit which denotes the ratio between two quantities which are proportional to power; the number of decibels corresponding to the ratio is ten times the common logarithm of this ratio.

Sound amplifying equipment means any machine or device for the amplification of the human voice, music or any other sound. The term "sound amplifying equipment" does not include standard vehicle radios when used and heard only by the occupants of the vehicle in which the vehicle radio is installed. The term "sound amplifying equipment," as used in this chapter, does not include warning devices on any vehicle used only for traffic safety purposes and shall not include communications equipment used by public or private utilities when restoring utility service following a public emergency or when doing work required to protect person or property from an imminent exposure to danger.

Sound level (noise level) in decibels is the value of a sound measurement using the "A" weighting network of a sound level meter. Slow response of the sound level meter needle shall be used except where the sound is impulsive or rapidly varying in nature, in which case, fast response shall be used.

Sound level meter means an instrument, including a microphone, an amplifier, an output meter and frequency weighting networks, for the measurement of sound levels, which satisfies the pertinent requirements in American National Standards Institute's specification S1.4-1971 or the most recent revision for type S-2A general purpose sound level meters.

(b) *Supplementary definitions of technical terms.* Definitions of technical terms not defined in this section shall be obtained from the American National Standards Institute's Acoustical Terminology S1-1971 or the most recent revision thereof.

(Code 1972, § 7.34.020; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.030. - Measurement methods.

(a) Sound shall be measured with a sound level meter as defined in section 7.34.020.

- (b) Unless otherwise provided, outdoor measurements shall be taken with the microphone located at any point on the property line of the noise source but no closer than five feet from any wall or vertical obstruction and three to five feet above ground level whenever possible.
- (c) Unless otherwise provided, indoor measurements shall be taken inside the structure with the microphone located at any point as follows:
 - (1) No less than three feet above floor level;
 - (2) No less than five feet from any wall or vertical obstruction; and
 - (3) Not under common possession and control with the building or portion of the building from which the sound is emanating.

(Code 1972, § 7.34.030; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.040. - Sound amplification.

No person shall amplify sound using sound amplifying equipment contrary to any of the following:

- (1) The only amplified sound permitted shall be either music or the human voice, or both.
- (2) The volume of amplified sound shall not exceed the noise levels set forth in this subsection when measured outdoors at or beyond the property line of the property from which the sound emanates.

| Time Period | Maximum Noise Level |
|----------------------|---------------------|
| 10:01 p.m.—7:00 a.m. | 60 dBA |
| 7:01 a.m.—10:00 p.m. | 80 dBA |

(Code 1972, § 7.34.040; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.050. - General prohibition.

- (a) It unlawful for any person to willfully make, cause or suffer, or permit to be made or caused, any loud excessive or offensive noises or sounds which unreasonably disturb the peace and quiet of any residential neighborhood or which are physically annoying to persons of ordinary sensitivity or which are so harsh, prolonged or unnatural or unusual in their use, time or place as to occasion physical discomfort to the inhabitants of the city, or any section thereof. The standards for dBA noise level in section.7.34.040 shall apply to this section. To the extent that the noise created causes the noise level at the property line to exceed the ambient noise level by more than 1.0 decibels, it shall be presumed that the noise being created also is in violation of this section.
- (b) The characteristics and conditions which should be considered in determining whether a violation of the provisions of this section exists should include, but not be limited to, the following:
 - (1) The level of the noise;
 - (2) Whether the nature of the noise is usual or unusual;

- (3) Whether the origin of the noise is natural or unnatural;
- (4) The level of the ambient noise;
- (5) The proximity of the noise to sleeping facilities;
- (6) The nature and zoning of the area from which the noise emanates and the area where it is received;
- (7) The time of day or night the noise occurs;
- (8) The duration of the noise; and
- (9) Whether the noise is recurrent, intermittent or constant.

(Code 1972, § 7.34.050; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.060. - Construction noise.

It is unlawful for any person between the hours of 7:00 p.m. of any day and 7:00 a.m. of the following day, or on a legal holiday, with the exception of Columbus Day and Washington's birthday, or on Sundays to erect, construct, demolish, excavate, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise. Construction activity shall not exceed 80 dBA in residential zones in the city.

(Code 1972, § 7.34.060; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.070. - Refuse vehicles and parking lot sweepers.

No person shall operate or permit to be operated a refuse compacting, processing or collection vehicle or parking lot sweeper between the hours of 7:00 p.m. to 7:00 a.m. in any residential area unless a permit has been applied for and granted by the city.

(Code 1972, § 7.34.070; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.080. - Disturbing, excessive, offensive noises; declaration of certain acts constituting.

The following activities, among others, are declared to cause loud, disturbing, excessive or offensive noises in violation of this section and are unlawful, namely:

- (1) *Horns, signaling devices, etc.* Unnecessary use or operation of horns, signaling devices or other similar devices on automobiles, motorcycles or any other vehicle.
- (2) Radios, television sets, phonographs, loud speaking amplifiers and similar devices. The use or operation of any sound production or reproduction device, radio receiving set, musical instrument, drums, phonograph, television set, loudspeakers, sound amplifier, or other similar machine or device for the producing or reproducing of sound, in such a manner as to disturb the peace, quiet or comfort of any reasonable person of normal sensitivity in any area of the city is prohibited. This provision shall not apply to any participant in a licensed parade or to any person who has been otherwise duly authorized by the city to engage in such conduct.
- (3) Animals.
 - a. The keeping or maintenance, or the permitting to be kept or maintained, upon any premises owned, occupied or controlled by any person of any animal or animals which by any frequent or long-continued noise shall cause annoyance or discomfort to a reasonable person of normal sensitiveness

in the vicinity.

- b. The noise from any such animal or animals that disturbs two or more residents residing in separate residences adjacent to any part of the property on which the subject animal or animals are kept or maintained, or three or more residents residing in separate residences in close proximity to the property on which the subject animal or animals are kept or maintained, shall be prima facie evidence of a violation of this section.
- (4) Hospitals, schools, libraries, rest homes, long-term medical or mental care facilities. To make loud, disturbing, excessive noises adjacent to a hospital, school, library, rest home or long-term medical or mental care facility, which noise unreasonably interferes with the workings of such institutions or which disturbs or unduly annoys occupants in said institutions.
- (5) *Playing of radios on buses and trolleys.* The operation of any radio, phonograph or tape player on an urban transit bus or trolley so as to emit noise that is audible to any other person in the vehicle is prohibited.
- (6) Playing of radios, phonographs and other sound production or reproduction devices in public parks and public parking lots and streets adjacent thereto. The operation of any radio, phonograph, television set or any other sound production or reproduction device in any public park or any public parking lot, or street adjacent to such park or beach, without the prior written approval of the city manager or the administrator, in such a manner that such radio, phonograph, television set or sound production or reproduction device emits a sound level exceeding those found in the table in section 7.34.040.

(7) Leaf blowers.

- a. The term "leaf blower" means any portable, hand-held or backpack, engine-powered device with a nozzle that creates a directable airstream which is capable of and intended for moving leaves and light materials.
- b. No person shall operate a leaf blower in any residential zoned area between the hours of 7:00 p.m. and 8:00 a.m. on weekdays and 5:00 p.m. and 9:00 a.m. on weekends or on legal holidays.
- c. No person may operate any leaf blower at a sound level in excess of 80 decibels measured at a distance of 50 feet or greater from the point of noise origin.
- d. Leaf blowers shall be equipped with functional mufflers and an approved sound limiting device required to ensure that the leaf blower is not capable of generating a sound level exceeding any limit prescribed in this section.

(Code 1972, § 7.34.080; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.090. - Burglar alarms.

- (a) Audible burglar alarms for structures or motor vehicles are prohibited unless the operation of such burglar alarm can be terminated within 20 minutes of being activated.
- (b) Notwithstanding the requirements of this provision, any member of the county sheriff's department, Perris Division, shall have the right to take such steps as may be reasonable and necessary to disconnect any such alarm installed in any building, dwelling or motor vehicle at any time during the period of its activation. On or after 30 days from the effective date of the ordinance codified in this chapter, any building, dwelling or motor vehicle upon which a burglar alarm has been installed shall prominently display the telephone number at which communication may be made with the owner of such building, dwelling or motor vehicle.

(Code 1972, § 7.34.090; Ord. No. 1082, § 2(part), 2000)

Sec. 7.34.100. - Motor vehicles.

(a) Off-highway.

- (1) Except as otherwise provided for in this chapter, it shall be unlawful to operate any motor vehicle of any type on any site, other than on a public street or highway as defined in the California Vehicle Code, in any manner so as to cause noise in excess of those noise levels permitted for on-highway motor vehicles as specified in the table for "45-mile-per-hour or less speed limits" contained in section 23130 of the California Vehicle Code and as corrected for distances set forth in subsection (a)(2) of this section.
- (2) The maximum noise level as the on-highway vehicle passes may be measured at a distance of other than 50 feet from the centerline of travel, provided the measurement is further adjusted by adding algebraically the application correction as follows:

| angest areally the application correction as for | |
|--|------------|
| Distance | Correction |
| (feet) | (decibels) |
| 25 | -6 |
| 28 | -5 |
| 32 | -4 |
| 35 | -3 |
| 40 | -2 |
| 45 | -1 |
| 50 | 0 |
| (preferred distance) | |
| 56 | +1 |
| 63 | +2 |
| 70 | +3 |
| 80 | +4 |
| 90 | +5 |

| Γ | 100 | +6 |
|---|-----|----|
| | | |

(b) Nothing in this section shall apply to authorized emergency vehicles when being used in emergency situations including the blowing of sirens and/or horns.

(Code 1972, § 7.34.100; Ord. No. 1082, § 2(part), 2000)

APPENDIX 5.1:

STUDY AREA PHOTOS



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L1_E 33, 51' 1.070000"117, 12' 30.830000"



L1_N 33, 51' 1.050000"117, 12' 30.830000"



L1_S 33, 51' 1.040000"117, 12' 30.830000"



L1_W 33, 51' 1.050000"117, 12' 30.830000"



L2_E 33, 50' 39.810000"117, 12' 43.470000"



L2_N 33, 50' 39.720000"117, 12' 43.280000"



L2_S 33, 50' 39.790000"117, 12' 43.410000"



L2_W 33, 50' 39.810000"117, 12' 43.470000"



L3_E 33, 50' 38.940000"117, 13' 9.750000"



L3_N 33, 50' 38.980000"117, 13' 9.750000"



L3_S 33, 50' 38.940000"117, 13' 9.780000"



L3_W 33, 50' 38.940000"117, 13' 9.780000"



L4_E 33, 50' 37.650000"117, 13' 29.560000"



L4_N 33, 50' 37.660000"117, 13' 29.500000"



L4_S 33, 50' 37.620000"117, 13' 29.530000"



L4_W 33, 50' 37.660000"117, 13' 29.560000"



L5_E 33, 50' 54.300000"117, 13' 34.640000"



L5_N 33, 50' 54.270000"117, 13' 34.690000"



L5_S 33, 50' 54.300000"117, 13' 34.640000"



L5_W 33, 50' 54.280000"117, 13' 34.610000"

APPENDIX 5.2:

NOISE LEVEL MEASUREMENT WORKSHEETS



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24-Hour Noise Level Measurement Summary Date: Wednesday, October 13, 2021 Location: L1 - Located northeast of the Project site near the property Meter: Piccolo II JN: 14428 Project: OLC 3 Source: line of the single-family residence at 807 Amaya Drive. Analyst: A. Khan Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 Hourly 1 55.0 55.0 45.0 40.0 40.0 35.0 2 5 7 9 0 1 3 4 6 8 10 11 12 13 14 15 16 17 18 19 20 21 22 23 **Hour Beginning** L5% Timeframe L1% L2% L8% L25% L50% L90% L95% L99% Adj. Adj. L ea Hour L_{ea} L max L min L ea 50.3 73.3 63.3 74.5 49.6 74.1 73.3 70.3 68.2 56.9 50.9 49.7 63.3 10.0 0 62.2 74.6 70.8 68.8 49.8 49.2 10.0 1 63.6 75.1 49.1 73.7 62.1 56.4 50.5 63.6 73.6 2 61.8 73.9 46.4 73.5 72.7 69.1 66.2 59.7 54.4 47.8 47.1 46.6 61.8 10.0 71.8 Night 3 53.5 52.8 65.2 10.0 75.2 65.2 76.2 52.6 75.7 75.0 72.2 69.7 64.4 60.0 54.3 4 67.6 77.5 56.4 76.9 75.9 73.6 72.3 68.0 63.8 58.3 57.3 56.7 67.6 10.0 77.6 5 69.3 78.4 58.7 78.0 77.3 75.1 73.8 70.0 66.3 60.2 59.4 58.8 69.3 10.0 79.3 83.9 61.7 72.8 78.5 62.5 72.8 10.0 82.8 6 61.6 83.4 82.0 76.8 72.7 69.1 63.6 72.7 80.9 80.5 79.6 77.5 76.3 73.6 71.0 64.6 63.5 72.7 0.0 72.7 63.2 65.8 8 71.2 79.7 79.3 78.6 76.6 75.6 72.3 60.9 59.8 71.2 0.0 71.2 59.7 68.7 62.1 9 71.5 81.7 58.4 81.3 80.4 78.0 76.1 71.4 67.4 60.7 59.6 58.6 71.5 0.0 71.5 10 71.3 81.1 80.6 79.9 77.4 75.9 71.7 67.7 60.1 58.9 71.3 0.0 71.3 58.6 61.2 11 70.0 79.6 57.1 79.2 78.3 75.8 74.3 70.4 66.8 60.3 59.0 57.4 70.0 0.0 70.0 12 80.7 80.3 79.3 76.8 75.4 71.9 60.4 59.1 71.2 0.0 71.2 71.2 58.9 68.2 61.8 13 70.8 80.0 58.7 79.7 78.9 76.8 75.2 71.2 67.9 61.5 60.3 59.0 70.8 0.0 70.8 Dav 14 70.6 79.9 56.9 79.4 78.5 76.3 74.8 71.3 68.0 60.4 58.5 57.2 70.6 0.0 70.6 15 76.7 75.5 72.1 60.4 59.0 71.3 71.3 71.3 80.0 58.7 79.6 78.8 68.6 62.2 0.0 16 72.2 81.5 60.2 80.9 80.2 77.8 76.2 72.7 69.6 63.3 61.9 60.5 72.2 0.0 72.2 17 82.9 78.9 77.4 61.5 73.2 73.2 73.2 61.2 82.4 81.3 73.5 70.5 64.2 62.7 0.0 18 71.6 80.0 60.0 79.6 78.9 76.9 76.1 72.4 69.5 63.0 61.5 60.3 71.6 0.0 71.6 77.1 58.6 74.9 19 69.9 78.2 58.4 77.8 75.3 74.1 70.9 67.6 61.2 60.1 69.9 5.0 20 69.6 79.1 58.3 78.6 77.7 75.4 74.2 70.2 66.5 60.3 59.2 58.5 69.6 5.0 74.6 56.6 72.8 21 67.8 76.6 56.4 76.2 75.5 73.4 72.2 68.8 64.9 58.4 57.4 67.8 5.0 22 56.3 10.0 68.3 79.3 55.3 78.7 77.7 75.3 73.2 67.6 63.5 57.2 55.5 68.3 78.3 Night 23 66.8 79.0 52.4 78.4 77.2 73.5 71.0 65.3 60.7 54.3 53.4 52.7 66.8 10.0 76.8 L_{eq} (dBA) L2% L90% **Timeframe** L1% L5% L8% L25% L50% L95% L99% Hour L_{eq} L max L_{min} 75.5 64.9 Daytime Nighttime Min 67.8 76.6 56.4 76.2 73.4 72.2 68.8 58.4 57.4 56.6 24-Hour Dav Max 73.2 82.9 63.2 82.4 81.3 78.9 77.4 73.6 71.0 65.8 64.6 63.5 (7am-10pm) (10pm-7am) 71.2 79.7 75.3 59.2 **Energy Average** Average 78.9 76.6 71.6 68.2 61.8 60.4 46.6 70.2 71.2 67.8



66.2

76.8

71.1

59.7

72.7

65.8

54.4

69.1

61.2

47.8

63.6

55.2

47.1

62.5

54.4

61.7

53.7

73.9

83.9

Average

73.5

83.4

77.0

46.4

61.6

72.7

82.0

76.1

69.1

78.5

73.2

61.8

72.8

67.8

Min

Max

Energy Average

Night

24-Hour Noise Level Measurement Summary Date: Wednesday, October 13, 2021 Location: L2 - Located southeast of the Project site near the property Meter: Piccolo II JN: 14428 Project: OLC 3 Source: line of the single-family residence at 3896 Akina Avenue. Analyst: A. Khan Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 6 89 Hourly 1 55.0 55.0 45.0 40.0 40.0 35.0 2 5 7 9 0 1 3 4 6 8 10 11 12 13 14 15 16 17 18 19 20 21 22 23 **Hour Beginning** L5% Timeframe L1% L2% L8% L25% L50% L90% L95% L99% Adj. Adj. L ea Hour L_{ea} L max L min L ea 54.7 55.5 54.8 66.8 74.5 73.1 71.8 63.3 56.3 66.8 10.0 76.8 0 75.5 75.1 67.5 70.0 10.0 1 65.0 73.6 52.6 73.2 72.9 71.3 65.9 60.9 54.4 53.5 52.8 65.0 75.0 2 65.2 74.4 53.4 73.9 73.4 71.6 70.2 65.3 61.1 55.5 54.2 53.5 65.2 10.0 75.2 Night 3 72.1 58.9 58.2 67.3 10.0 77.3 67.3 75.3 58.0 75.0 74.6 73.3 67.8 64.5 59.6 4 69.0 76.0 61.0 75.7 75.3 74.0 73.0 69.9 67.4 62.8 62.1 61.2 69.0 10.0 79.0 5 70.2 78.4 62.3 77.8 77.2 75.4 73.9 71.0 68.3 63.8 63.0 62.5 70.2 10.0 80.2 71.0 76.5 71.9 62.6 71.0 10.0 81.0 6 78.8 62.4 78.6 78.1 75.1 68.7 63.9 63.1 71.3 79.1 78.8 78.4 76.7 75.5 71.9 69.0 64.4 63.8 71.3 0.0 71.3 63.6 65.0 76.8 8 69.9 77.3 76.3 74.9 73.8 70.9 67.9 62.9 62.3 69.9 0.0 69.9 62.2 63.6 9 70.6 78.3 60.1 77.8 77.3 76.0 74.8 71.4 68.7 62.2 61.1 60.4 70.6 0.0 70.6 10 69.4 77.4 58.0 77.0 76.6 74.7 73.4 70.4 67.3 60.6 59.5 58.2 69.4 0.0 69.4 11 69.2 77.1 56.9 76.8 76.4 74.8 73.5 70.2 66.6 59.6 58.1 57.1 69.2 0.0 69.2 12 78.8 78.3 77.6 75.4 73.8 70.1 60.3 59.0 69.6 0.0 69.6 69.6 58.8 66.8 61.4 13 68.6 76.2 58.2 75.9 75.4 73.7 72.5 69.7 66.8 60.7 59.6 58.4 68.6 0.0 68.6 Dav 14 69.2 78.4 59.4 77.8 77.0 74.9 73.4 69.8 66.8 61.4 60.4 59.6 69.2 0.0 69.2 15 75.8 74.1 70.9 60.6 70.1 70.1 78.2 60.4 77.9 77.4 68.1 62.5 61.5 0.0 70.1 16 70.3 77.6 61.7 77.3 76.6 74.9 73.7 71.2 68.9 64.0 62.9 61.9 70.3 0.0 70.3 17 75.5 69.3 62.6 70.8 70.8 70.8 78.1 62.3 77.7 77.2 74.1 71.8 64.6 63.6 0.0 18 70.2 76.3 62.1 75.9 75.5 74.4 73.7 71.5 69.1 64.0 63.2 62.3 70.2 0.0 70.2 77.9 77.6 77.0 60.9 70.0 75.0 19 70.0 60.7 75.4 74.0 70.7 68.0 61.8 5.0 62.9 20 70.1 77.9 59.6 77.5 77.1 76.0 74.8 70.9 67.5 61.7 60.6 59.8 70.1 5.0 75.1 59.0 69.0 21 69.0 76.7 58.8 76.3 75.7 74.2 73.1 70.1 66.7 61.0 60.0 5.0 74.0 22 74.9 74.1 10.0 67.6 56.1 74.5 72.9 72.2 68.9 65.2 58.4 57.1 56.3 67.6 77.6 Night 23 69.0 77.8 56.5 77.4 76.9 75.4 73.9 69.7 65.5 58.6 57.5 56.7 69.0 10.0 79.0 L max L2% L eq (dBA) **Timeframe** L1% L5% L8% L25% L50% L90% L95% L99% Hour L_{eq} L_{min} Daytime Nighttime Min 68.6 76.2 56.9 75.9 75.4 73.7 72.5 69.7 66.6 59.6 58.1 57.1 24-Hour Dav Max 71.3 79.1 63.6 78.8 78.4 76.7 75.5 71.9 69.3 65.0 64.4 63.8 (7am-10pm) (10pm-7am) 77.3 75.2 73.9 70.8 60.4 Energy Average 69.9 Average 76.8 67.8 62.4 61.3 70.0 52.8 69.4 69.9 68.3 65.0 73.6 73.2 72.9 71.3 65.3 60.9 54.4 53.5 Min 52.6



75.1

72.5

71.9

68.7

68.7

65.0

63.9

59.3

63.1

58.3

62.6

57.6

78.8

Average

62.4

78.6

75.7

78.1

75.2

76.5

73.7

71.0

68.3

Max

Energy Average

Night

24-Hour Noise Level Measurement Summary L3 - Located south of the Project site near the property line of Date: Wednesday, October 13, 2021 Meter: Piccolo II JN: 14428 Location: Camper Resorts of America Clubhouse at 375 Ramona Project: OLC 3 Source: Analyst: A. Khan Hourly L ea dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 Hourly 1 55.0 55.0 45.0 40.0 9 63 63. 62. 62 62. 52 62. 62. 9 40.0 35.0 2 3 5 7 8 0 1 4 6 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 **Hour Beginning** Adj. L eq Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Hour L_{ea} L max L min L ea Adj. 54.4 48.7 68.6 58.6 68.0 47.9 65.6 64.1 49.3 48.1 58.6 10.0 0 67.6 67.2 58.1 47.9 47.4 10.0 1 57.0 66.2 47.2 65.8 65.3 63.5 61.7 57.4 53.5 48.5 57.0 67.0 2 56.8 64.9 47.1 64.6 64.3 63.0 61.8 57.4 53.5 48.4 47.7 47.2 56.8 10.0 66.8 Night 3 50.1 49.5 59.0 10.0 69.0 59.0 67.2 49.3 66.9 66.7 65.3 63.9 59.6 55.9 51.0 4 60.5 66.5 53.3 66.3 66.0 65.2 64.5 61.6 59.0 54.6 53.9 53.4 60.5 10.0 70.5 5 62.2 70.1 54.6 69.7 69.3 68.3 67.1 62.5 59.9 55.9 55.3 54.7 62.2 10.0 72.2 74.8 72.3 64.2 63.4 10.0 73.4 6 63.4 75.3 64.2 74.3 70.6 67.7 66.1 64.6 64.4 70.5 56.0 70.2 69.7 68.1 67.0 56.6 56.1 63.2 63.2 63.9 61.5 57.3 0.0 63.2 8 62.5 70.8 70.4 69.9 68.2 55.8 54.6 62.5 0.0 62.5 54.4 66.6 62.9 60.4 55.1 9 60.6 68.3 51.9 67.9 67.5 66.4 65.0 61.3 58.4 53.7 52.9 52.1 60.6 0.0 60.6 10 73.8 52.4 73.2 72.4 70.1 67.8 60.1 53.7 52.6 63.6 0.0 63.6 63.6 63.6 54.9 11 64.3 75.5 51.7 75.1 74.7 70.9 69.0 62.7 59.7 54.1 53.1 51.9 64.3 0.0 64.3 12 69.6 68.6 67.6 66.6 59.9 55.3 54.4 53.5 62.1 0.0 62.1 62.1 53.3 69.1 63.0 13 61.4 69.0 52.5 68.5 68.0 66.7 65.6 62.2 59.3 54.6 53.8 52.9 61.4 0.0 61.4 Dav 14 62.1 71.6 51.7 71.1 70.5 68.4 66.2 62.1 59.2 54.1 53.1 52.0 62.1 0.0 62.1 15 73.1 68.4 53.6 63.2 53.4 72.6 71.9 69.7 62.8 59.5 55.3 54.4 63.2 0.0 63.2 16 62.3 70.8 54.3 70.2 69.7 68.0 65.8 62.8 60.3 56.2 55.2 54.5 62.3 0.0 62.3 17 69.5 54.9 62.7 62.7 70.9 54.7 70.2 67.6 66.3 63.6 61.1 56.5 55.7 0.0 62.7 18 62.5 68.7 55.4 68.3 67.9 66.7 65.7 63.5 61.4 57.3 56.4 55.6 62.5 0.0 62.5 62.5 67.5 19 62.5 70.0 54.8 69.4 68.9 67.8 66.7 60.9 56.6 55.7 55.0 5.0 63.2 20 62.7 70.5 53.3 70.2 69.7 68.3 66.9 63.5 60.7 55.2 54.2 53.5 62.7 5.0 67.7 21 53.4 62.4 67.4 62.4 70.5 53.1 70.0 69.6 68.1 66.8 62.9 59.7 55.2 54.4 5.0 22 10.0 60.5 69.3 50.5 68.9 68.3 66.5 65.2 60.8 57.6 52.1 51.4 50.7 60.5 70.5 Night 23 60.4 69.4 49.5 69.0 68.5 67.1 65.7 60.6 56.8 51.2 50.4 49.6 60.4 10.0 70.4 L_{eq} (dBA) L max L2% **Timeframe** L1% L5% L8% L25% L50% L90% L95% L99% Hour L_{eq} L min 58.4 51.9 Daytime Nighttime Min 60.6 68.3 51.7 67.9 67.5 66.4 65.0 61.3 53.7 52.9 24-Hour Dav Max 64.3 75.5 56.0 75.1 74.7 70.9 69.0 63.9 61.5 57.3 56.6 56.1 (7am-10pm) (10pm-7am) 69.9 54.6 53.7 Energy Average 62.6 Average 70.4 68.2 66.7 62.9 60.2 55.5 62.6 47.2 61.9 60.3 56.8 64.9 64.6 64.3 63.0 61.7 57.4 53.5 48.4 47.7 Min 47.1 Night 63.4 75.3 64.2 74.8 74.3 72.3 70.6 67.7 66.1 64.6 64.4 64.2 Max



65.0

60.6

57.4

52.8

52.2

51.6

Average

68.2

67.8

66.3

60.3

Energy Average

24-Hour Noise Level Measurement Summary Date: Wednesday, October 13, 2021 Location: L4 - Located south of the Project site near the property line of Meter: Piccolo II JN: 14428 Project: OLC 3 Source: Park Place Mobile Home Park at 80 East Dawes Street. Analyst: A. Khan Hourly L eq dBA Readings (unadjusted) (**qBy**) 80.0 75.0 70.0 65.0 60.0 6 9 67 Hourly 1 55.0 55.0 45.0 40.0 0 60.7 65. 63. 61. 61. 62 40.0 35.0 2 3 5 7 8 0 1 4 6 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 **Hour Beginning** Adj. L eq Timeframe L1% L2% L5% L8% L25% L50% L90% L95% L99% Hour L_{ea} L max L min L ea Adj. 57.5 66.4 52.5 62.9 61.7 54.9 53.1 52.8 52.6 57.5 10.0 67.5 0 65.8 65.0 57.3 1 56.1 63.5 50.2 63.1 62.5 60.7 59.6 56.2 54.7 51.9 51.5 50.6 56.1 10.0 66.1 2 56.6 65.3 50.4 64.8 64.2 62.7 60.9 56.4 53.7 51.3 50.9 50.5 56.6 10.0 66.6 Night 3 53.8 59.0 10.0 69.0 59.0 65.2 53.6 64.7 64.3 63.2 62.3 59.6 57.8 55.0 54.3 4 60.0 66.6 55.4 66.1 65.6 64.2 63.2 60.5 58.7 56.5 56.1 55.6 60.0 10.0 70.0 5 61.0 68.8 56.7 68.4 67.8 66.0 64.7 60.9 59.1 57.3 57.1 56.8 61.0 10.0 71.0 67.7 58.0 57.7 63.8 10.0 73.8 6 63.8 73.4 57.6 72.5 71.5 69.1 63.8 61.2 58.4 72.9 57.7 72.2 71.2 66.9 58.4 58.2 57.8 63.1 63.1 68.8 62.6 60.3 0.0 63.1 8 71.0 70.7 67.0 65.0 59.2 56.4 56.0 0.0 61.6 55.9 69.8 61.2 56.8 61.6 61.6 9 60.7 70.4 53.1 69.9 69.2 67.0 65.5 60.2 57.2 54.2 53.7 53.3 60.7 0.0 60.7 10 73.5 73.0 72.2 70.6 69.7 60.6 56.0 55.3 64.2 0.0 64.2 64.2 55.1 64.1 56.6 11 61.9 69.1 56.2 68.6 68.0 66.8 65.8 62.4 60.1 57.4 57.0 56.4 61.9 0.0 61.9 12 57.2 73.5 72.4 70.3 67.7 57.7 57.4 63.9 0.0 63.9 63.9 74.1 63.5 60.7 58.1 13 60.3 70.0 53.8 69.1 68.0 65.7 64.2 60.4 57.7 54.8 54.4 54.0 60.3 0.0 60.3 Dav 14 65.2 77.2 56.1 76.5 75.4 72.3 69.1 62.7 60.1 57.1 56.6 56.2 65.2 0.0 65.2 15 56.2 55.7 61.6 69.9 55.6 69.5 68.9 66.9 65.5 61.7 59.3 56.7 61.6 0.0 61.6 16 67.5 78.5 58.1 77.8 76.7 73.6 72.1 66.8 62.9 59.4 58.8 58.3 67.5 0.0 67.5 17 70.3 69.1 57.8 63.0 63.0 57.6 69.8 67.5 66.4 63.6 61.6 58.7 58.2 0.0 63.0 18 63.8 71.3 58.4 70.5 69.6 68.1 67.3 64.5 62.5 59.5 59.0 58.5 63.8 0.0 63.8 57.7 19 70.8 57.6 70.3 69.5 67.7 66.7 63.5 61.5 58.7 58.2 63.1 5.0 68.1 63.1 20 62.7 70.7 56.2 70.3 69.9 68.5 67.1 62.9 60.2 57.3 56.8 56.4 62.7 5.0 67.7 21 59.0 66.0 61.0 68.2 54.3 67.8 67.3 66.1 65.1 61.8 55.7 55.1 54.5 61.0 5.0 22 10.0 59.2 67.5 54.2 66.8 65.9 64.0 62.6 59.4 57.3 55.2 54.8 54.3 59.2 69.2 Night 23 58.1 67.2 52.1 66.6 65.7 63.7 62.6 57.9 55.7 53.1 52.7 52.2 58.1 10.0 68.1 L_{eq} (dBA) **Timeframe** L1% L2% L5% L8% L25% L50% L90% L95% L99% Hour L_{eq} L max L_{min} Daytime Nighttime Min 60.3 68.2 53.1 67.8 67.3 65.7 64.2 60.2 57.2 54.2 53.7 53.3 24-Hour Dav Max 67.5 78.5 58.4 77.8 76.7 73.6 72.1 66.8 62.9 59.5 59.0 58.5 (7am-10pm) (10pm-7am) 71.3 57.3 56.3 Energy Average 63.3 Average 70.5 68.4 66.9 62.8 60.2 56.8 62.3 63.3 59.7 56.1 63.5 63.1 62.5 60.7 59.6 56.2 53.7 51.3 50.9 50.5 Min 50.2



67.7

62.8

63.8

59.1

61.2

57.0

58.4

54.6

58.0

54.2

57.7

53.8

73.4

Average

57.6

72.5

66.5

71.5

65.8

69.1

64.1

63.8

59.7

Max

Night

Energy Average

24-Hour Noise Level Measurement Summary

Date: Wednesday, October 13, 2021 Location: L5 - Located west of the Project site near the property line of Meter: Piccolo II Project: OLC 3 Source: the single-family residence at 4194 North Perris Boulevard. Analyst: A. Khan

Hourly L ea dBA Readings (unadjusted) 85.0 80.0 75.0 70.0 65.0 66.0 45.0 40.0 35.0 **Hour Beginning**

| Timeframe | Hour | L_{eq} | L max | L min | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | L_{eq} | Adj. | Adj. L _{eq} |
|-----------|----------|-----------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|-----------------------|----------------------|
| | 0 | 69.3 | 79.2 | 51.8 | 78.8 | 78.2 | 76.3 | 74.8 | 69.3 | 62.7 | 53.7 | 52.7 | 52.0 | 69.3 | 10.0 | 79.3 |
| | 1 | 67.1 | 78.0 | 49.7 | 77.5 | 77.0 | 74.9 | 73.1 | 65.6 | 57.7 | 50.9 | 50.3 | 49.8 | 67.1 | 10.0 | 77.1 |
| | 2 | 69.7 | 80.1 | 50.8 | 79.7 | 79.2 | 77.0 | 75.3 | 69.1 | 62.4 | 52.7 | 51.5 | 50.9 | 69.7 | 10.0 | 79.7 |
| Night | 3 | 71.7 | 81.1 | 53.7 | 80.8 | 80.3 | 78.5 | 77.3 | 72.0 | 66.2 | 56.7 | 54.9 | 53.8 | 71.7 | 10.0 | 81.7 |
| | 4 | 74.8 | 83.0 | 59.9 | 82.6 | 82.1 | 80.6 | 79.6 | 75.9 | 71.7 | 62.9 | 61.4 | 60.1 | 74.8 | 10.0 | 84.8 |
| | 5 | 74.6 | 83.4 | 59.5 | 83.0 | 82.5 | 80.8 | 79.8 | 75.6 | 70.6 | 62.1 | 60.6 | 59.7 | 74.6 | 10.0 | 84.6 |
| | 6 | 74.0 | 82.9 | 59.4 | 82.4 | 81.9 | 80.1 | 79.0 | 75.0 | 69.9 | 61.4 | 60.3 | 59.5 | 74.0 | 10.0 | 84.0 |
| | 7 | 75.6 | 83.6 | 60.6 | 83.2 | 82.8 | 81.6 | 80.5 | 76.8 | 72.1 | 63.7 | 62.2 | 60.9 | 75.6 | 0.0 | 75.6 |
| | 8 | 75.7 | 94.4 | 68.5 | 93.7 | 92.9 | 90.4 | 88.2 | 80.6 | 75.9 | 71.2 | 70.4 | 69.0 | 75.7 | 0.0 | 75.7 |
| | 9 | 75.7 | 84.1 | 57.6 | 83.5 | 83.0 | 81.7 | 80.9 | 77.0 | 71.0 | 61.2 | 59.5 | 57.9 | 75.7 | 0.0 | 75.7 |
| | 10 | 72.5 | 80.6 | 57.3 | 80.2 | 79.7 | 78.2 | 77.4 | 73.7 | 69.3 | 60.6 | 58.7 | 57.6 | 72.5 | 0.0 | 72.5 |
| | 11 | 71.9 | 80.1 | 55.3 | 79.7 | 79.2 | 77.8 | 76.8 | 73.0 | 68.4 | 58.5 | 57.0 | 55.6 | 71.9 | 0.0 | 71.9 |
| | 12 | 72.3 | 81.0 | 57.2 | 80.5 | 79.7 | 78.1 | 77.0 | 73.3 | 68.9 | 60.9 | 59.1 | 57.6 | 72.3 | 0.0 | 72.3 |
| Davi | 13 | 72.3 | 80.2 | 57.5 | 79.8 | 79.3 | 77.7 | 76.8 | 73.6 | 69.9 | 60.7 | 59.1 | 57.8 | 72.3 | 0.0 | 72.3 |
| Day | 14 | 71.9 | 81.4 | 56.1 | 81.0 | 80.2 | 77.9 | 76.4 | 72.5 | 68.5 | 59.3 | 57.9 | 56.3 | 71.9 | 0.0 | 71.9 |
| | 15 16 | 72.8 73.0 | 81.2 80.8 | 57.1 57.6 | 80.8 80.4 | 80.2 79.8 | 78.3 78.1 | 77.1 77.3 | 74.2 74.3 | 70.4 70.9 | 61.0 61.3 | 59.3 59.4 | 57.5 58.0 | 72.8 73.0 | 0.0 0.0 | 72.8 73.0 |
| | 17 | 73.0 | 80.8 81.4 | 56.9 | 80.4 | 79.8 80.4 | 78.1 78.7 | 77.3 77.7 | 74.3 74.4 | 70.9 | 60.5 | 59.4 59.0 | 58.0 57.3 | 73.0 | 0.0 | 73.0 |
| | 18 | 73.0 | 81.8 | 56.3 | 81.0 | 80.4 | 78.5 | 77.7 | 74.4 | 69.8 | 60.0 | 58.2 | 56.6 | 73.0 | 0.0 | 73.0 |
| | 19 | 73.0 | 82.0 | 55.0 | 81.5 | 80.4 | 78.5 78.5 | 77.3 76.9 | 74.4 | 67.6 | 58.1 | 56.7 | 55.3 | 73.0 | 5.0 | 73.0 |
| | 20 | 72.1 | 83.0 | 56.5 | 82.4 | 81.7 | 79.1 | 70.5 | 73.5 | 68.8 | 59.4 | 58.2 | 56.9 | 72.1 | 5.0 | 77.1 |
| | 21 | 72.5 | 81.6 | 55.9 | 81.2 | 80.7 | 78.7 | 77.5 | 73.2 | 68.5 | 59.4 | 57.6 | 56.2 | 72.5 | 5.0 | 77.5 |
| | 22 | 72.1 | 81.2 | 53.9 | 80.8 | 80.2 | 78.5 | 77.3 | 72.7 | 67.5 | 56.7 | 55.2 | 54.0 | 72.1 | 10.0 | 82.1 |
| Night | 23 | 72.3 | 81.9 | 53.9 | 81.5 | 80.7 | 78.9 | 77.6 | 72.9 | 67.3 | 56.8 | 55.3 | 54.1 | 72.3 | 10.0 | 82.3 |
| Timeframe | Hour | L _{eq} | L max | L min | L1% | L2% | L5% | L8% | L25% | L50% | L90% | L95% | L99% | | L _{eq} (dBA) | |
| Davi | Min | 71.9 | 80.1 | 55.0 | 79.7 | 79.2 | 77.7 | 76.4 | 72.5 | 67.6 | 58.1 | 56.7 | 55.3 | 24-Hour | Daytime | Nighttime |
| Day | Max | 75.7 | 94.4 | 68.5 | 93.7 | 92.9 | 90.4 | 88.2 | 80.6 | 75.9 | 71.2 | 70.4 | 69.0 | 24-Hour | (7am-10pm) | (10pm-7am) |
| Energy / | Average | 73.4 | Aver | age: | 82.0 | 81.4 | 79.6 | 78.4 | 74.5 | 70.0 | 61.1 | 59.5 | 58.0 | | | |
| Night | Min | 67.1 | 78.0 | 49.7 | 77.5 | 77.0 | 74.9 | 73.1 | 65.6 | 57.7 | 50.9 | 50.3 | 49.8 | 73.0 | 73.4 | 72.3 |
| ŭ | Max | 74.8 | 83.4 | 59.9 | 83.0 | 82.5 | 80.8 | 79.8 | 75.9 | 71.7 | 62.9 | 61.4 | 60.1 | | | |
| Energy | Average | 72.3 | Aver | age: | 80.8 | 80.2 | 78.4 | 77.1 | 72.0 | 66.2 | 57.1 | 55.8 | 54.9 | | | |



JN: 14428

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APPENDIX 7.1:

OFF-SITE TRAFFIC NOISE CONTOURS



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| | FHWA-RE |)-77-108 HIGH | WAY | NOISE | PREDIC | TION MO | DEL (9/1 | 2/202 | 21) | | |
|---------------------|---|-----------------|--------|---------|------------|----------------------|---------------------|--------|-------------|----------|---------|
| | io: E ne: Perris Blvd. nt: s/o Harley I | | | | | Project N Job Nur | ame: OL nber: 14 | | | | |
| | SPECIFIC IN | PUT DATA | | | | | | | INPUT | S | |
| Highway Data | | | | | Site Con | ditions (H | | | | | |
| Average Daily | . , | 24,254 vehicle | S | | | | | tos: | 15 | | |
| | Percentage: | 6.92% | | | | dium Truc | | , | 15 | | |
| | lour Volume: | 1,678 vehicles | | | He | avy Truck | s (3+ AxI | es): | 15 | | |
| | hicle Speed: | 45 mph | | ī | Vehicle I | Mix | | | | | |
| Near/Far La | ne Distance: | 80 feet | | | Veh | icleType | Da | ay I | Evening | Night | Daily |
| Site Data | | | | | | Au | tos: 66 | 6.9% | 10.8% | 22.3% | 92.50% |
| Ba | rrier Height: | 0.0 feet | | | М | edium Tru | cks: 77 | 7.6% | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | 1 | Heavy Tru | cks: 65 | 5.0% | 9.6% | 25.4% | 3.93% |
| Centerline Di | | 64.0 feet | | ١, | Naisa C | ource Elev | otiono (| in foo | .41 | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | voise so | Autos: | 0.00 | | τ) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | A decesion | m Trucks: | 2.29 | | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | | 8.00 | | Grade Ad | iuctment | . 0.0 |
| P | ad Elevation: | 0.0 feet | | | неач | y Trucks: | 8.00 | 4 (| stade Auj | ustinent | . 0.0 |
| Ro | ad Elevation: | 0.0 feet | | I | Lane Eq | uivalent D | istance | (in fe | et) | | |
| | Road Grade: | 0.0% | | | | Autos: | 50.21 | 0 | | | |
| | Left View: | -90.0 degree | s | | Mediu | m Trucks: | 50.03 | 3 | | | |
| | Right View: | 90.0 degree | S | | Hear | y Trucks: | 50.05 | 0 | | | |
| FHWA Noise Mode | el Calculations | 5 | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | Finite | Road | Fresnel | В | arrier Atte | en Ber | m Atten |
| Autos: | 68.46 | 0.07 | | -0.1 | 3 | -1.20 | -4 | .70 | 0.0 | 000 | 0.000 |
| Medium Trucks: | 79.45 | -14.07 | | -0.1 | 1 | -1.20 | -4 | .88 | 0.0 | 000 | 0.000 |
| Heavy Trucks: | 84.25 | -13.64 | | -0.1 | 1 | -1.20 | -5 | .31 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | Levels (with | out Topo and I | barrie | r atten | uation) | | | | | | |
| VehicleType | Leq Peak Hou | r Leq Day | | Leg E | vening | Leq Ni | ght | L | _dn | CI | VEL |
| Autos: | 67 | .2 | 66.3 | | 64.4 | | 62.7 | | 69.8 | 3 | 70.1 |
| Medium Trucks: | 64 | .1 (| 63.8 | | 59.2 | | 58.1 | | 65.7 | 7 | 65.9 |
| Heavy Trucks: | 69 | .3 | 68.2 | | 66.0 | | 65.4 | | 72.3 | 3 | 72.5 |
| Vehicle Noise: | 72 | .1 | 71.2 | | 68.8 | | 67.8 | | 74.8 | 3 | 75.1 |
| Centerline Distance | ce to Noise Co | ntour (in feet) | | | | | | | | | |
| | | | L | 70 c | | 65 dE | | 60 | dBA | | dBA |
| | | | Ldn: | | 133 | | 287 | | 618 | | 1,332 |
| | | CN | IFI · | | 139 | | 300 | | 646 | | 1 392 |

| | | D-77-108 HIGH | | | | | | ` | | | | | |
|--|---------------------------------------|----------------|--------|----------|--|-----------|----------------|---------|-------------|-----------|----------------|--|--|
| | rio: EAC | | | | | Project | | | | | | | |
| | me: Perris Blvd | | | | | JOD IN | ımber | 14428 | | | | | |
| Road Segm | ent: s/o Harley | Knox Biva. | | | | | | | | | | | |
| SITE Highway Data | SPECIFIC II | NPUT DATA | | | Site Con | | | | L INPUT | S | | | |
| | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | |
| | y Traffic (Adt): | 28,677 vehicle | es | | Autos: 15 | | | | | | | | |
| | ır Percentage: | 6.92% | | | | edium Tru | | , | | | | | |
| Peak | Hour Volume: | 1,984 vehicles | S | | He | avy Truc | ks (3+ | Axles) | : 15 | | | | |
| V | ehicle Speed: | 45 mph | | i | Vehicle i | Mix | | | | | | | |
| Near/Far L | ane Distance: | 80 feet | | İ | Veh | icleType | | Day | Evening | Night | Daily | | |
| Site Data | | | | | Autos: 66.9% 10.8% 22.3% | | | | | | | | |
| R | arrier Height: | 0.0 feet | | | М | edium Tr | ucks: | 77.69 | 6.8% | 15.6% | 3.57% | | |
| Barrier Type (0- | | 0.0 | | | | Heavy Tr | ucks: | 65.09 | 6 9.6% | 25.4% | 3.93% | | |
| | Dist. to Barrier: | 64.0 feet | | - | | | | | | | | | |
| Centerline Dist. to Observer: 64.0 feet | | | | | Noise Source Elevations (in feet) | | | | | | | | |
| Barrier Distance to Observer: 04.0 feet | | | | | Autos: 0.000 | | | | | | | | |
| | Dbserver Height (Above Pad): 5.0 feet | | | | | m Trucks | | 2.297 | | | | | |
| | Pad Elevation: | 0.0 feet | | | Hear | y Trucks | : 8 | 3.004 | Grade Ad | ljustment | : 0.0 | | |
| | nad Elevation: | 0.0 feet | | İ | Lane Eq | uivalent | Dista | nce (in | feet) | | | | |
| | Road Grade: | 0.0% | | İ | | Autos | : 5 | 0.210 | | | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Trucks | : 5 | 0.033 | | | | | |
| | Right View: | 90.0 degree | | | Heav | y Trucks | : 5 | 0.050 | | | | | |
| HWA Noise Mod | del Calculation | ıs | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | Finite | Road | Fres | inel | Barrier Att | en Ber | m Atten | | |
| Autos | : 68.46 | 0.80 | | -0. | 13 | -1.20 | | -4.70 | 0. | 000 | 0.000 | | |
| Medium Trucks | : 79.45 | -13.34 | | -0. | 11 | -1.20 | | -4.88 | 0. | 000 | 0.000 | | |
| Heavy Trucks | 84.25 | -12.91 | | -0. | 11 | -1.20 | | -5.31 | 0. | 000 | 0.000 | | |
| Inmitigated Nois | | | barrie | er attei | nuation) | | | | | | | | |
| VehicleType | Leq Peak Ho | ur Leq Day | ′ | Leq E | vening | Leq I | light | | Ldn | | VEL | | |
| Autos | | 7.9 | 67.0 | | 65.1 | | 63 | .5 | 70. | - | 70.8 | | |
| Medium Trucks | : 6 | 4.8 | 64.5 | | 60.0 | | 58 | .8 | 66. | 4 | 66.7 | | |
| Heavy Trucks | : 70 | 0.0 | 69.0 | | 66.7 | | 66 | .1 | 73. | | 73.3 | | |
| Vehicle Noise | : 7: | 2.9 | 72.0 | | 69.5 | | 68 | .5 | 75. | 5 | 75.8 | | |
| Centerline Distance to Noise Contour (in feet) | | | | | | | | | | | | | |
| | | | L | 70 | dBA | 65 c | | | 60 dBA | | dBA | | |
| | | | Ldn: | | 149 | | 32 | | 692 | - | 1,490 1,556 | | |
| | CNEL: | | | | | | 156 335 722 1, | | | | | | |

| | | | | | E PREDIC | | | ` | | | | | | |
|---------------------------------|------------------|----------------|--------------|-------|-----------------------------|----------|------------|----------|-------------|----------|------------|--|--|--|
| Scenari | | | | | | | Name: | | | | | | | |
| | e: Perris Blvd. | | | | | Job N | lumber: | 14428 | | | | | | |
| Road Segmer | nt: s/o Harley I | Knox Blvd. | | | | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | S | | | | |
| Highway Data | | | | | Site Con | ditions | (Hard = | | | | | | | |
| Average Daily | Traffic (Adt): | 25,151 vehicle | es | | | | | Autos: | 15 | | | | | |
| Peak Hour | Percentage: | 6.92% | | | Medium Trucks (2 Axles): 15 | | | | | | | | | |
| Peak H | our Volume: | 1,740 vehicles | S | | He | avy Truc | cks (3+ | Axles): | 15 | | | | | |
| Ve | hicle Speed: | 45 mph | | | Vehicle | Mix | | | | | | | | |
| Near/Far Lai | ne Distance: | 80 feet | | | | icleType | | Day | Evening | Night | Daily | | | |
| ite Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.779 | | | |
| Ran | rier Height: | 0.0 feet | | | М | edium Ti | rucks: | 77.6% | 6.8% | 15.6% | 3.449 | | | |
| Barrier Type (0-W | - | 0.0 | | | | Heavy Ti | rucks: | 65.0% | 9.6% | 25.4% | 3.79% | | | |
| Centerline Dis | | 64.0 feet | | | | | | | | | | | | |
| Centerline Dist | | 64.0 feet | | | Noise So | | | | eet) | | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | .000 | | | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Truck | | .297 | | | | | | |
| | ad Flevation: | 0.0 feet | | | Hear | y Truck | s: 8 | .004 | Grade Ad | justment | 0.0 | | | |
| Roa | ad Elevation: | 0.0 feet | | | Lane Eq | uivalent | Distan | ce (in i | feet) | | | | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 50 | .210 | | | | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 50 | .033 | | | | | | |
| | Right View: | 90.0 degree | | | Hear | y Truck | s: 50 | .050 | | | | | | |
| HWA Noise Mode | l Calculation | s | | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | Finite | Road | Fres | | Barrier Att | en Ber | m Atten | | | |
| Autos: | 68.46 | 0.24 | | -0. | | -1.20 | | -4.70 | | 000 | 0.00 | | | |
| Medium Trucks: | 79.45 | -14.07 | | -0. | | -1.20 | | -4.88 | | 000 | 0.00 | | | |
| Heavy Trucks: | 84.25 | -13.64 | | -0. | 11 | -1.20 | | -5.31 | 0.0 | 000 | 0.00 | | | |
| Inmitigated Noise | | | | | | | | , | | | | | | |
| | Leq Peak Hou | ., ., | | Leq E | vening | | Night | | Ldn | _ | VEL | | | |
| Autos: Medium Trucks: | 67 | | 66.4 | | 64.5 | | 62. | - | 70.0 | | 70. | | | |
| | 64 | | 63.8 | | 59.2 | | 58. | | 65.7 | | 65. | | | |
| Heavy Trucks: Vehicle Noise: | 69 72 | | 68.2 71.3 | | 66.0 | | 65. 67. | | 72.3 | | 72. 75. | | | |
| Centerline Distanc | e to Noise Co | ntour (in feet |) | | | | | | | - | | | | |
| Jones Distant | J 110/38 OC | ui (iii ieet, | | 70 | dBA | 65 | dBA | 6 | 0 dBA | 55 | dBA | | | |
| | | | _ | | | | | | | | | | | |
| | | | Ldn: | | 134 | | 289 | 9 | 624 | | 1,344 | | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIG | HWAY | ' NOISI | E PREDIC | CTION M | ODEL | . (9/12/2 | 021) | | |
|-----------------------|----------------|----------------|------|---------------|-----------|---------------|--------|----------------|------------|-----------|---------|
| | o: EAPC | | | | | Project | | | | | |
| Road Segmen | e: Perris Blvd | | | | | JOD IV | umbe | : 14428 | | | |
| | | | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | 0 | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | aitions (| Hara | | | | |
| Average Daily | . , | 29,573 vehic | les | | | | | Autos: | | | |
| | Percentage: | 6.92% | | | 1 | edium Tru | | | | | |
| | our Volume: | 2,046 vehicle | es | | He | eavy Truc | ks (3 | + Axles): | 15 | | |
| | nicle Speed: | 45 mph | | | Vehicle I | Mix | | | | | |
| Near/Far Lar | ne Distance: | 80 feet | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | A | lutos: | 66.9% | 10.8% | 22.3% | 92.73% |
| Rar | rier Height: | 0.0 feet | | | М | edium Tr | ucks: | 77.6% | 6.8% | 15.6% | 3.46% |
| Barrier Type (0-W | | 0.0 | | | | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 3.81% |
| Centerline Dis | . , | 64.0 feet | | | N-: 0 | FI | 47- | (6- | 41 | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | Noise So | | | | eet) | | |
| Barrier Distance t | o Observer: | 0.0 feet | | | A de elle | Autos | | 0.000 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Trucks | | 2.297 | Crada A | livatmant | |
| | d Elevation: | 0.0 feet | | | Hear | vy Trucks | 5. | 8.004 | Grade Ad | justment. | 0.0 |
| Roa | d Elevation: | 0.0 feet | | | Lane Eq | uivalent | Dista | nce (in i | feet) | | |
| F | Road Grade: | 0.0% | | | | Autos | s: 5 | 0.210 | | | |
| | Left View: | -90.0 degre | es | | Mediu | m Trucks | s: 5 | 0.033 | | | |
| | Right View: | 90.0 degre | ees | | Hear | y Trucks | s: 5 | 0.050 | | | |
| | | | | | | | | | | | |
| HWA Noise Mode | | | | | | | _ | | n : 4/ | | |
| VehicleType Autos: | REMEL 68.46 | Traffic Flow | | stance -0. | | Road -1.20 | Fre | snel -4.70 | Barrier At | en Ber | m Atten |
| Medium Trucks: | 79.45 | | | -0. -0. | | -1.20 | | -4.70 -4.88 | | 000 | 0.000 |
| | 79.45 84.25 | | | -0. -0. | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | | | | | • • | -1.20 | | -5.31 | 0. | 000 | 0.000 |
| Unmitigated Noise | | | | | | | | | | | |
| | Leq Peak Hou | | , | Leq E | Evening | Leq I | - | | Ldn | | VEL |
| Autos: | 68 | | 67.1 | | 65.2 | | _ | 3.6 | 70. | | 71.0 |
| Medium Trucks: | - | 1.8 | 64.5 | | 60.0 | | - | 3.8 | 66. | • | 66.7 |
| Heavy Trucks: | | 0.0 | 69.0 | | 66.7 | | _ | 5.1 | 73. | - | 73.3 |
| Vehicle Noise: | | 2.9 | 72.0 | | 69.5 | | 6 | 3.5 | 75. | 6 | 75.8 |
| Centerline Distanc | e to Noise Co | ontour (in fee | t) | | | | | | | | |
| | | | | 70 | dBA | 65 (| | | 60 dBA | | dBA |
| | | | Ldn: | | 150 | | | 23 | 696 | | 1,501 |
| | | (| NEL: | | 157 | | 3 | 38 | 728 | 3 | 1,568 |

Wednesday, January 18, 2023 Wednesday

| | FHWA-RI | D-77-108 HIGH | YAW | NOISE | PREDIC | TION M | ODEL (| 9/12/2 | 021) | | | |
|--------------------------|-------------------------------------|-----------------|---------|---------|--------------------------|------------------|-----------|--------------------|-----------|--------|-------|---------|
| Scenar | | | | | | | Name: | | | | | |
| | ne: Perris Blvd nt: s/o Harley l | | | | | Job N | umber: | 14428 | | | | |
| | | | | | | | | | | | | |
| SITE Highway Data | SPECIFIC IN | NPUT DATA | | | Site Cond | | | | L INPU | TS | | |
| | | | | | Site Cond | intions | • | | | | | |
| Average Daily | | 54,218 vehicle | es | | | | | Autos | | | | |
| | Percentage: | 6.92% | | | | | ucks (2 / | , | | | | |
| | lour Volume: | 3,752 vehicle | S | | Hea | avy Iru | cks (3+ A | axies) | : 15 | | | |
| | hicle Speed: | 45 mph | | | Vehicle N | lix | | | | | | |
| Near/Far La | ne Distance: | 80 feet | | Ī | Vehi | сІеТуре | | Day | Evening | Nig | ght | Daily |
| Site Data | | | | | Autos: 66.9% 10.8% 22.3% | | | | | | | 92.50% |
| Ba | rrier Heiaht: | 0.0 feet | | | Me | dium T | rucks: | 77.69 | 6.8% | 5 15 | .6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | H | leavy T | rucks: | 65.09 | 6 9.6% | 5 25 | .4% | 3.93% |
| Centerline Di | | 64.0 feet | | ŀ | Noise So | uraa El | arratio n | . (in f | in net) | | | |
| Centerline Dist. | to Observer: | 64.0 feet | | - | Noise 30 | Auto | | 000 | eet) | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | A decedio co | Auto. n Truck | | JUU 297 | | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | | | 29 <i>1</i> 004 | Grade A | diuctr | nont. | 0.0 |
| P | ad Elevation: | 0.0 feet | | | Heav. | y Truck | S: 8. | JU4 | Grade A | ujusti | nen. | 0.0 |
| Ro | ad Elevation: | 0.0 feet | | | Lane Equ | ivalent | Distant | e (in | feet) | | | |
| | Road Grade: | 0.0% | | | | Auto | s: 50. | 210 | | | | |
| | Left View: | -90.0 degree | es | | Mediun | n Truck | s: 50. | 033 | | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | s: 50. | 050 | | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dist | ance | Finite I | Road | Fresn | el | Barrier A | tten | Bern | n Atten |
| Autos: | 68.46 | | | -0.1 | - | -1.20 | | -4.70 | | 0.000 | | 0.000 |
| Medium Trucks: | 79.45 | | | -0.1 | | -1.20 | | -4.88 | - | 0.000 | | 0.000 |
| Heavy Trucks: | 84.25 | -10.15 | | -0.1 | 11 | -1.20 | | -5.31 | C | 0.000 | | 0.000 |
| Unmitigated Noise | e Levels (with | out Topo and | barriei | r atter | nuation) | | | | | | | |
| VehicleType | Leq Peak Hot | ur Leq Day | , | Leq E | vening | Leq | Night | | Ldn | | CN | EL |
| Autos: | 70 | 0.7 | 69.8 | | 67.9 | | 66.2 | 2 | 73 | 3.3 | | 73.6 |
| Medium Trucks: | | 7.6 | 67.3 | | 62.7 | | 61.6 | i | 69 | 9.2 | | 69.4 |
| Heavy Trucks: | 72 | 2.8 | 71.7 | | 69.5 | | 68.9 |) | 75 | 5.8 | | 76.0 |
| Vehicle Noise: | 75 | 5.6 | 74.7 | | 72.3 | | 71.3 | 3 | 78 | 3.3 | | 78.6 |
| Centerline Distance | ce to Noise Co | ontour (in feet |) | | | | | | | | | |
| | | - | | 70 | dBA | 65 | dBA | | 60 dBA | | 55 c | IBA |
| | | | Ldn: | | 228 | | 491 | | 1,05 | 57 | | 2,278 |
| | | C | NEL: | | 238 | | 513 | | 1,10 |)5 | | 2,380 |

| | FHWA-RI | D-77-108 HIG | HWA | NOISE | PREDIC | CTION N | IODEL | (9/12/2 | 021) | | | |
|---------------------------------------|--|---------------|--------------|---------|--|----------|----------|---------------|--------------|-----------|---------|--|
| | io: E le: Perris Blvd. nt: n/o Ramon | | | | | | | OLC3 14428 | | | | |
| | SPECIFIC IN | IPUT DATA | | | 0 | | | | L INPUT | S | | |
| Highway Data | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | |
| Average Daily | . , | 23,348 vehic | les | | | | | Autos. | | | | |
| | Percentage: | 6.92% | | | | edium Tr | | , | | | | |
| | lour Volume: | 1,616 vehicle | es | | He | eavy Tru | CKS (3+ | Axies). | 15 | | | |
| | hicle Speed: | 45 mph | | l | Vehicle | Mix | | | | | | |
| Near/Far La | ne Distance: | 80 feet | | ĺ | Veh | icleType | , | Day | Evening | Night | Daily | |
| Site Data | | | | | Autos: 66.9% 10.8% 22.3% | | | | | | 92.50% | |
| Bai | rrier Heiaht: | 0.0 feet | | | М | ledium T | rucks: | 77.69 | 6.8% | 15.6% | 3.57% | |
| Barrier Type (0-W | (all, 1-Berm): | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.93% | |
| Centerline Dis | st. to Barrier: | 64.0 feet | | | Noise S | ource E | lovatio | ne (in fi | not) | | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | NOISE S | Auto | | 0.000 | <i>:ei)</i> | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | ım Truck | | 2.297 | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | vv Truck | | 3.004 | Grade Ad | iustment | . 0 0 | |
| Pa | ad Elevation: | 0.0 feet | | | | , | | | | justinoni | . 0.0 | |
| Roa | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distai | nce (in | feet) | | | |
| ı | Road Grade: | 0.0% | | | | Auto | s: 50 | 0.210 | | | | |
| | Left View: | -90.0 degre | ees | | | ım Truck | | 0.033 | | | | |
| | Right View: | 90.0 degre | ees | | Hea | vy Truck | s: 50 | 0.050 | | | | |
| FHWA Noise Mode | el Calculation | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | istance | | Road | Fres | | Barrier Att | | m Atten | |
| Autos: | 68.46 | -0.0 | | -0. | | -1.20 | | -4.70 | | 000 | 0.00 | |
| Medium Trucks: | 79.45 | -14.2 | - | -0. | | -1.20 | | -4.88 | | 000 | 0.00 | |
| Heavy Trucks: | 84.25 | -13.8 | | -0. | | -1.20 | | -5.31 | 0.0 | 000 | 0.00 | |
| Unmitigated Noise | | | | | | | | | | | | |
| | Leq Peak Hou | | - | | vening | | Night | | Ldn | | VEL | |
| Autos: | 67 | | 66.1 | | 64.2 | | 62 | | 69. | - | 69. | |
| Medium Trucks: | 63 | | 63.6 | | 59.1 | | 57 | | 65. | - | 65. | |
| Heavy Trucks: Vehicle Noise: | 69 72 | | 68.1 71.1 | | 65.8 68.6 | | 65 67 | | 72.º 74.0 | | 72.4 | |
| Centerline Distanc | | | | | | | | | | | | |
| Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z Z | | (111100 | 7 | 70 | dBA | 65 | dBA | - | 60 dBA | 55 | dBA | |
| | | | Ldn: | | 130 | | 28 | 0 | 603 | , | 1,299 | |
| | | 136 292 630 | | | | | 1,357 | | | | | |

| | |)-77-108 HIGH | | TOIGE I | KLDIC | | | • | ·, | | |
|-------------------------------|---------------------------------|-----------------|------|--------------------------------|----------|----------|----------|-----------|-------------|----------|----------|
| Scenario | | | | | | ., | | : OLC3 | | | |
| | e: Perris Blvd. | | | | | Job N | lumber | 14428 | | | |
| Road Segmen | t: s/o Harley k | (nox Blvd. | | | | | | | | | |
| | PECIFIC IN | PUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | S | ite Con | ditions | (Hard | = 10, Sc | ft = 15) | | |
| Average Daily | Traffic (Adt): | 55,115 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour I | Percentage: | 6.92% | | | | | | Axles): | | | |
| Peak He | our Volume: | 3,814 vehicles | 3 | | He | eavy Tru | icks (3+ | - Axles): | 15 | | |
| Vel | nicle Speed: | 45 mph | | V | ehicle i | Mix | | | | | |
| Near/Far Lar | ne Distance: | 80 feet | | | Veh | icleType | 9 | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.629 |
| Rar | rier Height: | 0.0 feet | | | М | edium 7 | rucks: | 77.6% | 6.8% | 15.6% | 3.519 |
| Barrier Type (0-Wa | | 0.0 | | | | Heavy 7 | rucks: | 65.0% | 9.6% | 25.4% | 3.879 |
| Centerline Dis | t. to Barrier: | 64.0 feet | | N | nise Sr | nurce F | levatio | ns (in fe | et) | | |
| Centerline Dist. t | o Observer: | 64.0 feet | | - | 0,00 0 | Auto | | 0.000 | , | | |
| Barrier Distance t | o Observer: | 0.0 feet | | | Mediu | m Truck | | 2.297 | | | |
| Observer Height (/ | Above Pad): | 5.0 feet | | | | vy Truck | | 3.004 | Grade Ad | liustmen | t: 0.0 |
| Pa | d Elevation: | 0.0 feet | | | | • | | | | , | |
| Roa | d Elevation: | 0.0 feet | | Li | ane Eq | | | nce (in i | feet) | | |
| F | Road Grade: | 0.0% | | | | Auto | | 0.210 | | | |
| | Left View: | -90.0 degree | es | | | m Truck | | 0.033 | | | |
| | Right View: | 90.0 degree | es | | Hear | vy Truck | (s: 5 | 0.050 | | | |
| FHWA Noise Mode | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dist | ance | | Road | Fre | | Barrier Att | | rm Atten |
| Autos: | 68.46 | 3.64 | | -0.13 | | -1.20 | | -4.70 | | 000 | 0.00 |
| Medium Trucks: | 79.45 | -10.57 | | -0.11 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 84.25 | -10.15 | | -0.11 | | -1.20 | | -5.31 | 0.0 | 000 | 0.00 |
| Unmitigated Noise VehicleType | Levels (without Leg Peak Hou | | | | | 100 | Aliabt | | Ldn | 1 6 | NEL |
| Autos: | Leq Peak Hou 70 | | 69.8 | Leq Eve | 67.9 | | Night | 3.3 | 73. | | -NEL 73 |
| Medium Trucks: | 67 | | 67.3 | | 62.7 | | | .6 | 69. | | 69 |
| Heavy Trucks: | 72 | | 71.7 | | 69.5 | | - | 3.9 | 75. | _ | 76. |
| Vehicle Noise: | 75 | | 74.8 | | 72.3 | | | .3 | 78. | | 78. |
| Centerline Distanc | e to Noise Co | ntour (in feet) |) | | | | | | | | |
| | | | | 70 dl | 3A | 65 | dBA | 6 | 0 dBA | 55 | 5 dBA |
| | | | – | | 000 | • | 40 | 12 | 1.001 | | 2.287 |
| | | | Ldn: | 229 493 1,061 239 515 1,109 | | | 2,20 | | | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | IWAY | NOISE | PREDIC | TION M | ODEL | (9/12/2 | 021) | | | | |
|---------------------|--|-----------------|-------|----------|--|-----------------------------------|---------|---------------|-------------|----------|---------|--|--|
| Road Nam | io: E+P ne: Perris Blvd. nt: n/o Ramon | | | | | Project Job N | | OLC3 14428 | | | | | |
| | SPECIFIC IN | IPUT DATA | | | 04- 0 | | | | L INPUT | s | | | |
| Highway Data | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | |
| Average Daily | . , | 28,732 vehicl | es | | | | | Autos: | 15 | | | | |
| | Percentage: | 6.92% | | | | dium Tri | | | | | | | |
| Peak F | lour Volume: | 1,988 vehicle | S | | He | avy Truc | cks (3+ | Axles): | 15 | | | | |
| Ve | hicle Speed: | 45 mph | | - 1 | Vehicle I | Mix | | | | | | | |
| Near/Far La | ne Distance: | 80 feet | | F | | icleType | | Day | Evening | Night | Daily | | |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 93.91% | | |
| Ra | rrier Height: | 0.0 feet | | | М | edium Ti | rucks: | 77.6% | 6.8% | 15.6% | 2.90% | | |
| Barrier Type (0-W | | 0.0 | | | | Heavy Ti | rucks: | 65.0% | 9.6% | 25.4% | 3.20% | | |
| Centerline Di | | 64.0 feet | | | Noise So | = = = = = = = = = = = = = = = = = | 4! | (i £ | -41 | | | | |
| Centerline Dist. | to Observer: | 64.0 feet | | H | voise so | | | | et) | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | 0.000 | | | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | m Truck | | 2.297 | 0 | | | | |
| | ad Elevation: | 0.0 feet | | | Heav | y Truck | s: 6 | 3.004 | Grade Ad | yusımeni | : 0.0 | | |
| Ro | ad Elevation: | 0.0 feet | | 7 | Lane Eq | uivalent | Distar | nce (in i | feet) | | | | |
| | Road Grade: | 0.0% | | Г | | Auto | s: 50 | 0.210 | | | | | |
| | Left View: | -90.0 degre | es | | Mediu | m Truck | s: 50 | 0.033 | | | | | |
| | Right View: | 90.0 degre | es | | Heav | y Truck | s: 50 | 0.050 | | | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | Finite | Road | Fres | inel | Barrier Att | en Bei | m Atten | | |
| Autos: | 68.46 | 0.87 | | -0.1 | - | -1.20 | | -4.70 | | 000 | 0.000 | | |
| Medium Trucks: | | | | -0.1 | | -1.20 | | -4.88 | | 000 | 0.000 | | |
| Heavy Trucks: | 84.25 | -13.81 | | -0.1 | 1 | -1.20 | | -5.31 | 0. | 000 | 0.000 | | |
| Unmitigated Noise | Levels (with | out Topo and | barri | er atten | uation) | | | | | | | | |
| VehicleType | Leq Peak Hou | ır Leq Da | У | Leq E | vening | Leq | Night | | Ldn | | NEL | | |
| Autos: | 68 | 3.0 | 67.1 | | 65.2 | | 63 | .5 | 70. | - | 70.9 | | |
| Medium Trucks: | 63 | 3.9 | 63.6 | | 59.1 | | 57 | .9 | 65. | 5 | 65.8 | | |
| Heavy Trucks: | 69 | 9.1 | 68.1 | | 65.8 | | 65 | .2 | 72. | | 72.4 | | |
| Vehicle Noise: | 72 | 2.3 | 71.4 | | 69.0 | | 67 | .9 | 74. | 9 | 75.2 | | |
| Centerline Distance | ce to Noise Co | ontour (in feet | t) | | | | | | | | | | |
| | | | | 70 (| dBA | 65 | dBA | | 0 dBA | | dBA | | |
| | | | Ldn: | | 137 | | 29 | | 634 | | 1,367 | | |
| | | С | NEL: | | 143 | | 30 | 8 | 663 | 3 | 1,428 | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | WAY | NOIS | E PREDIO | CTION N | IODEL | (9/12/2 | 021) | | | |
|---------------------|----------------|-----------------|------|--------|----------|----------|---------|----------|------------|--------|--------|--------|
| Scenari | o: EAC | | | | | Project | Name: | OLC3 | | | | |
| Road Nam | e: Perris Blvd | | | | | Job N | lumber: | 14428 | | | | |
| Road Segmer | nt: n/o Ramon | а Ехр. | | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | 0 | | | | L INPUT | s | | |
| Highway Data | | | | | Site Cor | ditions | (Hard = | | | | | |
| Average Daily | . , | 27,547 vehicle | es | | | | | Autos: | 15 | | | |
| | Percentage: | 6.92% | | | | edium Tr | | | 15 | | | |
| | our Volume: | 1,906 vehicle | S | | He | eavy Tru | cks (3+ | Axles): | 15 | | | |
| | hicle Speed: | 45 mph | | | Vehicle | Mix | | | | | | |
| Near/Far Lai | ne Distance: | 80 feet | | | Veh | icleType | | Day | Evening | Nigh | nt | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22. | 3% 9 | 92.50% |
| Rar | rier Height: | 0.0 feet | | | M | ledium T | rucks: | 77.6% | 6.8% | 15. | 6% | 3.57% |
| Barrier Type (0-W | - | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25. | 4% | 3.93% |
| Centerline Dis | | 64.0 feet | | | | | | | | | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | Noise S | | | | eet) | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | .000 | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Truck | | .297 | 0 | #: | 4- 6 | |
| | ad Elevation: | 0.0 feet | | | Hea | vy Truck | s: 8 | .004 | Grade Ad | ijustm | ent: (|).0 |
| Roa | ad Elevation: | 0.0 feet | | | Lane Eq | uivalent | Distan | ce (in i | eet) | | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 50 | .210 | | | | |
| | Left View: | -90.0 degre | es | | Mediu | m Truck | s: 50 | .033 | | | | |
| | Right View: | 90.0 degre | es | | Hea | vy Truck | s: 50 | .050 | | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | Finite | Road | Fres | nel | Barrier At | ten l | Berm | Atten |
| Autos: | 68.46 | | | -0. | | -1.20 | | -4.70 | | 000 | | 0.000 |
| Medium Trucks: | 79.45 | | | -0. | | -1.20 | | -4.88 | | 000 | | 0.000 |
| Heavy Trucks: | 84.25 | | | -0. | | -1.20 | | -5.31 | 0. | 000 | | 0.000 |
| Unmitigated Noise | | | _ | | | | | _ | | | | |
| | Leq Peak Hot | | | Leq l | Evening | | Night | | Ldn | | CNE | |
| Autos: | | 7.8 | 66.8 | | 64.9 | | 63. | - | 70. | - | | 70.7 |
| Medium Trucks: | - | 1.6 | 64.3 | | 59.8 | | 58. | - | 66. | _ | | 66.5 |
| Heavy Trucks: | | 9.9 | 68.8 | | 66.5 | | 66. | | 72. | | | 73.1 |
| Vehicle Noise: | | 2.7 | 71.8 | | 69.3 | | 68. | .3 | 75. | 3 | | 75.6 |
| Centerline Distance | e to Noise Co | ontour (in feet |) | | | | | _ | | | | |
| | | | Į | 70 | dBA | 65 | dBA | | i0 dBA | | 55 di | |
| | | | Ldn: | | 145 | | 313 | - | 673 | - | | 1,451 |
| | | С | NEL: | | 152 | | 320 | 6 | 703 | 3 | | 1,515 |

| | FHWA-RI | D-77-108 HIG | HWAY | NOISE | PREDIC | TION N | IODEL | (9/12/2 | 021) | | |
|---------------------------------|---|----------------|--------------|---------|--------------|------------------|----------|---------------|--------------|----------|--------------|
| | io: HY le: Perris Blvd. nt: n/o Ramon | | | | | Project Job N | | OLC3 14428 | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | ditions | (Hard | | | | |
| Average Daily | . , | 30,301 vehic | les | | | | | Autos | | | |
| | Percentage: | 6.92% | | | | dium Tr | | , | | | |
| Peak H | lour Volume: | 2,097 vehicl | es | | He | avy Tru | cks (3+ | Axles) | 15 | | |
| Ve | hicle Speed: | 45 mph | | - | Vehicle i | Wix | | | | | |
| Near/Far La | ne Distance: | 80 feet | | ŀ | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.99 | 6 10.8% | 22.3% | 92.50% |
| Rai | rrier Height: | 0.0 feet | | | М | edium T | rucks: | 77.69 | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | rucks: | 65.09 | 9.6% | 25.4% | 3.93% |
| Centerline Dis | st. to Barrier: | 64.0 feet | | ŀ | Noise So | urce Fi | evatio | ns (in f | eet) | | |
| Centerline Dist. | to Observer: | 64.0 feet | | ŀ | 110/36 00 | Auto | | 0.000 | 001) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Mediu | m Truck | | 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | y Truck | | 3.004 | Grade Ad | iustment | . 0 0 |
| Pa | ad Elevation: | 0.0 feet | | | | | | | | Juotimom | . 0.0 |
| Roa | ad Elevation: | 0.0 feet | | | Lane Eq | uivalent | t Distai | nce (in | feet) | | |
| I | Road Grade: | 0.0% | | | | Auto | s: 50 | 0.210 | | | |
| | Left View: | -90.0 degre | ees | | | m Truck | | 0.033 | | | |
| | Right View: | 90.0 degre | ees | | Hear | y Truck | s: 50 | 0.050 | | | |
| FHWA Noise Mode | el Calculation: | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | istance | Finite | Road | Fres | snel | Barrier Att | en Ber | m Atten |
| Autos: | 68.46 | 1.0 | | -0.1 | | -1.20 | | -4.70 | | 000 | 0.00 |
| Medium Trucks: | 79.45 | -13.1 | 0 | -0.1 | 11 | -1.20 | | -4.88 | 0.0 | 000 | 0.000 |
| Heavy Trucks: | 84.25 | -12.6 | 7 | -0.1 | 11 | -1.20 | | -5.31 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | | | | | | | | | | | |
| | Leq Peak Hou | | _ | | vening | Leq | Night | | Ldn | | NEL |
| Autos: | 68 | | 67.2 | | 65.3 | | 63 | | 70.7 | | 71. |
| Medium Trucks: | 65 | | 64.7 | | 60.2 | | 59 | | 66.6 | | 66.9 |
| Heavy Trucks: Vehicle Noise: | 70 |).3 J.1 | 69.2 72.2 | | 66.9 69.7 | | 66 68 | | 73.2 75.3 | | 73.5 76.0 |
| Centerline Distance | | | | | | | | | | | |
| Centernile Distant | e to Moise Co | mioui (III lee | :y | 70 | dBA | 65 | dBA | | 60 dBA | 55 | dBA |
| | | | Ldn: | | 155 | | 33 | 3 | 717 | | 1,546 |
| | Lan: CNEL: | | | | | 161 348 749 1,6 | | | | | |

| | FHWA-RI | D-77-108 HIGI | YAW | NOIS | E PREDIC | CTION N | IODEL (| 9/12/2 | 021) | | |
|-------------------------------|------------------|----------------|--------------|--------|-------------------------------------|----------|-----------|----------|--------------|----------|------------|
| Scena | rio: EAPC | | | | | Project | t Name: | OLC3 | | | |
| | ne: Perris Blvd | | | | | Job N | lumber: | 14428 | | | |
| Road Segme | ent: n/o Ramon | а Ехр. | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | 8 | |
| Highway Data | | | | | Site Cor | iditions | • | | | | |
| Average Daily | . , | 32,929 vehic | les | | | | | Autos: | | | |
| | Percentage: | 6.92% | | | | | ucks (2 | , | | | |
| | Hour Volume: | 2,279 vehicle | es | | He | eavy Tru | cks (3+ . | Axles): | 15 | | |
| | ehicle Speed: | 45 mph | | | Vehicle | Mix | | | | | |
| Near/Far La | ane Distance: | 80 feet | | | Veh | icleType | • | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 93.73% |
| R | rrier Height: | 0.0 feet | | | M | ledium T | rucks: | 77.6% | 6.8% | 15.6% | 2.98% |
| Barrier Type (0-V | | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.299 |
| | ist. to Barrier: | 64.0 feet | | | | | | | | | |
| Centerline Dist | to Observer: | 64.0 feet | | | Noise S | | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | 000 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | m Truck | | 297 | Grade Ad | iuatmant | |
| F | ad Elevation: | 0.0 feet | | | Hea | vy Truck | s: 8. | 004 | Grade Ad | usuneni | 0.0 |
| Ro | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distan | ce (in i | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | s: 50 | .210 | | | |
| | Left View: | -90.0 degre | es | | Mediu | m Truck | s: 50 | .033 | | | |
| | Right View: | 90.0 degre | es | | Hea | vy Truck | s: 50 | .050 | | | |
| FHWA Noise Mod | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fresi | _ | Barrier Att | | m Atten |
| Autos | | | | -0. | | -1.20 | | -4.70 | | 000 | 0.00 |
| Medium Trucks | | | | -0. | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks | | | | -0. | | -1.20 | | -5.31 | 0.0 | 000 | 0.00 |
| Unmitigated Nois | | | _ | | | | | | | - | |
| VehicleType Autos | Leq Peak Hou | | _ | Leq E | ening | | Night | | Ldn 71.3 | | VEL |
| Medium Trucks | - | 3.6 | 67.6 64.3 | | 65.7 | | 64. | | | - | 71. |
| | | 1.6 | | | 59.8 | | 58. | - | 66.2 | - | 66. |
| Heavy Trucks Vehicle Noise | | 9.9 3.0 | 68.8 72.1 | | 66.5 69.6 | | 66. | | 72.8 75.6 | | 73. 75. |
| Centerline Distan | ce to Noise Co | ontour (in fee | t) | | | | | | | | |
| | | , | | 70 | dBA | 65 | dBA | 6 | 60 dBA | 55 | dBA |
| | | | Ldn: | | 151 | | 326 | 5 | 703 | | 1,515 |
| | Lan: CNEL: | | | | 151 326 703 1,5 158 341 735 1.5i | | | | | | |

Wednesday, January 18, 2023

| | FHWA-R | D-77-108 HIGH | WAY | NOISE | PREDIC | TION M | ODEL | (9/12/2 | 021) | | |
|-------------------|--|------------------|-------|-----------|-----------|------------------|---------|---------------|-------------|-----------|----------|
| Road Nan | nio: HYP ne: Perris Blvd nt: n/o Ramor | | | | | Project Job N | | OLC3 14428 | | | |
| | SPECIFIC II | IPUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | S | ite Con | ditions | (Hard : | = 10, Sc | oft = 15) | | |
| Average Daily | Traffic (Adt): | 35,684 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | dium Tru | ucks (2 | Axles): | 15 | | |
| Peak H | lour Volume: | 2,469 vehicles | S | | He | avy Truc | cks (3+ | Axles): | 15 | | |
| Ve | hicle Speed: | 45 mph | | V. | 'ehicle l | Miv | | | | | |
| Near/Far La | ne Distance: | 80 feet | | | | icleType | | Dav | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | - | 22.3% | |
| Ra | rrier Height: | 0.0 feet | | | М | edium Ti | rucks: | 77.6% | 6.8% | 15.6% | 3.03% |
| Barrier Type (0-W | | 0.0 | | | 1 | Heavy Tr | rucks: | 65.0% | 9.6% | 25.4% | 3.34% |
| ** ' | st. to Barrier: | 64.0 feet | | | ·- · 0 - | 51 | 41 | (i £ | 41 | | |
| Centerline Dist. | to Observer: | 64.0 feet | | ^ | ioise so | urce El | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | 0.000 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | m Trucks | | 2.297 | 0 | | |
| | ad Flevation: | 0.0 feet | | | Heav | y Trucks | s: 6 | 3.004 | Grade Ad | ijustmeni | r: 0.0 |
| Ro | ad Elevation: | 0.0 feet | | L | ane Eq | uivalent | Distar | nce (in i | feet) | | |
| | Road Grade: | 0.0% | | | | Autos | s: 50 | 0.210 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Trucks | s: 50 | 0.033 | | | |
| | Right View: | 90.0 degree | es | | Heav | y Trucks | s: 50 | 0.050 | | | |
| FHWA Noise Mod | el Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fres | inel | Barrier Att | en Bei | rm Atten |
| Autos: | 68.46 | 1.80 | | -0.13 | 3 | -1.20 | | -4.70 | 0. | 000 | 0.000 |
| Medium Trucks: | 79.45 | -13.10 | | -0.11 | | -1.20 | | -4.88 | 0. | 000 | 0.000 |
| Heavy Trucks: | 84.25 | -12.67 | | -0.11 | | -1.20 | | -5.31 | 0. | 000 | 0.000 |
| Unmitigated Noise | | | barri | er atteni | uation) | | | | | | |
| VehicleType | Leq Peak Ho | ur Leq Day | ′ | Leq Ev | | Leq | Night | | Ldn | | NEL |
| Autos: | | | 68.0 | | 66.1 | | 64 | .5 | 71. | - | 71.8 |
| Medium Trucks: | 6 | 5.0 | 64.7 | | 60.2 | | 59 | .0 | 66. | 6 | 66.9 |
| Heavy Trucks: | 70 | 0.3 | 69.2 | | 66.9 | | 66 | .4 | 73. | 2 | 73. |
| Vehicle Noise: | 73 | 3.4 | 72.5 | | 70.0 | | 69 | .0 | 76. | 0 | 76.3 |
| Centerline Distan | ce to Noise C | ontour (in feet, |) | | | | | | | | |
| | | | I | 70 d | | 65 (| dBA | | 60 dBA | | dBA |
| | | | Ldn: | | 161 | | 34 | - | 746 | | 1,608 |
| | | C | NEL: | | 168 | | 36 | 2 | 780 |) | 1,680 |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | IWAY | NOISE | PREDIC | TION | IODEL (| 9/12/2 | 021) | | |
|--------------------------|----------------|-----------------|--------|----------|-----------|-----------------|-----------|------------|------------|-----------|-----------|
| Scenari | | | | | | | Name: | | | | |
| | e: Perris Blvd | | | | | Job ∧ | lumber: | 14428 | | | |
| Road Segmer | nt: s/o Ramon | а Ехр. | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | | Site Con | aitions | | | | | |
| Average Daily | . , | 23,608 vehicle | es | | | | | Autos: | 15 | | |
| | Percentage: | 6.92% | | | | | ucks (2) | | 15 | | |
| | our Volume: | 1,634 vehicle | S | | He | avy Tru | cks (3+) | Axles): | 15 | | |
| Vei | hicle Speed: | 45 mph | | f | Vehicle I | Vlix | | | | | |
| Near/Far Lai | ne Distance: | 80 feet | | ľ | Veh | icleType | , | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3 | % 92.50% |
| Rar | rier Heiaht: | 0.0 feet | | | M | edium T | rucks: | 77.6% | 6.8% | 15.6 | % 3.57% |
| Barrier Type (0-W | | 0.0 | | | 1 | Heavy T | rucks: | 65.0% | 9.6% | 25.4 | % 3.93% |
| Centerline Dis | | 64.0 feet | | | Maina Ca | E | lovetion | a (in f | net) | | |
| Centerline Dist. | to Observer: | 64.0 feet | | - | Noise Sc | Auto | | | et) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto m Truck | | 000 297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | | | 297 004 | Grade Ad | livotmo | nt: 0 0 |
| Pa | ad Elevation: | 0.0 feet | | | neav | y Truck | S: 8. | 004 | Grade At | ijusiiiie | n. 0.0 |
| Roa | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distan | ce (in i | eet) | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 50. | 210 | | | |
| | Left View: | -90.0 degre | es | | Mediu | m Truck | s: 50. | 033 | | | |
| | Right View: | 90.0 degre | es | | Heav | y Truck | s: 50. | 050 | | | |
| FHWA Noise Mode | el Calculation | s | | - | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | | Road | Fresr | _ | Barrier At | | erm Atten |
| Autos: | 68.46 | | | -0.1 | - | -1.20 | | -4.70 | | 000 | 0.000 |
| Medium Trucks: | 79.45 | | | -0.1 | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 84.25 | -13.76 | | -0.1 | 11 | -1.20 | | -5.31 | 0. | 000 | 0.000 |
| Unmitigated Noise | Levels (with | out Topo and | barrie | er atter | nuation) | | | | | | |
| | Leq Peak Hot | ur Leq Day | / | Leq E | vening | Leq | Night | | Ldn | | CNEL |
| Autos: | | 7.1 | 66.1 | | 64.2 | | 62.6 | 3 | 69. | 7 | 70.0 |
| Medium Trucks: | - | 1.0 | 63.7 | | 59.1 | | 57.9 | 9 | 65. | 6 | 65.8 |
| Heavy Trucks: | 69 | 9.2 | 68.1 | | 65.9 | | 65.3 | 3 | 72. | 1 | 72.4 |
| Vehicle Noise: | 72 | 2.0 | 71.1 | | 68.6 | | 67.7 | 7 | 74. | 7 | 74.9 |
| Centerline Distance | e to Noise Co | ontour (in feet |) | | | | | | | | |
| | | - | | 70 | dBA | 65 | dBA | 6 | i0 dBA | | 55 dBA |
| | | | Ldn: | | 131 | | 282 | | 607 | | 1,309 |
| | | С | NEL: | | 137 | | 295 | | 635 | 5 | 1,367 |

| | FHWA-RD | D-77-108 HI | GHWA | Y NOISE | PREDIC | CTION N | IODEL | (9/12/2 | 021) | | |
|---------------------------------|---|-------------|--------------|---------|--------------|------------------|---------|---------------|--------------|----------|--------------------------------------|
| Road Nam | io: EAC le: Perris Blvd. nt: s/o Ramona | | | | | Project Job N | | OLC3 14428 | | | |
| | SPECIFIC IN | PUT DAT | Ά | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | ditions | (Hard | | | | |
| Average Daily | Traffic (Adt): | 27,822 vel | nicles | | | | | Autos | | | |
| Peak Hour | Percentage: | 6.92% | | | | edium Tr | | , | | | |
| Peak H | lour Volume: | 1,925 vehi | cles | | He | eavy Tru | cks (3+ | Axles) | 15 | | |
| Ve | hicle Speed: | 45 mph | 1 | | Vehicle I | Mix | | | | | |
| Near/Far La | ne Distance: | 80 feet | | İ | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.99 | 6 10.8% | 22.3% | 92.50% |
| Rai | rrier Height: | 0.0 fee | t | | М | ledium T | rucks: | 77.69 | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | • | | | Heavy T | rucks: | 65.09 | 9.6% | 25.4% | 3.93% |
| Centerline Dis | st. to Barrier: | 64.0 fee | t | | Noise So | ource E | evatio | ns (in f | eet) | | |
| Centerline Dist. | to Observer: | 64.0 fee | t | | | Auto | | 0.000 | , | | |
| Barrier Distance | to Observer: | 0.0 fee | t | | Mediu | m Truck | | 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 fee | t | | | vy Truck | | 3.004 | Grade Ad | iustment | 0.0 |
| Pá | ad Elevation: | 0.0 fee | t | L | | | | | | | |
| | ad Elevation: | 0.0 fee | t | | Lane Eq | | | | feet) | | |
| I | Road Grade: | 0.0% | | | | Auto | | 0.210 | | | |
| | Left View: | -90.0 de | grees | | | m Truck | | 0.033 | | | |
| | Right View: | 90.0 de | grees | | Hear | vy Truck | s: 50 | 0.050 | | | |
| FHWA Noise Mode | | | | - ' | | | | | | | |
| VehicleType | REMEL | Traffic Flo | | istance | | Road | Fres | | Barrier Att | | m Atten |
| Autos: | 68.46 | | .67 | -0.1 | | -1.20 | | -4.70 | | 000 | 0.00 |
| Medium Trucks: | 79.45 | -13 | | -0.1 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 84.25 | -13 | | -0.1 | | -1.20 | | -5.31 | 0.0 | 000 | 0.00 |
| Unmitigated Noise | | | | _ | | | | | | | |
| | Leq Peak Hou | | | | vening | , | Night | | Ldn | | NEL |
| Autos: | 67 | | 66.9 | | 65.0 | | 63 | | 70.4 | | 70. |
| Medium Trucks: | 64 | | 64.4 | | 59.8 | | 58 | | 66.3 | | 66. |
| Heavy Trucks: Vehicle Noise: | 69 72 | | 68.8 71.8 | | 66.6 69.4 | | 66 | | 72.9 75.4 | | 73. ⁻ 75. ⁻ |
| Centerline Distance | e to Noise Co | ntour (in f | eet) | | | | | | | | |
| | | , | | 70 | dBA | 65 | dBA | | 60 dBA | 55 | dBA |
| | | | Ldn | - | 146 | | 31 | 5 | 678 | | 1,460 |
| | CNEL: | | | | | 153 329 708 1,5 | | | | | |

| | | | | | | CTION M | | | . , | | |
|---------------------------------|-----------------|----------------|--------------|-------|--------------|-----------|------------|----------|------------------|-----------|------------|
| Scenari | | | | | | | Name: | | | | |
| | e: Perris Blvd. | | | | | Job N | umber: | 14428 | | | |
| Road Segmei | nt: s/o Ramon | a Exp. | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | ditions | • | | | | |
| Average Daily | Traffic (Adt): | 24,954 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | | edium Tri | , | , | | | |
| Peak H | our Volume: | 1,727 vehicles | S | | He | eavy Truc | cks (3+ | Axles): | 15 | | |
| Ve | hicle Speed: | 45 mph | | ŀ | Vehicle | Mix | | | | | |
| Near/Far La | ne Distance: | 80 feet | | 1 | | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.919 |
| Rai | rier Height: | 0.0 feet | | | М | edium Ti | rucks: | 77.6% | 6.8% | 15.6% | 3.37% |
| Barrier Type (0-W | - | 0.0 | | | | Heavy Ti | rucks: | 65.0% | 9.6% | 25.4% | 3.729 |
| Centerline Dis | | 64.0 feet | | | | | | | | | |
| Centerline Dist | | 64.0 feet | | - | Noise So | | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | .000 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Truck | | .297 | | | |
| | ad Flevation: | 0.0 feet | | | Hear | y Truck | s: 8 | .004 | Grade Ad | justment. | 0.0 |
| Ros | ad Elevation: | 0.0 feet | | Ī | Lane Eq | uivalent | Distan | ce (in t | feet) | | |
| 1 | Road Grade: | 0.0% | | | | Auto | s: 50 | .210 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 50 | .033 | | | |
| | Right View: | 90.0 degree | | | Hear | vy Truck | s: 50 | .050 | | | |
| HWA Noise Mode | l Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | Finite | Road | Fresi | _ | Barrier Att | en Ber | m Atten |
| Autos: | 68.46 | 0.22 | | -0.1 | 13 | -1.20 | | -4.70 | 0.0 | 000 | 0.00 |
| Medium Trucks: | 79.45 | -14.18 | | -0.1 | 11 | -1.20 | | -4.88 | 0.0 | 000 | 0.00 |
| Heavy Trucks: | 84.25 | -13.76 | | -0.1 | 11 | -1.20 | | -5.31 | 0.0 | 000 | 0.00 |
| Inmitigated Noise | | | _ | | | | | | | | |
| VehicleType | Leq Peak Hou | ., ., | | Leq E | vening | | Night | | Ldn | | VEL |
| Autos: Medium Trucks: | 67 | | 66.4 | | 64.5 | | 62. | | 69.9 | | 70. |
| | 64 | | 63.7 | | 59.1 | | 57. | - | 65.6 | - | 65. |
| Heavy Trucks: Vehicle Noise: | 69 72 | | 68.1 71.2 | | 65.9 68.7 | | 65. 67. | | 72. ⁻ | | 72. 75. |
| Centerline Distanc | e to Noise Co | ntour (in feet |) | | | | | | | | |
| | 5 00 | (| | 70 | dBA | 65 | dBA | 6 | 0 dBA | 55 | dBA |
| | | | | | | | | | | | |
| | | | Ldn: | | 133 | | 286 | 3 | 615 | i | 1,326 |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | IWAY | NOIS | E PREDIC | TION M | ODEL | . (9/12/2 | 021) | | |
|--------------------|--|-----------------|-------|---------|-----------|----------|--------|-------------------|------------|-----------|---------|
| Road Nam | io: EAPC e: Perris Blvd. nt: s/o Ramon | | | | | | | : OLC3 : 14428 | | | |
| | SPECIFIC IN | IPUT DATA | | | 0:: 0 | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | ditions | Hard | | | | |
| Average Daily | Traffic (Adt): | 29,168 vehicl | es | | | | | Autos: | | | |
| Peak Hour | Percentage: | 6.92% | | | | dium Tru | | | | | |
| Peak H | our Volume: | 2,018 vehicle | S | | He | avy Truc | ks (3 | + Axles): | 15 | | |
| Ve | hicle Speed: | 45 mph | | | Vehicle I | Miv | | | | | |
| Near/Far Lai | ne Distance: | 80 feet | | | | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | utos: | 66.9% | 10.8% | 22.3% | 92.85% |
| Par | rier Height: | 0.0 feet | | | М | edium Tı | ucks: | 77.6% | 6.8% | 15.6% | 3.40% |
| Barrier Type (0-W | | 0.0 | | | | Heavy Ti | ucks: | 65.0% | 9.6% | 25.4% | 3.75% |
| Centerline Dis | . , | 64.0 feet | | | Noise Sc | urco El | nvatio | ne (in f | not) | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | NOISE SC | Auto: | | 0.000 | ei) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | m Trucks | | 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | y Trucks | | 2.297 8.004 | Grade Ad | livotmont | . 0 0 |
| Pa | ad Elevation: | 0.0 feet | | | Heat | y Trucks | 5. | 8.004 | Grade At | jusimeni. | 0.0 |
| Roa | ad Elevation: | 0.0 feet | | | Lane Eq | uivalent | Dista | nce (in | feet) | | |
| F | Road Grade: | 0.0% | | | | Autos | s: 5 | 0.210 | | | |
| | Left View: | -90.0 degre | es | | Mediu | m Trucks | s: 5 | 0.033 | | | |
| | Right View: | 90.0 degre | es | | Heav | y Truck | s: 5 | 0.050 | | | |
| FHWA Noise Mode | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fre | snel | Barrier At | | m Atten |
| Autos: | 68.46 | | | -0. | | -1.20 | | -4.70 | | 000 | 0.000 |
| Medium Trucks: | 79.45 | | | -0. | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 84.25 | -13.05 | | -0. | 11 | -1.20 | | -5.31 | 0. | 000 | 0.000 |
| Unmitigated Noise | | | barri | er atte | nuation) | | | | | | |
| | Leq Peak Hou | | | Leq E | Evening | Leq | - | | Ldn | | VEL |
| Autos: | | 3.0 | 67.1 | | 65.2 | | | 3.6 | 70. | | 70.9 |
| Medium Trucks: | - | 1.7 | 64.4 | | 59.8 | | - | 3.7 | 66. | - | 66.5 |
| Heavy Trucks: | | 9.9 | 68.8 | | 66.6 | | _ | 3.0 | 72. | - | 73.1 |
| Vehicle Noise: | 72 | 2.8 | 71.9 | | 69.4 | | 6 | 3.4 | 75. | 4 | 75. |
| Centerline Distanc | e to Noise Co | ontour (in feet |) | | | | | | | | |
| | | | Į | 70 | dBA | 65 (| | | 60 dBA | | dBA |
| | | | Ldn: | | 148 | | - | 18 | 688 | | 1,476 |
| | | С | NEL: | | 154 | | 3 | 32 | 716 | 3 | 1,542 |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | IWAY | NOIS | E PREDI | CTION N | IODEL | (9/12/2 | 021) | | |
|---------------------|----------------|-----------------|------|--------|----------|----------|----------|-----------|------------|--------|------------|
| Scenari | io: HY | | | | | Project | Name: | OLC3 | | | |
| Road Nam | e: Perris Blvd | | | | | Job N | lumber: | 14428 | | | |
| Road Segmen | nt: s/o Ramon | а Ехр. | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | 04- 0- | | | | L INPUT | s | |
| Highway Data | | | | | Site Cor | aitions | (Hard = | | | | |
| Average Daily | . , | 30,605 vehicle | es | | | | | Autos: | 15 | | |
| | Percentage: | 6.92% | | | | edium Tr | | | 15 | | |
| | lour Volume: | 2,118 vehicle | s | | H | eavy Tru | cks (3+ | Axles): | 15 | | |
| | hicle Speed: | 45 mph | | | Vehicle | Mix | | | | | |
| Near/Far La | ne Distance: | 80 feet | | | Vel | icleType | , | Day | Evening | Nigh | t Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3 | 3% 92.50% |
| Rai | rrier Height: | 0.0 feet | | | N | ledium T | rucks: | 77.6% | 6.8% | 15.6 | 3.57% |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4 | 1% 3.93% |
| Centerline Dis | | 64.0 feet | | | | | | | | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | Noise S | | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | .000 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Truck | | .297 | 0 | | |
| | ad Elevation: | 0.0 feet | | | Hea | vy Truck | s: 8 | .004 | Grade Ad | ijustm | ent: 0.0 |
| Ros | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distar | ice (in i | feet) | | |
| , | Road Grade: | 0.0% | | | | Auto | s: 50 | .210 | | | |
| | Left View: | -90.0 degree | es | | Mediu | ım Truck | s: 50 | .033 | | | |
| | Right View: | 90.0 degree | | | Hea | vy Truck | s: 50 | 0.050 | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fres | nel | Barrier At | ten L | Berm Atten |
| Autos: | 68.46 | | | -0. | | -1.20 | | -4.70 | | 000 | 0.00 |
| Medium Trucks: | 79.45 | | | -0. | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 84.25 | | | -0. | | -1.20 | | -5.31 | 0. | 000 | 0.00 |
| Unmitigated Noise | | | _ | | | | | | | | |
| | Leq Peak Hot | | | Leq l | Evening | | Night | | Ldn | | CNEL |
| Autos: | | 3.2 | 67.3 | | 65.4 | | 63 | - | 70. | - | 71. |
| Medium Trucks: | | | 64.8 | | 60.3 | | 59 | | 66. | | 67. |
| Heavy Trucks: | |).3 | 69.2 | | 67.0 | | 66 | | 73. | | 73. |
| Vehicle Noise: | 73 | 3.1 | 72.2 | | 69.8 | 3 | 68 | .8 | 75. | 8 | 76. |
| Centerline Distance | e to Noise Co | ontour (in feet |) | | | | | | | | |
| | | | L | 70 | dBA | 65 | dBA | | i0 dBA | _ | 55 dBA |
| | | | Ldn: | | 156 | | 33 | - | 722 | - | 1,556 |
| | | C | NEL: | | 163 | | 35 | 0 | 754 | 1 | 1,625 |

| | FHWA-RI | 0-77-108 HIG | HWAY | NOISE | PREDIC | TION N | IODEL | (9/12/2 | 021) | | | | | |
|---|---|--|--------------|--------|--------------|-----------------------------------|--------------|-------------------------|---------------|----------------|-----------------|--|--|--|
| Scenario Road Namo Road Segmen | e: Perris Blvd. | | | | | Project Job N | | OLC3 14428 | | | | | | |
| SITE S | SPECIFIC IN | IPUT DATA | | | 04- 0 | | | | L INPUT | s | | | | |
| Average Daily Peak Hour Peak H | Traffic (Adt): Percentage: our Volume: hicle Speed: | 21,932 vehic 6.92% 1,518 vehicle 45 mph | | | | edium Tr | ucks (2 | Autos. Axles). | 15 15 | | | | | |
| Near/Far Lar | | 80 feet | | 1 | Vehicle I | | | D | [inal | A 15 6-4 | D-#- | | | |
| Site Data | | | | | ven | icleType | Autos: | Day 66.99 | Evening 10.8% | Night 22.3% | Daily 92.50% | | | |
| | rier Height: all, 1-Berm): | 0.0 feet 0.0 | | | | edium T Heavy T | rucks: | 77.69 65.09 | 6.8% | 15.6% 25.4% | 3.57% | | | |
| Centerline Dis | Centerline Dist. to Barrier: 64.0 feet | | | | | Noise Source Elevations (in feet) | | | | | | | | |
| Centerline Dist. t Barrier Distance t Observer Height (| o Observer: Above Pad): | 64.0 feet 0.0 feet 5.0 feet | | Í | Mediu | Auto m Truck ry Truck | s: (s: 2 | 0.000 2.297 3.004 | Grade Ad | justment | : 0.0 | | | |
| | d Elevation: | 0.0 feet 0.0 feet | | , | Lane Eq | uivalen | Distar | nce (in | feet) | | | | | |
| | Road Grade: | 0.0% | | | | Auto | | 0.210 | | | | | | |
| | Left View: Right View: | -90.0 degre | | | | m Truck /y Truck | | 0.033 0.050 | | | | | | |
| FHWA Noise Mode | I Calculation: | s | | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | Finite | Road | Fres | snel | Barrier Att | en Ber | m Atten | | | |
| Autos: | 68.46 | -0.36 | 3 | -0.1 | 3 | -1.20 | | -4.70 | 0.0 | 000 | 0.00 | | | |
| Medium Trucks: | 79.45 | -14.50 | - | -0.1 | • | -1.20 | | -4.88 | | 000 | 0.00 | | | |
| Heavy Trucks: | 84.25 | -14.08 | 3 | -0.1 | 1 | -1.20 | | -5.31 | 0.0 | 000 | 0.000 | | | |
| Unmitigated Noise | • | | | | | | | | | | | | | |
| | Leq Peak Hou | | , | Leq E | | | Night | | Ldn | | VEL | | | |
| Autos: | 66 | | 65.8 | | 63.9 | | 62 | | 69. | - | 69. | | | |
| Medium Trucks: | 63 | | 63.3 | | 58.8 | | 57 | | 65. | _ | 65. | | | |
| Heavy Trucks:_ Vehicle Noise: | 68 71 | | 67.8 70.8 | | 65.5 68.3 | | 65 67 | | 71.5 | - | 72. | | | |
| Centerline Distanc | a to Noise Co | ntour (in foo | f) | | | | | | | | | | | |
| Centernile Distanc | e to Moise Co | nitoui (III lee | 4 | 70 0 | dBA | 65 | dBA | | 60 dBA | 55 | dBA | | | |
| | | | Ldn: | | 125 | | 26 | 8 | 578 | , | 1,246 | | | |
| | CNEL: | | | | | 130 280 604 1,31 | | | | | | | | |

| | | -77-108 HIGH | WAY | NOISE | PREDIC | TION N | IODEL (9 | 712/2 | 021) | | |
|-------------------------------|-------------------|----------------|--------------|-------|--------------|----------|------------|--------|--------------|----------|--------------|
| | ario: HYP | | | | | ., | Name: (| | | | |
| | me: Perris Blvd. | | | | | Job N | lumber: 1 | 14428 | | | |
| Road Segmi | ent: s/o Ramona | Ехр. | | | | | | | | | |
| | SPECIFIC IN | PUT DATA | | | 0" 0 | | | | L INPUT | 3 | |
| Highway Data | | | | | Site Con | aitions | | | | | |
| | | 31,950 vehicle | es | | | | | Autos: | | | |
| | ır Percentage: | 6.92% | | | | | ucks (2 A | | | | |
| | Hour Volume: | 2,211 vehicles | 3 | | He | eavy Tru | cks (3+ A | (xles | 15 | | |
| V | 'ehicle Speed: | 45 mph | | İ | Vehicle | Mix | | | | | |
| Near/Far L | ane Distance: | 80 feet | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.829 |
| B | arrier Height: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.42% |
| Barrier Type (0-1 | - | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.779 |
| | Dist. to Barrier: | 64.0 feet | | - | M-: 0 | | | | 41 | | |
| Centerline Dist | t. to Observer: | 64.0 feet | | | Noise So | | | • | eet) | | |
| Barrier Distance | e to Observer: | 0.0 feet | | | | Auto | | 000 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | m Truck | | 297 | | | |
| - | Pad Flevation: | 0.0 feet | | | Hear | vy Truck | s: 8.0 | 004 | Grade Ad | ustment. | 0.0 |
| R | oad Elevation: | 0.0 feet | | İ | Lane Eq | uivalen | t Distanc | e (in | feet) | | |
| | Road Grade: | 0.0% | | İ | | Auto | s: 50.2 | 210 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 50.0 | 033 | | | |
| | Right View: | 90.0 degree | | | Hear | vy Truck | s: 50.0 | 050 | | | |
| FHWA Noise Mod | del Calculations | i | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | | Road | Fresn | _ | Barrier Atte | | m Atten |
| Autos | | 1.28 | | -0.1 | | -1.20 | | -4.70 | | 000 | 0.00 |
| Medium Trucks | | -13.06 | | -0.1 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks | | -12.63 | | -0. | • • | -1.20 | | -5.31 | 0.0 | 000 | 0.00 |
| Unmitigated Nois | | | | | | | | | | | |
| VehicleType | Leq Peak Hou | | _ | Leq E | vening | | Night | | Ldn | | IEL |
| Autos | | | 67.5 | | 65.6 | | 64.0 | | 71.0 | | 71. |
| Medium Trucks | | | 64.8 | | 60.3 | | 59.1 | | 66.7 | | 67.0 |
| Heavy Trucks Vehicle Noise | | - | 69.2 72.3 | | 67.0 69.8 | | 66.4 | | 73.3 75.9 | | 73.5 |
| Centerline Distar | nce to Noise Co | ntour (in feet |) | | | | | | | | |
| | 10 110103 00 | (| | 70 | dBA | 65 | dBA | (| 60 dBA | 55 | dBA |
| | | | | | | | | | | | |
| | | | Ldn: | | 157 | | 339 | | 729 | | 1,572 |
| | | | Ldn: NEL: | | 157 164 | | 339 354 | | 729 762 | | 1,57 1,64 |

Wednesday, January 18, 2023

| | oject Name: OLC3 ob Number: 14428 | | |
|--|--------------------------------------|---------------|--------------|
| SITE SPECIFIC INPUT DATA | | | |
| | NOISE MODE | | |
| Highway Data Site Condition | ons (Hard = 10, So | oft = 15) | |
| Average Daily Traffic (Adt): 22,830 vehicles | Autos: | 15 | |
| Peak Hour Percentage: 6.92% Medium | m Trucks (2 Axles): | 15 | |
| Peak Hour Volume: 1,580 vehicles Heavy | Trucks (3+ Axles): | 15 | |
| Vehicle Speed: 45 mph Vehicle Mix | | | |
| Near/Far Lane Distance: 80 feet VehicleT | Type Day | Evening N | light Daily |
| Site Data | Autos: 66.9% | | 22.3% 92.80% |
| Barrier Height: 0.0 feet Medium | ım Trucks: 77.6% | 6.8% 1 | 15.6% 3.43% |
| | vy Trucks: 65.0% | 9.6% 2 | 25.4% 3.78% |
| Controlling Diet to Demiser C4.0 foot | | | |
| Centerline Diet to Observer: 64.0 foot | ce Elevations (in fe | eet) | |
| Parrier Distance to Observer: 0.0 foot | Autos: 0.000 | | |
| Observer Height (Above Pad): 5.0 feet Medium Tr | | Grade Adjus | tment: 0.0 |
| Pad Elevation: 0.0 feet Heavy Tr | rucks: 8.004 | Grade Adjus | unent. 0.0 |
| Road Elevation: 0.0 feet Lane Equival | alent Distance (in 1 | feet) | , |
| Road Grade: 0.0% A | Autos: 50.210 | | |
| Left View: -90.0 degrees Medium Tr | rucks: 50.033 | | |
| Right View: 90.0 degrees Heavy Tr | rucks: 50.050 | | |
| FHWA Noise Model Calculations | | | |
| VehicleType REMEL Traffic Flow Distance Finite Roa | ad Fresnel | Barrier Atten | Berm Atten |
| Autos: 68.46 -0.18 -0.13 -1. | 1.20 -4.70 | 0.000 | 0.000 |
| | 1.20 -4.88 | 0.000 | |
| Heavy Trucks: 84.25 -14.08 -0.11 -1. | 1.20 -5.31 | 0.000 | 0.000 |
| Unmitigated Noise Levels (without Topo and barrier attenuation) | | | |
| | Leq Night | Ldn | CNEL |
| Autos: 67.0 66.0 64.1 | 62.5 | 69.5 | 69.9 |
| Medium Trucks: 63.6 63.3 58.8 | 57.6 | 65.2 | 65.5 |
| Heavy Trucks: 68.9 67.8 65.5 Vehicle Noise: 71.8 70.9 68.4 | 65.0 67.4 | 71.8 74.4 | 72.1 74.7 |
| | 57.4 | 74.4 | 14.1 |
| Centerline Distance to Noise Contour (in feet) | 05 404 | 60 dBA | 55 dBA |
| 70 dBA | | | |
| 70 dBA Ldn: 126 | 65 dBA 6 | 584 | 1.258 |

| | FHWA-RI | D-77-108 HIGH | WAY | NOISI | E PREDIC | CTION N | MODEL (| 9/12/2 | 021) | | |
|---------------------|---|-----------------|--------|--------|-----------|----------|----------------------|------------|-------------|-----------|-----------|
| Road Nam | io: EAC ne: Perris Blvd nt: s/o Rider S | | | | | | t Name: (lumber: | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | | Site Cor | ditions | (Hard = | 10, Sc | oft = 15) | | |
| Average Daily | Traffic (Adt): | 27,577 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | edium Ti | rucks (2 A | Axles): | 15 | | |
| Peak H | lour Volume: | 1,908 vehicle | S | | He | eavy Tru | cks (3+ A | Axles): | 15 | | |
| Ve | hicle Speed: | 45 mph | | | Vehicle | Miv | | | | | |
| Near/Far La | ne Distance: | 80 feet | | | | icleType | 9 | Dav | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | | 22.39 | |
| Rai | rrier Height: | 0.0 feet | | | M | edium 1 | rucks: | 77.6% | 6.8% | 15.69 | % 3.57% |
| Barrier Type (0-W | | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 9.6% | 25.49 | % 3.93% |
| Centerline Di | | 64.0 feet | | | Noise S | = | lovetion | n /im f | 204) | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | Noise 3 | Auto | | 000 | eu) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | A de elle | m Truck | | 000 297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | | | 297 004 | Grade Ad | iuctmai | nt: 0.0 |
| Pa | ad Elevation: | 0.0 feet | | | неа | vy Truck | is: 8. | 004 | Grade Au | Justiliei | n. 0.0 |
| Roa | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distand | ce (in | feet) | | |
| 1 | Road Grade: | 0.0% | | | | Auto | s: 50. | 210 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 50. | 033 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truci | s: 50. | 050 | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | | Road | Fresn | _ | Barrier Att | | erm Atten |
| Autos: | 68.46 | | | -0. | | -1.20 | | -4.70 | | 000 | 0.000 |
| Medium Trucks: | 79.45 | | | -0. | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 84.25 | -13.08 | | -0. | 11 | -1.20 | | -5.31 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | | | barrie | r atte | nuation) | | | | | | |
| VehicleType | Leq Peak Hou | | _ | Leq E | vening | | Night | | Ldn | | CNEL |
| Autos: | | 7.8 | 66.8 | | 64.9 | | 63.3 | | 70. | - | 70.7 |
| Medium Trucks: | - | 1.6 | 64.3 | | 59.8 | | 58.6 | | 66. | _ | 66.5 |
| Heavy Trucks: | | 9.9 | 68.8 | | 66.5 | | 66.0 | | 72. | | 73.1 |
| Vehicle Noise: | 72 | 2.7 | 71.8 | | 69.3 | | 68.3 | 3 | 75. | 3 | 75.6 |
| Centerline Distance | e to Noise Co | ontour (in feet |) | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | | 60 dBA | | 5 dBA |
| | | | Ldn: | | 145 | | 313 | | 674 | | 1,452 |
| | | C | NEL: | | 152 | | 327 | | 704 | | 1,516 |

| | FHWA-RD | 0-77-108 HIGH | IWA۱ | ' NOISE | PREDIC | CTION N | ODEL | (9/12/2 | 021) | | |
|---------------------------------|--|----------------|--------------|---------|--------------|------------------|----------|---------------|--------------|----------|------------|
| | io: HY le: Perris Blvd. nt: s/o Rider St | | | | | Project Job N | | OLC3 14428 | | | |
| | SPECIFIC IN | PUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | | Site Cor | nditions | (Hard : | = 10, Sc | oft = 15) | | |
| Average Daily | Traffic (Adt): | 36,181 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | edium Tr | ucks (2 | Axles): | 15 | | |
| Peak H | lour Volume: | 2,504 vehicle | S | | He | eavy Tru | cks (3+ | Axles): | 15 | | |
| Ve | hicle Speed: | 45 mph | | F | Vehicle | Miv | | | | | |
| Near/Far La | ne Distance: | 80 feet | | ŀ | | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | , | Autos: | 66.9% | 10.8% | 22.3% | 92.50% |
| Rai | rrier Height: | 0.0 feet | | | M | ledium T | rucks: | 77.6% | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline Dis | st. to Barrier: | 64.0 feet | | - | Noise S | ource Fl | evatio | ns (in f | eet) | | |
| Centerline Dist. | to Observer: | 64.0 feet | | İ | | Auto | | 0.000 | ,,,, | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Mediu | ım Truck | | 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | vy Truck | | 3.004 | Grade Ad | iustment | 0.0 |
| Pá | ad Elevation: | 0.0 feet | | ļ. | | | | | | , | |
| Ros | ad Elevation: | 0.0 feet | | | Lane Eq | | | | feet) | | |
| I | Road Grade: | 0.0% | | | | Auto | | 0.210 | | | |
| | Left View: | -90.0 degree | | | | ım Truck | | 0.033 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truck | s: 50 | 0.050 | | | |
| FHWA Noise Mode | el Calculations | | | - | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | | Road | Fres | - | Barrier Att | | m Atten |
| Autos: | 68.46 | 1.81 | | -0.1 | | -1.20 | | -4.70 | | 000 | 0.00 |
| Medium Trucks: | 79.45 | -12.33 | | -0.1 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 84.25 | -11.90 | | -0.1 | 11 | -1.20 | | -5.31 | 0.0 | 000 | 0.00 |
| Unmitigated Noise | | | | | | | | | | | |
| | Leq Peak Hou | | | Leq E | vening | | Night | _ | Ldn | | VEL |
| Autos: | 68 | | 68.0 | | 66.1 | | 64 | | 71.5 67.4 | | 71. |
| Medium Trucks: | 65 71 | | 65.5 70.0 | | 61.0 67.7 | | 59 67 | | 74.1 | | 67. |
| Heavy Trucks: Vehicle Noise: | 73 | | 73.0 | | 70.5 | | 69 | • • | 74. | - | 74. 76. |
| Centerline Distanc | e to Noise Co | ntour (in feet |) | | | | | | | | |
| | | (1001) | | 70 | dBA | 65 | dBA | (| 60 dBA | 55 | dBA |
| | | | Ldn: | | 174 | | 37 | 5 | 807 | | 1,740 |
| | | | | | | | | | | | |

| Ca | io: FAPC | | | | | Droin - | Name | 01.00 | | | | | |
|---------------------------------|-----------------------------|-----------------|--------------|-------|--------------|----------|------------------|----------|--------------|-----------|------------|--|--|
| | io: EAPC ie: Perris Blvd | | | | | | Name: lumber: | | | | | | |
| | nt: s/o Rider S | | | | | JOD IV | umber. | 14420 | | | | | |
| | | | | - | | | | | | | | | |
| SITE : | SPECIFIC IN | IPUT DATA | | | Site Con | | | | L INPUT: | 5 | | | |
| Average Daily | Traffic (Adt): | 28.474 vehicle | 00 | | Autos: 15 | | | | | | | | |
| | Percentage: | 6.92% | 03 | | Me | edium Tr | | | | | | | |
| | lour Volume: | 1.970 vehicle | s | | | avy Tru | | , | | | | | |
| | hicle Speed: | 45 mph | • | | | | | | | | | | |
| | ne Distance: | 80 feet | | - | Vehicle | | | | | | | | |
| | | | | | Veh | icleType | | Day | Evening | Night | Daily | | |
| Site Data | | | | | | | Autos: | 66.9% | | 22.3% | | | |
| Bai | rrier Height: | 0.0 feet | | | | edium T | | 77.6% | | 15.6% | 3.459 | | |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.819 | | |
| Centerline Dis | | 64.0 feet | | ı | Noise So | ource El | evation | s (in fe | eet) | | | | |
| Centerline Dist. | | 64.0 feet | | İ | | Auto | s: 0. | .000 | , | | | | |
| Barrier Distance | | 0.0 feet | | | Mediu | m Truck | s: 2 | .297 | | | | | |
| Observer Height (| , | 5.0 feet | | | Hear | vy Truck | s: 8 | .004 | Grade Ad | justment. | 0.0 | | |
| | ad Elevation: | 0.0 feet | | - | | • | | | | | | | |
| | ad Elevation: | 0.0 feet | | - | Lane Eq | | | | eet) | | | | |
| , | Road Grade: | 0.0% | | | | Auto | | .210 | | | | | |
| | Left View: | -90.0 degree | | | | m Truck | 00 | .033 | | | | | |
| | Right View: | 90.0 degree | es | | Hear | vy Truck | s: 50 | .050 | | | | | |
| HWA Noise Mode | el Calculation | s | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | tance | | Road | Fresi | _ | Barrier Att | | m Atten | | |
| Autos: | 68.46 | | | -0.1 | | -1.20 | | -4.70 | | 000 | 0.00 | | |
| Medium Trucks: | 79.45 | | | -0.1 | | -1.20 | | -4.88 | | 000 | 0.00 | | |
| Heavy Trucks: | 84.25 | -13.08 | | -0. | 11 | -1.20 | | -5.31 | 0.0 | 000 | 0.00 | | |
| Inmitigated Noise | | | _ | | | | | | | | | | |
| VehicleType Autos: | Leq Peak Hou | | _ | Leq E | vening | | Night | _ | Ldn | | VEL | | |
| Autos: Medium Trucks: | 67 | | 67.0 | | 65.1 | | 63. | | 70.5 | | 70. | | |
| | 64 | | 64.3 | | 59.8 | | 58. | - | 66.2 | _ | 66. | | |
| Heavy Trucks: Vehicle Noise: | 69 72 | | 68.8 71.8 | | 66.5 69.4 | | 66. 68. | | 72.8 75.4 | | 73. 75. | | |
| Centerline Distanc | e to Noise Co | ontour (in feet | 9 | | | | | | | | | | |
| | | (/00) | | 70 | dBA | 65 | dBA | 6 | 0 dBA | 55 | dBA | | |
| | | | | | | | | | | | | | |
| | | | Ldn: | | 146 | | 315 | 5 | 679 | | 1,46 | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIG | HWAY | NOIS | E PREDIC | TION M | ODEI | (9/12/2 | 021) | | |
|---------------------------------|---|----------------|------|------------|---------------|----------------------|--------|---------------------|-------------|-----------|--------------|
| Road Nam | io: HYP le: Perris Blvd nt: s/o Rider S | | | | | | | e: OLC3 r: 14428 | | | |
| SITE : Highway Data | SPECIFIC IN | IPUT DATA | | | Site Con | | | | L INPUT | S | |
| | | | | | Site Con | uitions | паги | | | | |
| Average Daily | . , | 37,078 vehic | les | | | -ti T | ! / | Autos: | | | |
| | Percentage: | 6.92% | | | | dium Tru avy Truc | | | | | |
| | lour Volume: | 2,566 vehicle | es | | не | avy iruc | KS (3 | + Axies). | 15 | | |
| | hicle Speed: | 45 mph | | | Vehicle I | Иiх | | | | | |
| Near/Far La | ne Distance: | 80 feet | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | A | lutos: | 66.9% | 10.8% | 22.3% | 92.68% |
| Ba | rrier Height: | 0.0 feet | | | Me | edium Tı | ucks: | 77.6% | 6.8% | 15.6% | 3.48% |
| Barrier Type (0-W | | 0.0 | | | F | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 3.84% |
| Centerline Di | st. to Barrier: | 64.0 feet | | | Noise Sc | urce Fl | ovetin | ne (in f | not) | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | 110/30 00 | Auto: | | 0.000 | , | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modius | m Trucks | | 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | y Trucks | | 8.004 | Grade Ad | liustmant | . 0 0 |
| Pa | ad Elevation: | 0.0 feet | | | | • | | | | justinent | . 0.0 |
| Roa | ad Elevation: | 0.0 feet | | | Lane Equ | uivalent | | | feet) | | |
| | Road Grade: | 0.0% | | | | Autos | | 0.210 | | | |
| | Left View: | -90.0 degre | ees | | Mediu | m Trucks | s: 5 | 0.033 | | | |
| | Right View: | 90.0 degre | ees | | Heav | y Trucks | s: 5 | 0.050 | | | |
| FHWA Noise Mode | | | | | | | | | | 1 | |
| VehicleType | REMEL | Traffic Flow | | stance | Finite | | Fre | snel | Barrier Att | | m Atten |
| Autos: | 68.46 | | _ | -0. | | -1.20 | | -4.70 | | 000 | 0.000 |
| Medium Trucks: | 79.45 84.25 | | - | -0. -0. | | -1.20 -1.20 | | -4.88 -5.31 | | 000 | 0.000 |
| Heavy Trucks: | | | | | | -1.20 | | -5.31 | 0. | 000 | 0.000 |
| Unmitigated Noise VehicleType | | | | | | | Minde | | Ldn | - 0 | VEL |
| Venicie i ype Autos: | Leq Peak Hou | | 68.1 | Leq | ening 66.2 | Leq | Night | 4.6 | 71. | | |
| Medium Trucks: | | 9.1 5.8 | 65.5 | | 61.0 | | _ | 9.8 | 67 | | 72.0 67.7 |
| | | 5.8 I.O | 70.0 | | 67.7 | | - | 9.8 7.1 | 67. 74. | | |
| Heavy Trucks: Vehicle Noise: | | 3.9 | 73.0 | | 70.5 | | _ | 7.1 9.5 | 76. | - | 74.3 |
| Centerline Distanc | e to Noise Co | ontour (in fee | t) | | | | | | | | |
| | | | , | 70 | dBA | 65 (| iBA | (| 60 dBA | 55 | dBA |
| | | | Ldn: | | 175 | | 3 | 77 | 812 | 2 | 1,749 |
| | | (| NEL: | | 183 | | 3 | 94 | 848 | 3 | 1.828 |

| | FHWA-RI | D-77-108 HIGH | WAY I | NOISE | PREDIC | TION N | IODEL (| 9/12/2 | 021) | | | | | |
|------------------------------------|----------------|-----------------|-------|-------|--|----------|------------------|---------|-------------|--------|-----------|--|--|--|
| Scenari Road Nam Road Segmer | e: Redlands A | | | | | | Name: lumber: | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | 0 | | | | L INPUT | s | | | | |
| Highway Data | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | | |
| Average Daily | . , | 7,499 vehicle | es | | | | | Autos: | | | | | | |
| | Percentage: | 6.92% | | | | | ucks (2) | | | | | | | |
| | our Volume: | 519 vehicle | S | | He | avy Tru | cks (3+) | Axles): | 15 | | | | | |
| | hicle Speed: | 40 mph | | Ī | Vehicle I | Mix | | | | | | | | |
| Near/Far Lai | ne Distance: | 56 feet | | | Vehi | icleType | , | Day | Evening | Night | Daily | | | |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3 | % 92.50% | | | |
| Rar | rier Heiaht: | 0.0 feet | | | Me | edium T | rucks: | 77.6% | 6.8% | 15.6 | % 3.57% | | | |
| Barrier Type (0-W | | 0.0 | | | F | Heavy T | rucks: | 65.0% | 9.6% | 25.4 | % 3.93% | | | |
| Centerline Dis | | 47.0 feet | | - | | | | | | | | | | |
| Centerline Dist. | | 47.0 feet | | Ŀ | Noise So | | | | eet) | | | | | |
| Barrier Distance | | 0.0 feet | | | | Auto | | 000 | | | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Truck | | 297 | | | | | | |
| | ad Elevation: | 0.0 feet | | | Heav | y Truck | s: 8. | 004 | Grade Ad | justme | nt: 0.0 | | | |
| Roa | ad Elevation: | 0.0 feet | | | Lane Equ | uivalen | t Distan | e (in i | feet) | | | | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 38. | 079 | | | | | | |
| | Left View: | -90.0 degree | es | | Mediui | m Truck | s: 37. | 846 | | | | | | |
| | Right View: | 90.0 degree | | | Heav | y Truck | s: 37. | 869 | | | | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dist | tance | Finite | | Fresr | _ | Barrier Att | _ | erm Atten | | | |
| Autos: | 66.51 | -4.51 | | 1.6 | | -1.20 | | -4.63 | | 000 | 0.000 | | | |
| Medium Trucks: | 77.72 | | | 1.7 | | -1.20 | | -4.87 | | 000 | 0.000 | | | |
| Heavy Trucks: | 82.99 | | | 1.7 | | -1.20 | | -5.46 | 0. | 000 | 0.000 | | | |
| Unmitigated Noise | | | | | | | | | | | | | | |
| | Leq Peak Hou | | _ | Leq E | vening | Leq | Night | | Ldn | | CNEL | | | |
| Autos: | | 2.5 | 61.5 | | 59.6 | | 58.0 | | 65. | | 65.4 | | | |
| Medium Trucks: | |).6 | 59.3 | | 54.7 | | 53.6 | | 61. | _ | 61.4 | | | |
| Heavy Trucks: | | 5.3 | 64.2 | | 61.9 | | 61.4 | | 68. | | 68.5 | | | |
| Vehicle Noise: | | '.8 | 66.9 | | 64.4 | | 63.5 | 5 | 70. | 5 | 70.8 | | | |
| Centerline Distance | e to Noise Co | ontour (in feet |) | | | | | | | | | | | |
| | | | L | 70 | dBA | 65 | dBA | | 60 dBA | | 5 dBA | | | |
| | | | Ldn: | | 51 | | 109 | | 235 | | 506 | | | |
| | | C | NEL: | | 53 | | 114 | | 245 | 5 | 528 | | | |

| FHWA-R | D-77-108 HIGHV | VAY NC | ISE F | PREDIC | TION N | 10DEL (9/ | 12/20 |)21) | | | | |
|--|--|------------|------------|--------------|----------|----------------------------------|-------|----------------|-------------|--|--|--|
| Scenario: EAC Road Name: Redlands / Road Segment: s/o Harley | | | | | | Name: Ol lumber: 14 | | | | | | |
| SITE SPECIFIC II | NPUT DATA | | | | - 1 | IOISE M | DE | LINPUTS | | | | |
| Highway Data | | | S | ite Con | ditions | (Hard = 1 |), So | ft = 15) | | | | |
| Average Daily Traffic (Adt): Peak Hour Percentage: Peak Hour Volume: | 15,058 vehicles 6.92% 1,042 vehicles | 5 | | | | Au rucks (2 Ax cks (3+ Ax | , | 15 15 15 | | | | |
| Vehicle Speed: | 40 mph | | 1/ | ehicle i | Miv | | | | | | | |
| Near/Far Lane Distance: | 56 feet | | | | icleType | , D | ay | Evening N | ight Daily | | | |
| Site Data | | | \top | | | | 3.9% | | 2.3% 92.50% | | | |
| Barrier Height: | 0.0 feet | | | М | edium 7 | rucks: 7 | 7.6% | 6.8% 1 | 5.6% 3.57% | | | |
| Barrier Type (0-Wall, 1-Berm): | 0.0 | | | | Heavy 7 | rucks: 6 | 5.0% | 9.6% 2 | 5.4% 3.93% | | | |
| Centerline Dist. to Barrier: | 47.0 feet | | N | loise So | ource E | levations | in fe | et) | | | | |
| Centerline Dist. to Observer: | 47.0 feet | | | | Auto | | _ | - / | | | | |
| Barrier Distance to Observer: | 0.0 feet | | | Mediu | m Truck | | | | | | | |
| Observer Height (Above Pad): | 5.0 feet | | | | y Truck | | | Grade Adjus | tment: 0.0 | | | |
| Pad Elevation: | 0.0 feet | | | | • | | | | | | | |
| Road Elevation: | 0.0 feet | | L | ane Eq | | t Distance | • | eet) | | | | |
| Road Grade: | 0.0% | | | | Auto | s: 38.07 | 9 | | | | | |
| Left View: | -90.0 degrees | 3 | | | m Truck | | 6 | | | | | |
| Right View: | 90.0 degrees | 3 | | Hear | y Truck | s: 37.86 | 9 | | | | | |
| FHWA Noise Model Calculation | ıs | | | | | | | | | | | |
| VehicleType REMEL | Traffic Flow | Distan | | | Road | Fresne | | Barrier Atten | Berm Atten | | | |
| Autos: 66.51 | | | 1.67 | | -1.20 | | .63 | 0.000 | | | | |
| Medium Trucks: 77.72 | | | 1.71 | | -1.20 | | .87 | 0.000 | | | | |
| Heavy Trucks: 82.99 | -15.20 | | 1.71 | | -1.20 | -5 | .46 | 0.000 | 0.00 | | | |
| Unmitigated Noise Levels (with | out Topo and b | arrier a | ttenu | ıation) | | | | | | | | |
| VehicleType Leq Peak Ho | | | eq Eve | ening | | Night | | Ldn | CNEL | | | |
| | | 4.6 | | 62.7 | | 61.0 | | 68.1 | 68.4 | | | |
| | | 2.3 | | 57.8 | | 56.6 | | 64.2 | 64. | | | |
| | | 7.2 9.9 | | 65.0 67.5 | | 64.4 | | 71.3 73.5 | 71. | | | |
| Centerline Distance to Noise C | | | | | | | | | | | | |
| Centernine Distance to Noise C | ontour (III leet) | | 70 dl | BA | 65 | dBA | 6 | 0 dBA | 55 dBA | | | |
| Ldn: | | | 81 173 374 | | | 805 | | | | | | |
| | CNEL: | | | | | 81 173 374 805 84 181 390 841 | | | | | | |

| | | 77-108 HIGH | | | | | | | _,_ | | |
|---------------------------------|---------------|-----------------|--------------|-------|--------------|----------|-----------|---------|--------------|--------|------------|
| Scenario. | | | | | | ., | Name: (| | | | |
| | Redlands Av. | | | | | Job N | lumber: | 14428 | | | |
| Road Segment | s/o Harley Kr | nox Biva. | | | | | | | | | |
| SITE Si | PECIFIC INP | UT DATA | | | Site Con | | | | L INPUT | 5 | |
| · · | | | | - 1 | Site Con | aitions | | | | | |
| Average Daily Ti | . , | 7,793 vehicle | s | | | | - | Autos: | | | |
| Peak Hour P | | 6.92% | | | | | ucks (2 A | , | 15 | | |
| | ur Volume: | 539 vehicles | | | He | eavy Tru | cks (3+ A | (xies | 15 | | |
| | cle Speed: | 40 mph | | 1 | Vehicle I | Mix | | | | | |
| Near/Far Lane | e Distance: | 56 feet | | | Veh | icleType | , | Day | Evening | Night | Daily |
| ite Data | | | | | | , | Autos: | 66.9% | 10.8% | 22.3% | 89.019 |
| Rarr | ier Height: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6% | 4.199 |
| Barrier Type (0-Wa | - | 0.0 | | | - | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 6.809 |
| Centerline Dist. | | 47.0 feet | | - | | | | | | | |
| Centerline Dist. to | | 47.0 feet | | 1 | Noise So | | | • | eet) | | |
| Barrier Distance to | Observer: | 0.0 feet | | | | Auto | | 000 | | | |
| Observer Height (A | bove Pad): | 5.0 feet | | | | m Truck | | 297 | | | |
| | l Elevation: | 0.0 feet | | | Heav | vy Truck | s: 8.0 | 004 | Grade Ad | ustmen | 0.0 |
| Road | l Elevation: | 0.0 feet | | 1 | Lane Eq | uivalent | Distanc | e (in t | feet) | | |
| Ro | oad Grade: | 0.0% | | | | Auto | s: 38. | 079 | | | |
| | Left View: | -90.0 degree | s | | Mediu | m Truck | s: 37. | 846 | | | |
| , | Right View: | 90.0 degree | | | Heav | vy Truck | s: 37. | 869 | | | |
| HWA Noise Model | Calculations | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | Finite | Road | Fresn | el | Barrier Att | en Bei | rm Atten |
| Autos: | 66.51 | -4.51 | | 1.6 | 7 | -1.20 | | -4.63 | 0.0 | 000 | 0.00 |
| Medium Trucks: | 77.72 | -17.79 | | 1.7 | 1 | -1.20 | | -4.87 | 0.0 | 000 | 0.00 |
| Heavy Trucks: | 82.99 | -15.68 | | 1.7 | 1 | -1.20 | | -5.46 | 0.0 | 000 | 0.00 |
| Inmitigated Noise I | | | _ | | | | | | | _ | |
| | eq Peak Hour | ., ., | _ | Leq E | vening | | Night | | Ldn | | NEL |
| Autos: Medium Trucks: | 62.5 | | 31.5 | | 59.6 | | 58.0 | | 65.0 | | 65. |
| | 60.4 | | 30.1 | | 55.6 | | 54.4 | | 62.0 | | 62. |
| Heavy Trucks: Vehicle Noise: | 67.8 | | 66.8 68.6 | | 64.5 66.1 | | 63.9 | | 70.8 72.2 | | 71. 72. |
| Centerline Distance | | | | | 00.1 | | 00.0 | | 72.2 | - | 12. |
| | to Noise Con | tour (III leet) | | 70 | dBA | 65 | dBA | - | 60 dBA | 55 | dBA |
| Jones Diotano | | | | 700 | UDA | 00 | | | | | |
| - Diotano | | | Ldn: | 70 0 | 66 | 00 | 143 | 0 | 308 | | 66 |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 F | IIGHWAY | NOISE | PREDIC | TION M | ODEL | . (9/12/2 | 021) | | | | |
|----------------------|-------------------|------------|-----------|--------|--|-------------------|--------|-----------|------------|-----------|---------|--|--|
| | rio: EAPC | | | | | Project | | | | | | | |
| | ne: Redlands A | | | | | Job Ni | umbei | : 14428 | | | | | |
| Road Segme | ent: s/o Harley I | Knox Blvd. | | | | | | | | | | | |
| SITE Highway Data | SPECIFIC IN | IPUT DA | TA | | Sito Con | | | | L INPUT | S | | | |
| | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | |
| Average Daily | . , | 15,352 ve | ehicles | | | | | Autos: | | | | | |
| | Percentage: | 6.92% | | | | dium Tru | | | | | | | |
| | Hour Volume: | 1,062 veh | | | He | avy Truc | ks (3- | + Axles): | 15 | | | | |
| | ehicle Speed: | 40 mp | | İ | Vehicle I | Mix | | | | | | | |
| Near/Far La | ane Distance: | 56 fee | t | | | icleType | | Day | Evening | Night | Daily | | |
| Site Data | | | | | Autos: 66.9% 10.8% 22.3% 90.7 | | | | | | | | |
| | rrier Height: | 0.0 fe | ot | | Me | edium Tr | ucks: | 77.6% | 6.8% | 15.6% | 3.88% | | |
| Barrier Type (0-V | | 0.0 | • • | | F | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 5.39% | | |
| *, , | ist. to Barrier: | 47.0 fe | et | | Noise Sc | urco Ek | watio | ne (in f | not) | | | | |
| Centerline Dist. | to Observer: | 47.0 fe | et | ł | NOISE SC | Autos | | 0.000 | elj | | | | |
| Barrier Distance | to Observer: | 0.0 fe | et | | A de elle | Autos m Trucks | | 2.297 | | | | | |
| Observer Height | (Above Pad): | 5.0 fe | et | | | | | | Crada A | livatmant | . 0 0 | | |
| F | ad Elevation: | 0.0 fe | et | | neav | y Trucks | | 8.004 | Grade Ad | ijusimem | . 0.0 | | |
| Ro | ad Elevation: | 0.0 fe | et | | Lane Equ | uivalent | Dista | nce (in i | feet) | | | | |
| | Road Grade: | 0.0% | | | | Autos | : 3 | 8.079 | | | | | |
| | Left View: | -90.0 de | egrees | | Mediu | m Trucks | : 3 | 7.846 | | | | | |
| | Right View: | 90.0 de | egrees | | Heav | y Trucks | : 3 | 7.869 | | | | | |
| HWA Noise Mod | el Calculation | s | | | | | | | | | | | |
| VehicleType | REMEL | Traffic FI | ow Di | stance | Finite | | Fre | snel | Barrier At | ten Ber | m Atten | | |
| Autos: | | | 1.49 | 1.6 | 37 | -1.20 | | -4.63 | 0. | 000 | 0.000 | | |
| Medium Trucks. | 77.72 | -1 | 5.17 | 1.7 | 71 | -1.20 | | -4.87 | 0. | 000 | 0.000 | | |
| Heavy Trucks: | 82.99 | -13 | 3.75 | 1.7 | 71 | -1.20 | | -5.46 | 0. | 000 | 0.000 | | |
| Inmitigated Nois | e Levels (with | out Topo | and barri | | | | | | | | | | |
| VehicleType | Leq Peak Hou | ır Leq | Day | Leq E | vening | Leq I | Vight | | Ldn | C | NEL | | |
| Autos: | | 5.5 | 64.6 | | 62.7 | | _ | 1.0 | 68. | | 68.4 | | |
| Medium Trucks. | 63 | 3.1 | 62.8 | | 58.2 | | 57 | 7.0 | 64. | 7 | 64.9 | | |
| Heavy Trucks: | | 9.8 | 68.7 | | 66.4 | | | 5.9 | 72. | | 73.0 | | |
| Vehicle Noise: | 71 | .8 | 70.8 | | 68.4 | | 67 | 7.5 | 74. | 5 | 74.8 | | |
| Centerline Distan | ce to Noise Co | ontour (in | feet) | | | | | | | | | | |
| | | | | 70 | dBA | 65 c | | | 0 dBA | | dBA | | |
| | | | Ldn: | | 93 | | 20 | | 434 | | 934 | | |
| | | | CNEL: | | 98 | | 2 | 10 | 453 | 3 | 975 | | |

| | FHWA-RE | 0-77-108 HIGH | WAY | NOISI | E PREDIC | CTION I | /IODEL | (9/12/2 | 021) | | |
|---------------------------------|-------------------|---------------|------|--------|---|----------|----------|----------|-------------|---------|------------|
| Scenar | rio: HY | | | | | Projec | t Name: | OLC3 | | | |
| | ne: Redlands A | | | | | Job I | Number: | 14428 | | | |
| Road Segme | ent: s/o Harley h | Knox Blvd. | | | | | | | | | |
| | SPECIFIC IN | PUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Cor | ditions | (Hard = | 10, Sc | oft = 15) | | |
| Average Daily | Traffic (Adt): | 16,564 vehicl | es | | | | | Autos: | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | edium Ti | rucks (2 | Axles): | 15 | | |
| Peak H | Hour Volume: | 1,146 vehicle | s | | He | eavy Tru | icks (3+ | Axles): | 15 | | |
| Ve | ehicle Speed: | 40 mph | | | Vehicle | Mix | | | | | |
| Near/Far La | ane Distance: | 56 feet | | | Ver | icleType | е | Day | Evening | Nigh | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3 | % 92.50% |
| Ba | rrier Height: | 0.0 feet | | | M | ledium 1 | rucks: | 77.6% | 6.8% | 15.6 | % 3.57% |
| Barrier Type (0-V | - | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 9.6% | 25.4 | % 3.93% |
| | ist. to Barrier: | 47.0 feet | | | Noise S | = | lovetion | o (in f | na#1 | | |
| Centerline Dist. | to Observer: | 47.0 feet | | | Worse 3 | Auto | | .000 | et) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | m Truck | | 297 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | Heavy Trucks: 8.004 Grade Adjustment: 0.0 | | | | | | |
| P | ad Elevation: | 0.0 feet | | | rica | vy mucr | 13. 0 | .004 | 0,000,10 | juotimo | 771. 0.0 |
| Ro | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distan | ce (in i | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | s: 38 | .079 | | | |
| | Left View: | -90.0 degre | es | | | m Truck | | .846 | | | |
| | Right View: | 90.0 degre | es | | Hea | vy Truci | ks: 37 | .869 | | | |
| FHWA Noise Mod | el Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | _ | Road | Fres | | Barrier Att | | Berm Atten |
| Autos: | | -1.07 | | 1. | | -1.20 | | -4.63 | | 000 | 0.000 |
| Medium Trucks: | | -15.21 | | | 71 | -1.20 | | -4.87 | | 000 | 0.000 |
| Heavy Trucks: | 82.99 | -14.79 | 1 | 1. | 71 | -1.20 | | -5.46 | 0. | 000 | 0.000 |
| Unmitigated Nois | | - | | | | | | _ | | | |
| VehicleType | Leq Peak Hou | | | Leq E | vening | | Night | | Ldn | _ | CNEL |
| Autos: | | | 65.0 | | 63.1 | | 61. | - | 68. | - | 68.8 |
| Medium Trucks: | | | 62.7 | | 58.2 | | 57. | - | 64. | - | 64.9 |
| Heavy Trucks: Vehicle Noise: | | | 70.3 | | 65.4 | | 64. | | 71. 73. | | 71.9 |
| Centerline Distan | | | | | | | | | | | |
| | | 1 1001 | _ | 70 | dBA | 65 | dBA | 6 | 60 dBA | | 55 dBA |
| | | | Ldn: | | 86 | | 18 | 5 | 398 | 3 | 858 |
| | CNEL: | | | | 90 193 416 89 | | | | | | |

| | FHWA-RI | 0-77-108 HIGI | IWA Y | NOISE | PREDIC | TION M | ODEL | (9/12/2 | 021) | | | | |
|---------------------------------|---|---------------|--------------|--------|-------------------------------|--|----------|---------------|-------------|-----------|------------|--|--|
| | io: E le: Redlands A nt: s/o Markha | | | | | Project Job N | | OLC3 14428 | | | | | |
| SITE | SPECIFIC IN | IPUT DATA | | | | N | OISE | MODE | L INPUT | s | | | |
| Highway Data | | | | 5 | Site Con | ditions | Hard : | = 10, Sc | oft = 15) | | | | |
| Average Daily | Traffic (Adt): | 8,582 vehic | les | | | | | Autos: | 15 | | | | |
| Peak Hour | Percentage: | 6.92% | | | Me | dium Tru | icks (2 | Axles): | 15 | | | | |
| Peak H | lour Volume: | 594 vehicle | es | | He | avy Truc | ks (3+ | Axles): | 15 | | | | |
| Ve | hicle Speed: | 40 mph | | 1 | /ehicle i | Miv | | | | | | | |
| Near/Far La | ne Distance: | 56 feet | | | | icleType | | Dav | Evening | Night | Dailv | | |
| Site Data | | | | | Autos: 66.9% 10.8% 22.3% 92.5 | | | | | | | | |
| Rai | rrier Heiaht: | 0.0 feet | | | М | edium Ti | ucks: | 77.6% | 6.8% | 15.6% | 3.57% | | |
| Barrier Type (0-W | | 0.0 | | | | Heavy Ti | ucks: | 65.0% | 9.6% | 25.4% | 3.93% | | |
| Centerline Di | . , | 47.0 feet | | | /- i 0 | ource El | | (i £ | 41 | | | | |
| Centerline Dist. | to Observer: | 47.0 feet | | , | voise Sc | Auto: | | | eet) | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | Auto: m Truck: | | .000 | | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | y Truck | | .004 | Grade Ad | iustmant | - 0.0 | | |
| Pa | ad Elevation: | 0.0 feet | | | | | | | | justinoni | . 0.0 | | |
| Ros | ad Elevation: | 0.0 feet | | L | ane Eq | uivalent | Distar | ice (in | feet) | | | | |
| , and a | Road Grade: | 0.0% | | | | Auto | | 3.079 | | | | | |
| | Left View: | -90.0 degre | | | | m Truck | | .846 | | | | | |
| | Right View: | 90.0 degre | es | | Heav | y Truck | s: 37 | .869 | | | | | |
| FHWA Noise Mode | el Calculation: | s | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fres | - | Barrier Att | | m Atten | | |
| Autos: | 66.51 | -3.93 | | 1.67 | | -1.20 | | -4.63 | | 000 | 0.00 | | |
| Medium Trucks: | 77.72 | -18.07 | | 1.71 | | -1.20 | | -4.87 | | 000 | 0.00 | | |
| Heavy Trucks: | 82.99 | -17.64 | | 1.71 | | -1.20 | | -5.46 | 0.0 | 000 | 0.00 | | |
| Unmitigated Noise | | | _ | | | | | | | 1 | | | |
| VehicleType | Leq Peak Hou | | , | Leq Ev | | Leq | Night | | Ldn | | NEL | | |
| Autos: | 63 | | 62.1 | | 60.2 | | 58 | | 65.0 | | 66. | | |
| Medium Trucks: | 60 | - | 59.9 | | 55.3 | | 54 | | 61. | - | 62.0 | | |
| Heavy Trucks: Vehicle Noise: | 65 | | 64.8 | | 62.5 65.0 | | 62 64 | _ | 68.8 71. | - | 69. 71. | | |
| Centerline Distanc | e to Noise Co | ntour (in fee | f) | | | | | | | | | | |
| Jones Inc Distance | | mour (m ree | 7 | 70 a | iBA | 65 | dBA | (| 60 dBA | 55 | dBA | | |
| | | | Ldn: | | 55 | | 11 | 9 | 257 | | 554 | | |
| | CNEL: | | | | | 55 119 257 55 ² 58 125 268 578 | | | | | | | |

| | | -77-108 HIGH | | | | | • | | | | | | |
|-----------------------|-----------------------------|-------------------------|------|-----------|---|----------|------------------------|------------|--------------|----------|-----------|--|--|
| Scenari | | | | | | | Name: (| | | | | | |
| | e: Redlands Av | | | | | Job N | lumber: | 14428 | | | | | |
| Road Segmen | nt: s/o Harley K | nox Biva. | | | | | | | | | | | |
| SITE : | SPECIFIC IN | PUT DATA | | | Sito Con | | | | L INPUT | 8 | | | |
| · · | T 65 (4 11) | 40.050 1:1 | | - 1 | Site Conditions (Hard = 10, Soft = 15) Autos: 15 | | | | | | | | |
| Average Daily | . , | 16,858 vehicle 6.92% | :S | | | -ti T | | | 15 | | | | |
| | Percentage: our Volume: | 6.92% 1.167 vehicles | | | | | ucks (2 A cks (3+ A | , | | | | | |
| | our volume: hicle Speed: | 40 mph | | | | | CKS (3+ A | axies). | 10 | | | | |
| Near/Far Lai | | 56 feet | | | Vehicle I | Vlix | | | | | | | |
| ivear/Far Lai | ne Distance: | oo reet | | | Veh | icleType | | Day | Evening | Night | Daily | | |
| ite Data | | | | | | | | 66.9% | | 22.3% | | | |
| Bar | rier Height: | 0.0 feet | | | | edium T | | 77.6% | | 15.6% | 3.85% | | |
| Barrier Type (0-W | all, 1-Berm): | 0.0 | | | 1 | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 5.269 | | |
| Centerline Dis | st. to Barrier: | 47.0 feet | | | Noise So | urco El | lovation | · (in fo | nof) | | | | |
| Centerline Dist. | to Observer: | 47.0 feet | | · · · · · | 140/36 30 | Auto | | 000 | elj | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | m Truck | | 297 | | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | vy Truck | | 004 | Grade Ad | iustment | 0.0 | | |
| Pa | d Elevation: | 0.0 feet | | L | rical | ry Truck | 3. 0.1 | JU4 | 07440714 | uoumom. | 0.0 | | |
| Roa | ad Elevation: | 0.0 feet | | 1 | Lane Eq | uivalent | t Distanc | e (in t | feet) | | | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 38. | 079 | | | | | |
| | Left View: | -90.0 degree | s | | Mediu | m Truck | s: 37. | 846 | | | | | |
| | Right View: | 90.0 degree | :S | | Heav | y Truck | s: 37. | 869 | | | | | |
| HWA Noise Mode | l Calculations | | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dist | ance | | Road | Fresn | _ | Barrier Atte | | m Atten | | |
| Autos: | 66.51 | -1.07 | | 1.6 | | -1.20 | | -4.63 | | 000 | 0.00 | | |
| Medium Trucks: | 77.72 | -14.80 | | 1.7 | | -1.20 | | -4.87 | | 000 | 0.00 | | |
| Heavy Trucks: | 82.99 | -13.45 | | 1.7 | | -1.20 | | -5.46 | 0.0 | 000 | 0.00 | | |
| Inmitigated Noise | | | | | | | A 17 1- 4 | | Ldn | - | VFL. | | |
| VehicleType Autos: | Leq Peak Hour | | 65.0 | Ley E | vening 63.1 | Leq | Night 61.5 | | 68.5 | | VEL 68 | | |
| Medium Trucks: | 63. | - | 63.1 | | 58.6 | | 57.4 | | 65.0 | | 65. | | |
| Heavy Trucks: | 70. | | 69.0 | | 66.7 | | 66.2 | | 73.0 | | 73. | | |
| Vehicle Noise: | 72. | | 71.2 | | 68.7 | | 67.8 | | 74.8 | | 75. | | |
| Centerline Distanc | e to Noise Co | ntour (in feet) | | | | | | | | | | | |
| | | | | 70 (| dBA | 65 | dBA | ϵ | 0 dBA | 55 | dBA | | |
| | | | Ldn: | | 98 | | 212 | | 456 | | 983 | | |
| | | | VEL: | | 103 | | 221 | | 476 | | 1.027 | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HI | GHWAY | NOIS | E PREDIC | TION M | ODEL | . (9/12/2 | 021) | | |
|-------------------|--|--------------|--------|--------|-----------|-------------------|-------|---------------------|-------------|------------|-------------------|
| Road Nan | rio: E+P ne: Redlands A nt: s/o Markha | | | | | Project Job No | | :: OLC3 :: 14428 | | | |
| | SPECIFIC IN | IPUT DAT | Ά | | 0:4- 0 | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | aitions (| Hara | | | | |
| Average Daily | | 8,876 veh | nicles | | | | | Autos: | | | |
| | Percentage: | 6.92% | | | | dium Tru | | | | | |
| | lour Volume: | 614 vehi | | | He | avy Truc | ks (3 | + Axles): | 15 | | |
| | ehicle Speed: | 40 mph | | | Vehicle I | Лix | | | | | |
| Near/Far La | ne Distance: | 56 feet | | | Vehi | cleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | A | utos: | 66.9% | 10.8% | 22.3% | 89.44% |
| Ra | rrier Height: | 0.0 fee | ıt | | Me | edium Tr | ucks: | 77.6% | 6.8% | 15.6% | 4.11% |
| Barrier Type (0-V | | 0.0 | | | F | leavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 6.45% |
| ** ' | ist to Barrier: | 47.0 fee | t | | | | | | | | |
| Centerline Dist | to Observer: | 47.0 fee | t | | Noise So | | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 fee | | | | Autos | | 0.000 | | | |
| Observer Height | | 5.0 fee | t | | | n Trucks | | 2.297 | | | |
| | ad Flevation: | 0.0 fee | t | | Heav | y Trucks | i: | 8.004 | Grade Ad | ijustment. | 0.0 |
| Ro | ad Elevation: | 0.0 fee | t | | Lane Equ | ıivalent | Dista | nce (in i | feet) | | |
| | Road Grade: | 0.0% | | | | Autos | :: 3 | 8.079 | | | |
| | Left View: | -90.0 deg | rees | | Mediur | n Trucks | : 3 | 7.846 | | | |
| | Right View: | 90.0 deg | • | | Heav | y Trucks | : 3 | 7.869 | | | |
| FHWA Noise Mod | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flo | | stance | Finite | | Fre | snel | Barrier Att | | m Atten |
| Autos: | | - | .93 | 1.0 | | -1.20 | | -4.63 | | 000 | 0.000 |
| Medium Trucks: | | | | 1. | | -1.20 | | -4.87 | | 000 | 0.000 |
| Heavy Trucks: | | | | 1.1 | | -1.20 | | -5.46 | 0. | 000 | 0.000 |
| Unmitigated Nois | | | | | | | | | | | |
| VehicleType | Leq Peak Hou | | , | Leq E | vening | Leq I | - | | Ldn | | VEL |
| Autos: | | 3.1 | 62.1 | | 60.2 | | - | 3.6 | 65. | | 66.0 |
| Medium Trucks: | | 0.9 | 60.6 | | 56.1 | | - | 1.9 | 62. | - | 62.8 |
| Heavy Trucks: | | 3.2 | 67.1 | | 64.8 | | _ | 1.3 | 71. | | 71.4 |
| Vehicle Noise: | | 9.9 | 69.0 | | 66.5 | | 6 | 5.7 | 72. | 6 | 72.9 |
| Centerline Distan | ce to Noise Co | ontour (in f | eet) | 70 | dBA | 65 0 | ID A | | 60 dBA | | dBA |
| | | | Ldn: | 70 | 71 | 00 0 | | 52 | 327 327 | | <i>aBA</i> 705 |
| | | | CNFL: | | 71 | | | 52 59 | 342 | | 736 |
| | | | CNEL | | 74 | | - 13 | פנ | 342 | - | / 30 |

| | FHWA-RE | 0-77-108 HIGH | IWAY | NOISE | PREDIC | CTION N | IODEL (| (9/12/2 | 021) | | |
|------------------------------------|-----------------|----------------|--------|-----------|--------------|----------|------------------|----------|------------|---------|-----------|
| Scenari Road Nam Road Segmer | e: Redlands A | | | | | | Name: lumber: | | | | |
| | SPECIFIC IN | PUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | 8 | Site Cor | nditions | (Hard = | 10, Sc | oft = 15) | | |
| Average Daily | Traffic (Adt): | 16,208 vehicle | es | | | | | Autos: | | | |
| Peak Hour | Percentage: | 6.92% | | | | edium Tr | | , | | | |
| | our Volume: | 1,122 vehicle | S | | He | eavy Tru | cks (3+ | Axles): | 15 | | |
| | hicle Speed: | 40 mph | | ١ | /ehicle | Mix | | | | | |
| Near/Far Lai | ne Distance: | 56 feet | | F | | icleType | , | Day | Evening | Nigh | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3 | % 92.50% |
| Rar | rier Height: | 0.0 feet | | | M | ledium T | rucks: | 77.6% | 6.8% | 15.6 | % 3.57% |
| Barrier Type (0-W | 'all, 1-Berm): | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4 | % 3.93% |
| Centerline Dis | | 47.0 feet | | ٨ | Voise S | ource E | levation | s (in fe | eet) | | |
| Centerline Dist. | | 47.0 feet | | | | Auto | s: 0 | .000 | | | |
| Barrier Distance | | 0.0 feet | | | Mediu | ım Truck | s: 2 | .297 | | | |
| Observer Height (. | , | 5.0 feet | | | Hea | vy Truck | s: 8 | .004 | Grade Ad | ljustme | nt: 0.0 |
| | ad Elevation: | 0.0 feet | | - | | | | | | | |
| | ad Elevation: | 0.0 feet | | L | .ane Eq | uivalen | | | reet) | | |
| F | Road Grade: | 0.0% | | | | Auto | | .079 | | | |
| | Left View: | -90.0 degre | | | | m Truck | 0, | .846 | | | |
| | Right View: | 90.0 degre | es | | Hea | vy Truck | 's: 37 | .869 | | | |
| FHWA Noise Mode | el Calculation: | s | | • | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fresi | nel | Barrier At | ten E | erm Atten |
| Autos: | 66.51 | -1.17 | | 1.67 | 7 | -1.20 | | -4.63 | 0. | 000 | 0.000 |
| Medium Trucks: | 77.72 | -15.31 | | 1.71 | 1 | -1.20 | | -4.87 | 0. | 000 | 0.000 |
| Heavy Trucks: | 82.99 | -14.88 | | 1.71 | 1 | -1.20 | | -5.46 | 0. | 000 | 0.000 |
| Unmitigated Noise | Levels (with | out Topo and | barrie | er atteni | uation) | | | , | | | |
| | Leq Peak Hou | | | Leq Ev | | | Night | | Ldn | _ | CNEL |
| Autos: | 65 | | 64.9 | | 63.0 | | 61. | | 68. | | 68.7 |
| Medium Trucks: | 62 | | 62.6 | | 58.1 | | 56. | | 64. | | 64.8 |
| Heavy Trucks: Vehicle Noise: | 68 71 | | 70.3 | | 65.3 67.8 | | 64. 66. | | 71. 73. | | 71.8 |
| Centerline Distance | | | | | 0 | | 50. | - | 70. | - | . 4. 1 |
| Contentine Distant | | Jui (iii leet | , | 70 a | iBA | 65 | dBA | 6 | 60 dBA | | 55 dBA |
| | | | Ldn: | | 85 | | 182 | 2 | 393 | 3 | 846 |
| | CNEL: | | | | | | 190 |) | 410 |) | 883 |

| | FHWA-RL | 0-77-108 HIGH | TWAY | NOISE | PREDIC | HON MO | JDEL | (9/12/2 | 021) | | | | |
|---------------------------------|--|----------------|------|--------|--|-----------|--------|------------|-------------|----------|--------------|--|--|
| Scenar | | | | | | Project i | | | | | | | |
| | e: Redlands A | | | | | Job Nu | ımber | 14428 | | | | | |
| Road Segme | nt: s/o Markha | m St. | | | | | | | | | | | |
| | SPECIFIC IN | PUT DATA | | | 0 | | | | L INPUT | S | | | |
| Highway Data | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | |
| Average Daily | Traffic (Adt): | 17,829 vehicle | es | | Autos: 15 | | | | | | | | |
| Peak Hour | Percentage: | 6.92% | | | Medium Trucks (2 Axles): 15 | | | | | | | | |
| Peak H | lour Volume: | 1,234 vehicle | s | | He | avy Truc | ks (3+ | Axles): | 15 | | | | |
| Ve | hicle Speed: | 40 mph | | t | Vehicle | Mix | | | | | | | |
| Near/Far La | ne Distance: | 56 feet | | | | icleType | | Day | Evening | Night | Daily | | |
| Site Data | | | | | | A | utos: | 66.9% | 10.8% | 22.3% | 92.50% | | |
| Ra | rrier Height: | 0.0 feet | | | М | edium Tri | ucks: | 77.6% | 6.8% | 15.6% | 3.57% | | |
| Barrier Type (0-W | | 0.0 | | | | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 3.93% | | |
| Centerline Di | | 47.0 feet | | - | | | | | | | | | |
| Centerline Dist. | to Observer: | 47.0 feet | | - | Noise So | ource Ele | | | eet) | | | | |
| Barrier Distance | Barrier Distance to Observer: 0.0 feet | | | | | Autos | | 0.000 | | | | | |
| Observer Height | Observer Height (Above Pad): 5.0 feet | | | | | m Trucks | | 2.297 | 0 | | | | |
| Pi | ad Elevation: | 0.0 feet | | | Heal | y Trucks | : 8 | 3.004 | Grade Ad | justment | 0.0 | | |
| Ro | ad Elevation: | 0.0 feet | | l | Lane Eq | uivalent | Dista | nce (in | feet) | | | | |
| | Road Grade: | 0.0% | | Ī | | Autos | : 3 | 8.079 | | | | | |
| | Left View: | -90.0 degre | es | | Mediu | m Trucks | : 3 | 7.846 | | | | | |
| | Right View: | 90.0 degre | es | | Hear | y Trucks | : 3 | 7.869 | | | | | |
| FHWA Noise Mode | el Calculation: | s | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fres | | Barrier Att | | m Atten | | |
| Autos: | 66.51 | -0.75 | | 1.6 | | -1.20 | | -4.63 | | 000 | 0.000 | | |
| Medium Trucks: | 77.72 | -14.89 | | 1.1 | | -1.20 | | -4.87 | | 000 | 0.000 | | |
| Heavy Trucks: | 82.99 | -14.47 | ' | 1.1 | 71 | -1.20 | | -5.46 | 0. | 000 | 0.000 | | |
| Unmitigated Noise | | | | | | | | | | | | | |
| VehicleType | Leq Peak Hou | | _ | Leq E | vening | Leq N | - | J | Ldn | | VEL | | |
| Autos: | 66 | | 65.3 | | 63.4 | | 61 | | 68. | - | 69. | | |
| Medium Trucks: | 63 | | 63.0 | | 58.5 | | | .3 | 64. | | 65.2 | | |
| Heavy Trucks: Vehicle Noise: | Heavy Trucks: 69.0 68. Vehicle Noise: 71.6 70. | | | | 65.7 68.2 | | | i.1 '.2 | 72. 74. | - | 72.0 74.5 | | |
| Centerline Distanc | e to Noise Co | ntour (in foot | 9 | | | | | | | | | | |
| Distant | | (III leet | , | 70 | dBA | 65.0 | IRA | | 60 dBA | 55 | dBA | | |
| | | | | | | | | | | | | | |
| | | | Ldn: | | 90 | 00 0 | 19 | 14 | 418 | 1 | 901 | | |

| | FHWA-KL | -77-108 HIGH | WAY | NUISE | PREDIC | TION N | IODEL | (9/12/20 | JZ1) - | | | | | |
|-----------------------|-----------------|----------------|--------------|-------|--|----------|-----------|-----------|--------------|------------|----------|--|--|--|
| Scenari | o: EAPC | | | | | Project | Name: | OLC3 | | | | | | |
| Road Nam | e: Redlands A | v. | | | | Job N | lumber: | 14428 | | | | | | |
| Road Segmer | nt: s/o Markhar | m St. | | | | | | | | | | | | |
| | SPECIFIC IN | PUT DATA | | | 0 | | | | L INPUT | S | | | | |
| Highway Data | | | | - 1 | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | | |
| Average Daily | . , | 16,502 vehicle | es | | | | | Autos: | | | | | | |
| | Percentage: | 6.92% | | | | edium Tr | | , | | | | | | |
| | our Volume: | 1,142 vehicles | S | | He | eavy Tru | cks (3+ | Axles): | 15 | | | | | |
| | hicle Speed: | 40 mph | | 1 | Vehicle i | Mix | | | | | | | | |
| Near/Far Lai | ne Distance: | 56 feet | | F | | icleType | | Day | Evening | Night | Daily | | | |
| Site Data | | | | | | | Autos: | 66.9% | - | 22.3% | | | | |
| Rai | rier Height: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.86 | | | |
| Barrier Type (0-W | - | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 5.29 | | | |
| Centerline Dis | st. to Barrier: | 47.0 feet | | - | Noise So | urce F | lovation | ne (in fo | not) | | | | | |
| Centerline Dist. | to Observer: | 47.0 feet | | ľ | 10/30 00 | Auto | | .000 | .01) | | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | m Truck | | .297 | | | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | vy Truck | | .004 | Grade Ad | iustment | . 0 0 | | | |
| Pa | ad Elevation: | 0.0 feet | | | i ica | y IIuch | s. c | 1.004 | 0,000,10 | , aou mont | 0.0 | | | |
| Roa | ad Elevation: | 0.0 feet | | 1 | Lane Eq | uivalen | t Distar | ice (in t | feet) | | | | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 38 | 3.079 | | | | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 37 | .846 | | | | | | |
| | Right View: | 90.0 degree | es | | Hear | vy Truck | s: 37 | .869 | | | | | | |
| FHWA Noise Mode | l Calculations | 5 | | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | tance | | Road | Fres | | Barrier Att | | m Atter | | | |
| Autos: | 66.51 | -1.17 | | 1.6 | | -1.20 | | -4.63 | | 000 | 0.0 | | | |
| Medium Trucks: | 77.72 | -14.89 | | 1.7 | | -1.20 | | -4.87 | | 000 | 0.0 | | | |
| Heavy Trucks: | 82.99 | -13.52 | | 1.7 | 1 | -1.20 | | -5.46 | 0.0 | 000 | 0.00 | | | |
| Unmitigated Noise | | - | _ | | | | A Control | | 1 -1 | - | | | | |
| VehicleType Autos: | Leq Peak Hou | ., ., | _ | Leq E | vening | | Night | 1 | Ldn | _ | VEL | | | |
| Medium Trucks: | 65 63 | | 64.9 63.0 | | 63.0 58.5 | | 61 57 | | 68.4 64.1 | | 68 | | | |
| Heavy Trucks: | | | 68.9 | | 58.5 66.7 | | | | | - | 65 | | | |
| Vehicle Noise: | 70 72 | | 71.1 | | 68.6 | | 66 67 | | 72. 74. | | 73 75 | | | |
| Centerline Distanc | e to Noise Co | ntour (in feet |) | | | | | | | | | | | |
| | | | | 70 (| dBA | 65 | dBA | 6 | 0 dBA | 55 | dBA | | | |
| | | | Ldn: | | 97 | | 20 | n | 451 | | 97 | | | |
| | | | Luii. | | 91 | | 20 | 9 | 401 | | 51 | | | |

Wednesday, January 18, 2023

| FHWA- | RD-7 | 7-108 HIGH | WAY | NOIS | E PREDIC | TION M | IODE | L (9/12/2 | 021) | | | | |
|---|------|------------------|--------------|--------|--|-----------------|-------|-----------------------|------------|--------------|---------|--|--|
| Scenario: HYP Road Name: Redlands Road Segment: s/o Markl | | St. | | | | | | ne: OLC3 er: 14428 | | | | | |
| SITE SPECIFIC | NPU | JT DATA | | | Cita Can | | | | L INPUT | S | | | |
| Highway Data | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | |
| Average Daily Traffic (Adt): | | 3,123 vehicle | S | | | | | Autos. | | | | | |
| Peak Hour Percentage: | | 3.92% | | | | | | (2 Axles) | | | | | |
| Peak Hour Volume: | , | 254 vehicles | • | | HE | avy iru | CKS (| 3+ Axles). | 15 | | | | |
| Vehicle Speed: | | 40 mph | | | Vehicle I | Wix | | | | | | | |
| Near/Far Lane Distance: | | 56 feet | | | Veh | icleType | | Day | Evening | Night | Daily | | |
| Site Data | | | | | | , | Autos | : 66.99 | 10.8% | 22.3% | 91.00% | | |
| Barrier Height: | | 0.0 feet | | | М | edium T | rucks | 77.69 | 6.8% | 15.6% | 3.83% | | |
| Barrier Type (0-Wall, 1-Berm). | | 0.0 | | | | Heavy T | rucks | : 65.09 | 9.6% | 25.4% | 5.17% | | |
| Centerline Dist. to Barrier. | | 47.0 feet | | | Noice S | urco El | ovati | ons (in f | not) | | | | |
| Centerline Dist. to Observer. | | 47.0 feet | | | Noise 30 | Auto | _ | 0.000 | eet) | | | | |
| Barrier Distance to Observer. | | 0.0 feet | | | A de elle | Auto m Truck | | 2.297 | | | | | |
| Observer Height (Above Pad). | | 5.0 feet | | | | ry Truck | | 8.004 | Grade Ad | liustment | . 0.0 | | |
| Pad Elevation. | | 0.0 feet | | | пеа | ry Truck | S. | 0.004 | Grade At | ijusurierit. | 0.0 | | |
| Road Elevation. | | 0.0 feet | | | Lane Eq | uivalent | Dist | ance (in | feet) | | | | |
| Road Grade. | (| 0.0% | | | | Auto | s: | 38.079 | | | | | |
| Left View. | - | 90.0 degree | s | | Mediu | m Truck | s: | 37.846 | | | | | |
| Right View | | 90.0 degree | s | | Hear | y Truck | s: | 37.869 | | | | | |
| FHWA Noise Model Calculation | _ | 1 | | | 1 | 1 | | | | | | | |
| VehicleType REMEL | | raffic Flow | Di | stance | | Road | Fr | esnel | Barrier At | | m Atten | | |
| Autos: 66.5 Medium Trucks: 77.7 | | -0.75 | | | 67 | -1.20 | | -4.63 | | 000 | 0.000 | | |
| | _ | -14.51 -13.21 | | | 71 71 | -1.20 -1.20 | | -4.87 -5.46 | | 000 | 0.000 | | |
| , | - | | | | | -1.20 | | -5.40 | 0. | 000 | 0.000 | | |
| Unmitigated Noise Levels (wi | | | | | | | | | | 1 0 | | | |
| VehicleType Leq Peak H | _ | Leq Day | | Leq E | vening | | Night | | Ldn | | VEL | | |
| | 66.2 | | 65.3 | | 63.4 | | | 51.8 | 68. | | 69.1 | | |
| | 33.7 | | 63.4 | | 58.9 | | | 57.7 | 65. | - | 65.6 | | |
| | 70.3 | | 69.2 71.4 | | 67.0 | | | 36.4 | 73. | - | 73.5 | | |
| | | | | | 69.0 | | (| 58.1 | 75. | 1 | 75.4 | | |
| Centerline Distance to Noise | cont | our (in feet) | | 70 | dBA | 65 | dBA | | 60 dBA | 55 | dBA | | |
| | | | Ldn: | | 102 | - 00 | | 221 | 475 | | 1.024 | | |
| | | CI | VEL: | | 107 | | - 2 | 230 | 496 | 3 | 1,069 | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | YAW | NOISE | PREDIC | TION | IODEL (| 9/12/2 | 021) | | |
|---------------------|-----------------------|-----------------|---------|---------|-----------|----------|--------------------|----------|-------------|--------|-----------|
| Scenari Road Nam | o: E e: Redlands A | v. | | | | | ! Name: lumber: | | | | |
| Road Segmen | nt: n/o Ramon | а Ехр. | | | | | | | | | |
| SITE S | SPECIFIC IN | IPUT DATA | | | | 1 | IOISE | NODE | L INPUT | s | |
| Highway Data | | | | | Site Con | ditions | (Hard = | 10, Sc | oft = 15) | | |
| Average Daily | Traffic (Adt): | 8,539 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | dium Tr | ucks (2) | Axles): | 15 | | |
| Peak H | our Volume: | 591 vehicle | S | | He | avy Tru | cks (3+) | Axles): | 15 | | |
| Vei | hicle Speed: | 40 mph | | H | Vehicle I | Wix | | | | | |
| Near/Far Lai | ne Distance: | 56 feet | | H | | icleType | | Dav | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | - | 22.3 | |
| Rar | rier Heiaht: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6 | % 3.57% |
| Barrier Type (0-W | | 0.0 | | | 1 | Heavy T | rucks: | 65.0% | 9.6% | 25.4 | % 3.93% |
| Centerline Dis | | 47.0 feet | | | | | | | | | |
| Centerline Dist. | to Observer: | 47.0 feet | | Ľ | Noise Sc | | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | 000 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Truck | | 297 | 0 | ··· | -4-00 |
| | ad Elevation: | 0.0 feet | | | Heav | y Truck | s: 8. | 004 | Grade Ad | justme | nt: 0.0 |
| Roa | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distan | ce (in i | feet) | | |
| F | Road Grade: | 0.0% | | Ī | | Auto | s: 38. | 079 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 37. | 846 | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | s: 37. | 869 | | | |
| FHWA Noise Mode | l Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dist | ance | Finite | Road | Fresr | nel | Barrier Att | en B | erm Atten |
| Autos: | 66.51 | -3.95 | | 1.6 | | -1.20 | | -4.63 | | 000 | 0.000 |
| Medium Trucks: | 77.72 | | | 1.7 | | -1.20 | | -4.87 | | 000 | 0.000 |
| Heavy Trucks: | 82.99 | -17.66 | | 1.7 | 1 | -1.20 | | -5.46 | 0. | 000 | 0.000 |
| Unmitigated Noise | Levels (with | out Topo and | barriei | r atten | uation) | | | | | | |
| | Leq Peak Hou | ır Leq Day | , | Leq E | vening | Leq | Night | | Ldn | | CNEL |
| Autos: | 63 | 3.0 | 62.1 | | 60.2 | | 58.6 | 3 | 65. | 6 | 65.9 |
| Medium Trucks: | |).1 | 59.8 | | 55.3 | | 54.1 | 1 | 61. | 7 | 62.0 |
| Heavy Trucks: | | 5.8 | 64.8 | | 62.5 | | 61.9 | | 68. | - | 69.1 |
| Vehicle Noise: | 68 | 3.4 | 67.5 | | 65.0 | | 64.0 |) | 71. | 0 | 71.3 |
| Centerline Distanc | e to Noise Co | ontour (in feet |) | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | | 60 dBA | | i5 dBA |
| | | | Ldn: | | 55 | | 119 | | 256 | | 552 |
| | | C | NEL: | | 58 | | 124 | | 267 | 7 | 576 |

| | FHWA-RI | D-77-108 HIGH | HWAY | NOISE | PREDIC | CTION N | IODEL | (9/12/2 | 021) | | |
|---------------------------------|--|-----------------|--------------|--------|-----------|------------------|---------|---------------|-------------|-----------|---------|
| | io: EAC le: Redlands A nt: n/o Ramon | | | | | Project Job N | | OLC3 14428 | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | 5 | Site Con | ditions | (Hard | | | | |
| Average Daily | . , | 16,162 vehicl | les | | | | | Autos. | | | |
| | Percentage: | 6.92% | | | | edium Tr | | , | | | |
| | lour Volume: | 1,118 vehicle | es | | He | avy Tru | cks (3+ | Axles). | 15 | | |
| | hicle Speed: | 40 mph | | ١ | /ehicle l | Wix | | | | | |
| Near/Far La | ne Distance: | 56 feet | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 6 10.8% | 22.3% | 92.50% |
| Bai | rrier Heiaht: | 0.0 feet | | | М | edium T | rucks: | 77.69 | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | (all, 1-Berm): | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline Dis | st. to Barrier: | 47.0 feet | | | Joien S | ource El | ovatio | ne (in f | not) | | |
| Centerline Dist. | to Observer: | 47.0 feet | | - | 10/36 30 | Auto | | 0.000 | eei) | | |
| Barrier Distance | Barrier Distance to Observer: 0.0 feet | | | | | m Truck | | 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | v Truck | | 3.004 | Grade Ad | liustment | - 0.0 |
| Pa | ad Elevation: | 0.0 feet | | | | , | | | | justinoni | . 0.0 |
| Roa | ad Elevation: | 0.0 feet | | L | ane Eq | uivalent | Distar | nce (in | feet) | | |
| ı | Road Grade: | 0.0% | | | | Auto | s: 38 | 3.079 | | | |
| | Left View: | -90.0 degre | es | | | m Truck | | 7.846 | | | |
| | Right View: | 90.0 degre | es | | Hear | y Truck | s: 37 | 7.869 | | | |
| FHWA Noise Mode | el Calculation | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fres | | Barrier Att | | m Atten |
| Autos: | 66.51 | -1.18 | | 1.67 | | -1.20 | | -4.63 | | 000 | 0.00 |
| Medium Trucks: | 77.72 | -15.32 | - | 1.71 | | -1.20 | | -4.87 | | 000 | 0.00 |
| Heavy Trucks: | 82.99 | -14.89 | | 1.71 | | -1.20 | | -5.46 | 0.0 | 000 | 0.00 |
| Unmitigated Noise | | | | | | | | | | | |
| | Leq Peak Hou | | , | Leq Ev | | | Night | _ | Ldn | | NEL |
| Autos: | 65 | | 64.9 | | 63.0 | | 61 | | 68.4 | | 68. |
| Medium Trucks: | 62 | | 62.6 | | 58.1 | | 56 | | 64. | - | 64. |
| Heavy Trucks: Vehicle Noise: | 68 71 | | 67.5 70.2 | | | | | 71.0 | - | 71. | |
| Centerline Distanc | e to Noise Co | ontour (in feet | t) | | | | | | | | |
| Diotano | | (1111001 | 7 | 70 a | lBA | 65 | dBA | | 60 dBA | 55 | dBA |
| | | | Ldn: | | 84 | | 18 | 2 | 392 | 2 | 844 |
| | | | NEL: | | | | | 0 | 409 | | 882 |

| | | | | | | | IODEL (9 | | ·-·/ | | |
|------------------------|-----------------|----------------|--------------|--------|--------------|----------|--------------|---------|--------------|---------|------------|
| Scenario | | | | | | ., | Name: (| | | | |
| | e: Redlands Av. | | | | | Job N | lumber: 1 | 14428 | | | |
| Road Segmen | t: n/o Ramona l | Exp. | | | | | | | | | |
| SITE S Highway Data | SPECIFIC INP | UT DATA | | | Site Con | | | | L INPUT | 8 | |
| | | | | | Site Con | uilions | • | | | | |
| Average Daily | . , | 0,782 vehicle | es | | | | | Autos: | | | |
| | | 6.92% | | | | | ucks (2 A | | | | |
| | our Volume: | 746 vehicles | 3 | | He | eavy iru | cks (3+ A | axies): | 15 | | |
| | hicle Speed: | 40 mph | | Ī | Vehicle I | Mix | | | | | |
| Near/Far Lar | ne Distance: | 56 feet | | Ī | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 94.06% |
| Bar | rier Height: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6% | 2.829 |
| Barrier Type (0-Wa | - | 0.0 | | | 1 | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.119 |
| Centerline Dis | | 47.0 feet | | - | | | | | | | |
| Centerline Dist. t | to Observer: | 47.0 feet | | | Noise Sc | | | • | eet) | | |
| Barrier Distance t | o Observer: | 0.0 feet | | | | Auto | | 000 | | | |
| Observer Height (/ | Above Pad): | 5.0 feet | | | | m Truck | | 297 | | | |
| | d Flevation: | 0.0 feet | | | Heav | vy Truck | s: 8.0 | 004 | Grade Ad | ustment | 0.0 |
| Roa | d Elevation: | 0.0 feet | | İ | Lane Eq | uivalen | t Distanc | e (in i | feet) | | |
| F | Road Grade: | 0.0% | | Ī | | Auto | s: 38.0 | 079 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 37. | 846 | | | |
| | Right View: | 90.0 degree | | | Heav | vy Truck | s: 37. | 869 | | | |
| FHWA Noise Mode | l Calculations | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fresn | el | Barrier Atte | en Bei | m Atten |
| Autos: | 66.51 | -2.86 | | 1.6 | 37 | -1.20 | | -4.63 | 0.0 | 000 | 0.00 |
| Medium Trucks: | 77.72 | -18.09 | | 1.7 | 71 | -1.20 | | -4.87 | 0.0 | 000 | 0.00 |
| Heavy Trucks: | 82.99 | -17.66 | | 1.7 | 71 | -1.20 | | -5.46 | 0.0 | 000 | 0.00 |
| Unmitigated Noise | | | | | | | | | | | |
| VehicleType Autos: | Leq Peak Hour | Leq Day | | Leq E | vening | | Night | | Ldn | | NEL |
| Medium Trucks: | 64.1 60.1 | | 63.2 59.8 | | 61.3 55.3 | | 59.7 54.1 | | 66.7 61.7 | | 67. 62. |
| Heavy Trucks: | 65.8 | | 64.8 | | 62.5 | | 61.9 | | 68.8 | | 69. |
| Vehicle Noise: | 68.7 | | 67.8 | | 65.4 | | 64.4 | | 71.4 | | 71. |
| Centerline Distanc | e to Noise Con | tour (in feet) |) | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | 6 | 0 dBA | 55 | dBA |
| | | | | | | | | | | | |
| | | | Ldn: | | 58 | | 125 | | 270 | | 581 |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGHW | AY NOIS | E PREDIC | CTION MC | DDEL | (9/12/20 | 021) | | | | |
|-------------------|---|------------------------|-------------|---------------|---------------------|--------|-------------------|-------------|------------|---------|--|--|
| Road Nai | rio: EAPC me: Redlands A ent: n/o Ramon | | | | Project I Job Nu | | : OLC3 : 14428 | | | | | |
| SITE | SPECIFIC IN | IPUT DATA | | | N | DISE | MODE | L INPUT | s | | | |
| Highway Data | | | | Site Con | nditions (l | Hard | = 10, Sc | ft = 15) | | | | |
| Average Daily | Traffic (Adt): | 18,405 vehicles | | Autos: 15 | | | | | | | | |
| Peak Hou | r Percentage: | 6.92% | | Me | edium Tru | cks (2 | Axles): | 15 | | | | |
| Peak | Hour Volume: | 1,274 vehicles | | He | eavy Truci | ks (3+ | Axles): | 15 | | | | |
| V | ehicle Speed: | 40 mph | | Vehicle | Miss | | | | | | | |
| Near/Far L | ane Distance: | 56 feet | | | icleType | | Dav | Evening | Night | Daily | | |
| Site Data | | | | V C// | | utos: | 66.9% | - | 22.3% | 93.41% | | |
| | | | | | edium Trı | | 77.6% | | 15.6% | 3.13% | | |
| | arrier Height: | 0.0 feet 0.0 | | | Heavy Tru | | 65.0% | | 25.4% | 3.45% | | |
| Barrier Type (0-V | vall, 1-Berm): ist. to Barrier: | 0.0 47.0 feet | | | | 10110. | 00.07 | 0.070 | 20.170 | 0.1070 | | |
| Centerline D | | 47.0 feet 47.0 feet | | Noise So | ource Ele | vatio | ns (in fe | eet) | | | | |
| Barrier Distance | | 0.0 feet | | | Autos. | : (| 0.000 | | | | | |
| | | | Mediu | m Trucks | : 1 | 2.297 | | | | | | |
| Observer Height | Pad Flevation: | 5.0 feet 0.0 feet | | Hear | vy Trucks. | : 1 | 3.004 | Grade Ad | ljustment. | 0.0 | | |
| - | ad Elevation: | 0.0 feet | | I ane Fo | uivalent l | Dista | nce (in t | feet) | | | | |
| //C | Road Grade: | 0.0% | | | Autos | | 8.079 | , | | | | |
| | Left View: | -90.0 degrees | | Mediu | m Trucks | - | 7.846 | | | | | |
| | Right View: | 90.0 degrees | | | vy Trucks | | 7.869 | | | | | |
| | | | | 7700 | , , ,, do., do. | | | | | | | |
| FHWA Noise Mod | | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Distance | | Road | Fres | | Barrier Att | | m Atten | | |
| Autos | | -0.57 | | .67 | -1.20 | | -4.63 | | 000 | 0.000 | | |
| Medium Trucks | | | | .71 | -1.20 | | -4.87 | | 000 | 0.000 | | |
| Heavy Trucks | : 82.99 | -14.89 | 1. | .71 | -1.20 | | -5.46 | 0. | 000 | 0.000 | | |
| Unmitigated Nois | e Levels (with | out Topo and b | arrier atte | enuation) | | | | | | | | |
| VehicleType | Leq Peak Hou | | | Evening | Leq ∧ | light | | Ldn | | VEL | | |
| Autos | | | 5.5 | 63.6 58.1 | | 62 | | 69. | - | 69.3 | | |
| | Medium Trucks: 62.9 62.6 | | | | | | 6.9 | 64. | | 64.8 | | |
| Heavy Trucks | | | 7.5 | 65.3 | | - | .7 | 71. | - | 71.8 | | |
| Vehicle Noise | : 71 | .3 7 | 0.4 | 68.0 |) | 67 | .0 | 74. | 0 | 74.3 | | |
| Centerline Distan | ce to Noise Co | ontour (in feet) | 1 - | | 0.5 | | | | | | | |
| | | | |) dBA | 65 d | | | 0 dBA | | dBA | | |
| | | _ | dn: | 87 | | 18 | | 403 | | 868 | | |
| | | CNI | EL: | 91 195 421 90 | | | | | 907 | | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | IWAY I | NOISE | PREDIC | TION | IODEL (| 9/12/2 | 021) | | | | | |
|--------------------|---------------|-----------------|--------|---------|--|----------|-----------|----------|-------------|----------|-----------|--|--|--|
| Scenari | o: HY | | | | | Project | Name: | OLC3 | | | | | | |
| | e: Redlands A | | | | | Job ∧ | lumber: | 14428 | | | | | | |
| Road Segmer | nt: n/o Ramon | а Ехр. | | | | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | s | | | | |
| Highway Data | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | | |
| Average Daily | . , | 17,778 vehicle | es | | | | | Autos: | | | | | | |
| Peak Hour | Percentage: | 6.92% | | | | | ucks (2 / | | | | | | | |
| Peak H | our Volume: | 1,230 vehicle | S | | He | avy Tru | cks (3+) | 4xles): | 15 | | | | | |
| Vei | hicle Speed: | 40 mph | | f | Vehicle I | Wix | | | | | | | | |
| Near/Far Lai | ne Distance: | 56 feet | | t | | icleType | | Day | Evening | Night | Daily | | | |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3 | % 92.50% | | | |
| Rar | rier Heiaht: | 0.0 feet | | | M | edium T | rucks: | 77.6% | 6.8% | 15.6 | % 3.57% | | | |
| Barrier Type (0-W | | 0.0 | | | 1 | Heavy T | rucks: | 65.0% | 9.6% | 25.4 | % 3.93% | | | |
| Centerline Dis | | 47.0 feet | | | Noise Sc | E | lovetion | a (in f | na#1 | | | | | |
| Centerline Dist. | to Observer: | 47.0 feet | | F | Noise 30 | Auto | | 000 | et) | | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | m Truck | | 297 | | | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | ry Truck | | 004 | Grade Ad | livetme | nt 0.0 | | | |
| Pa | d Elevation: | 0.0 feet | | L | пеач | у писк | S. O. | 004 | Orauc Au | ijustino | n. 0.0 | | | |
| Roa | d Elevation: | 0.0 feet | | Ŀ | Lane Eq | uivalen | t Distan | ce (in i | feet) | | | | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 38. | 079 | | | | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 37. | 846 | | | | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | s: 37. | 869 | | | | | | |
| FHWA Noise Mode | l Calculation | s | | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | tance | | Road | Fresr | _ | Barrier Att | _ | erm Atten | | | |
| Autos: | 66.51 | | | 1.6 | | -1.20 | | -4.63 | | 000 | 0.000 | | | |
| Medium Trucks: | 77.72 | | | 1.7 | | -1.20 | | -4.87 | | 000 | 0.000 | | | |
| Heavy Trucks: | 82.99 | -14.48 | | 1.7 | 1 | -1.20 | | -5.46 | 0. | 000 | 0.000 | | | |
| Unmitigated Noise | | | barrie | r atter | uation) | | | | | | | | | |
| | Leq Peak Hοι | ur Leq Day | / | Leq E | vening | Leq | Night | | Ldn | | CNEL | | | |
| Autos: | | 5.2 | 65.3 | | 63.4 | | 61.8 | - | 68. | | 69.1 | | | |
| Medium Trucks: | | 3.3 | 63.0 | | 58.5 | | 57.3 | - | 64. | - | 65.2 | | | |
| Heavy Trucks: | | 9.0 | 68.0 | | 65.7 | | 65.1 | | 72. | - | 72.2 | | | |
| Vehicle Noise: | 71 | 1.6 | 70.7 | | 68.2 | | 67.2 | 2 | 74. | 2 | 74.5 | | | |
| Centerline Distanc | e to Noise Co | ontour (in feet |) | | | | | | | | | | | |
| | | | L | 70 | dBA | 65 | dBA | | 60 dBA | _ | 55 dBA | | | |
| | | | Ldn: | | 90 | | 194 | | 418 | - | 900 | | | |
| | | C | NEL: | | 94 | | 202 | | 436 | 3 | 939 | | | |

| | FHWA-RI | D-77-108 HIG | HWA\ | NOISE | PREDIC | TION N | ODEL | (9/12/2 | UZ1) | | | | |
|--------------------|------------------------------------|----------------|--------|-----------|--|----------|---------|----------|-------------|-----------|---------|--|--|
| Scenar | | D | | | | Project | | OLC3 | | | | | |
| | ne: Harley Kno nt: w/o Perris I | | | | | JOD IN | umber. | 14428 | | | | | |
| Road Segmen | nt. w/o rems t | Sivu. | | | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | S | | | |
| Highway Data | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | |
| Average Daily | Traffic (Adt): | 10,576 vehic | les | | Autos: 15 | | | | | | | | |
| Peak Hour | Percentage: | 6.92% | | | Ме | dium Tr | ucks (2 | Axles): | 15 | | | | |
| Peak H | lour Volume: | 732 vehicle | es | | He | avy Tru | cks (3+ | Axles): | 15 | | | | |
| Ve | hicle Speed: | 45 mph | | ŀ | Vehicle i | Mix | | | | | | | |
| Near/Far La | ne Distance: | 80 feet | | | | icleType | | Day | Evening | Night | Daily | | |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.50% | | |
| Rai | rrier Height: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.57% | | |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.93% | | |
| Centerline Di | | 64.0 feet | | - | Noise So | urco E | ovatio | ne (in f | not) | | | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | Noise 30 | Auto | | 0.000 | et) | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | m Truck | | 2.297 | | | | | |
| Observer Height (| (Above Pad): | 5.0 feet | | | | ry Truck | | 3.004 | Grade Ad | iustmant | . 0.0 | | |
| Pa | ad Elevation: | 0.0 feet | | | пеа | ry Truck | s. c | 5.004 | Grade Au | justinent | . 0.0 | | |
| Ros | ad Elevation: | 0.0 feet | | | Lane Eq | uivalent | Distar | nce (in | feet) | | | | |
| 1 | Road Grade: | 0.0% | | | | Auto | s: 50 | 0.210 | | | | | |
| | Left View: | -90.0 degre | ees | | Mediu | m Truck | s: 50 | 0.033 | | | | | |
| | Right View: | 90.0 degre | ees | | Hear | y Truck | s: 50 | 0.050 | | | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | D. | istance | | Road | Fres | - | Barrier Att | | m Atten | | |
| Autos: | 68.46 | -3.5 | 3 | -0.1 | 13 | -1.20 | | -4.70 | 0.0 | 000 | 0.00 | | |
| Medium Trucks: | 79.45 | -17.6 | 7 | -0.1 | | -1.20 | | -4.88 | 0.0 | 000 | 0.00 | | |
| Heavy Trucks: | 84.25 | -17.2 | 5 | -0.1 | 11 | -1.20 | | -5.31 | 0.0 | 000 | 0.00 | | |
| Unmitigated Noise | Levels (with | out Topo and | d barr | ier atter | nuation) | | | | | | | | |
| VehicleType | Leq Peak Hou | ır Leq Da | iy | Leq E | vening | Leq | Night | | Ldn | CI | VEL | | |
| Autos: | 63 | 3.6 | 62.7 | | 60.8 | | 59 | .1 | 66. | 2 | 66. | | |
| Medium Trucks: | 60 |).5 | 60.2 | ! | 55.6 | | 54 | .5 | 62. | 1 | 62.3 | | |
| Heavy Trucks: | | 5.7 | 64.6 | | 62.4 | | 61 | | 68. | | 68. | | |
| Vehicle Noise: | 68 | 3.5 | 67.6 | i | 65.2 | | 64 | .2 | 71. | 2 | 71. | | |
| Centerline Distanc | ce to Noise Co | ontour (in fee | t) | | | | | | | | | | |
| | | | | | dBA | 65 | dBA | | 60 dBA | | dBA | | |
| | | | Ldn | | 77 | | 16 | 5 | 356 | | 766 | | |
| | | | CNEL | | 80 | | 17 | | 372 | | 800 | | |

| Scenario Road Name Road Segment | : Redlands Av. | | | | | ., | Name: lumber: | | | | | |
|---------------------------------------|-----------------|------------------|--------------|--------|--------------|--------------------|------------------|---------|-----------------------|---------|------------|--|
| | | | | | | | | | | | | |
| Highway Data | PECIFIC INP | UI DAIA | | | Site Con | | | | L INPUTS oft = 15) | 5 | | |
| Average Daily T | raffic (Adt): 2 | 0.021 vehicle | 25 | | Autos: 15 | | | | | | | |
| Peak Hour P | . , | 6.92% | - | | Me | edium Tr | ucks (2 | Axles): | 15 | | | |
| | - | .385 vehicles | 3 | | | | cks (3+ | , | | | | |
| Vehi | icle Speed: | 40 mph | | - | Vehicle | | | | | | | |
| Near/Far Lane | e Distance: | 56 feet | | - | | iviix iicleType | | Dav | Evening | Night | Daily | |
| Site Data | | | | | VEII | | Autos: | 66.9% | - | 22.3% | | |
| | | | | | M | ledium T | | 77.6% | | 15.6% | | |
| | ier Height: | 0.0 feet | | | | Heavy T | | 65.0% | | 25.4% | | |
| Barrier Type (0-Wa Centerline Dist | | 0.0 47.0 feet | | | | | ruono. | 00.07 | 0.070 | 20.17 | 0.107 | |
| Centerline Dist. to | | 47.0 feet | | | Noise So | ource E | levation | s (in f | eet) | | | |
| Barrier Distance to | | 0.0 feet | | | | Auto | | 000 | | | | |
| Observer Height (A | | 5.0 feet | | | Mediu | m Truck | s: 2. | 297 | | | | |
| | d Elevation: | 0.0 feet | | | Hear | vy Truck | s: 8. | 004 | Grade Ad | justmen | t: 0.0 | |
| | Elevation: | 0.0 feet | | İ | Lane Eq | uivalen | t Distan | ce (in | feet) | | | |
| | nad Grade: | 0.0% | | İ | | Auto | | 079 | , | | | |
| | Left View: | -90.0 degree | ae . | | Mediu | m Truck | s: 37 | 846 | | | | |
| | Right View: | 90.0 degree | | | Hea | vy Truck | s: 37 | .869 | | | | |
| FHWA Noise Model | Calculations | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | Finite | Road | Fresi | nel | Barrier Atte | en Bei | rm Atten | |
| Autos: | 66.51 | -0.21 | | 1.6 | | -1.20 | | -4.63 | | 000 | 0.00 | |
| Medium Trucks: | 77.72 | -14.90 | | 1.7 | | -1.20 | | -4.87 | | 000 | 0.00 | |
| Heavy Trucks: | 82.99 | -14.48 | | 1.7 | 71 | -1.20 | | -5.46 | 0.0 | 000 | 0.00 | |
| Inmitigated Noise | | | _ | | | | | | | | | |
| | eq Peak Hour | Leq Day | _ | Leq E | vening | | Night | | Ldn | | NEL | |
| Autos: Medium Trucks: | 66.8 | | 65.8 | | 63.9 | | 62. | | 69.4 | | 69. | |
| Heavy Trucks: | 63.3 | | 63.0 | | 58.5 | | 57. | | 64.9 | | 65. | |
| Vehicle Noise: | 69.0 71.7 | | 68.0 70.8 | | 65.7 68.4 | | 65. 67. | | 72.0 74.4 | | 72. 74. | |
| Centerline Distance | to Noise Con | tour (in feet) |) | | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | - (| 60 dBA | 55 | dBA | |
| | | | Ldn: | | 92 | | 199 | | 428 | | 923 | |
| | | | Luii. | | 32 | | 100 | | 720 | | 020 | |

Wednesday, January 18, 2023

| | FHWA-K | D-77-108 HIGH | WAY | NUISE | PREDIC | HON MO | JUEL | (9/12/2 | 021) | | | | |
|--------------------|---|------------------|-------|----------|--|---------------------|--------|---------------|------------|-----------|---------|--|--|
| Road Nam | io: E+P ne: Harley Kno nt: w/o Perris | | | | | Project i Job Ni | | OLC3 14428 | | | | | |
| | SPECIFIC II | NPUT DATA | | | | | | | L INPUT | s | | | |
| Highway Data | | | | | Site Conditions (Hard = 10, Soft = 15) | | | | | | | | |
| Average Daily | Traffic (Adt): | 11,319 vehicle | es | | | | | Autos: | 15 | | | | |
| Peak Hour | Percentage: | 6.92% | | | | dium Tru | | | | | | | |
| Peak H | lour Volume: | 783 vehicle: | S | | He | avy Truc | ks (3+ | Axles): | 15 | | | | |
| Ve | hicle Speed: | 45 mph | | | /ehicle l | Miv | | | | | | | |
| Near/Far La | ne Distance: | 80 feet | | H' | | icleType | П | Dav | Evening | Night | Dailv | | |
| Site Data | | | | | | | utos: | 66.9% | - | 22.3% | 90.40% | | |
| Ra | rrier Heiaht: | 0.0 feet | | | Me | edium Tr | ucks: | 77.6% | 6.8% | 15.6% | 3.85% | | |
| Barrier Type (0-W | | 0.0 | | | F | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 5.75% | | |
| Centerline Di | | 64.0 feet | | | | | | | | | | | |
| Centerline Dist | | 64.0 feet | | - 1 | voise Sc | urce Ele | | | eet) | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Autos | | .000 | | | | | |
| Observer Height (| (Above Pad): | 5.0 feet | | | | m Trucks | - | .297 | | | | | |
| | ad Elevation: | 0.0 feet | | | Heav | y Trucks | : 8 | .004 | Grade Ad | ijustment | : 0.0 | | |
| Roa | ad Elevation: | 0.0 feet | | I | Lane Equ | uivalent | Distar | ce (in | feet) | | | | |
| | Road Grade: | 0.0% | | | | Autos | : 50 | .210 | | | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Trucks | : 50 | .033 | | | | | |
| | Right View: | 90.0 degree | es | | Heav | y Trucks | : 50 | .050 | | | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | | Fres | | Barrier At | | m Atten | | |
| Autos: | 68.46 | | | -0.1 | - | -1.20 | | -4.70 | | 000 | 0.000 | | |
| Medium Trucks: | | | | -0.1 | | -1.20 | | -4.88 | | 000 | 0.000 | | |
| Heavy Trucks: | 84.25 | -15.30 | | -0.1 | 1 | -1.20 | | -5.31 | 0. | 000 | 0.000 | | |
| Unmitigated Noise | e Levels (with | out Topo and | barri | er atten | uation) | | | | | | | | |
| VehicleType | Leq Peak Ho | | | Leq E | vening | Leq N | - | | Ldn | | NEL | | |
| Autos: | | | 62.9 | | 61.0 | | 59 | - | 66. | | 66.7 | | |
| Medium Trucks: | - | | 60.8 | | 56.3 | | 55 | | 62. | | 63.0 | | |
| Heavy Trucks: | | | 66.6 | | 64.3 | | 63 | | 70. | | 70.9 | | |
| Vehicle Noise: | 69 | 9.8 | 68.9 | | 66.4 | | 65 | .5 | 72. | 5 | 72.8 | | |
| Centerline Distand | ce to Noise C | ontour (in feet, |) | | | | | | | | | | |
| | | | L | 70 d | | 65 d | | | 60 dBA | | dBA | | |
| | | | Ldn: | | 94 | | 20 | _ | 435 | - | 936 | | |
| | | C | NEL: | | 98 | | 21 | 1 | 454 | 1 | 977 | | |

Wednesday, January 18, 2023

| | FHWA-RD | 0-77-108 HIGH | łWAY | NOISI | E PREDIC | CTION I | IODEL | (9/12/2 | 021) | | |
|---------------------------------|---|----------------|--------------|--------|----------|----------|--------------------|-----------|-------------|----------|------------|
| | o: EAC e: Harley Kno nt: w/o Perris E | | | | | | t Name. Number. | | | | |
| SITE S | SPECIFIC IN | PUT DATA | | | Site Cor | | | | L INPUT | s | |
| | | | | | Site Cor | iuitions | (паги | | | | |
| Average Daily | . , | 18,952 vehicl | es | | | | | Autos: | | | |
| | Percentage: | 6.92% | | | | edium Ti | | | | | |
| | our Volume: | 1,311 vehicle | :S | | He | eavy Tru | icks (3+ | Axles): | 15 | | |
| | hicle Speed: | 45 mph | | | Vehicle | Mix | | | | | |
| Near/Far Lar | ne Distance: | 80 feet | | | Veh | icleType | e | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.50% |
| Rar | rier Height: | 0.0 feet | | | M | ledium 1 | rucks: | 77.6% | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | all, 1-Berm): | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline Dis | | 64.0 feet | | | Noise S | ource E | levatio | ns (in fe | eet) | | |
| Centerline Dist. t | | 64.0 feet | | | | Auto | os: (| 0.000 | | | |
| Barrier Distance t | to Observer: | 0.0 feet | | | Mediu | ım Truck | | 297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | vy Truci | | 3.004 | Grade Ad | liustmen | t: 0.0 |
| Pa | d Elevation: | 0.0 feet | | | | • | | | | , | |
| Roa | d Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distai | ice (in | feet) | | |
| F | Road Grade: | 0.0% | | | | Auto | | 0.210 | | | |
| | Left View: | -90.0 degre | es | | Mediu | ım Truck | (s: 50 | 0.033 | | | |
| | Right View: | 90.0 degre | es | | Hea | vy Truci | (s: 50 | 0.050 | | | |
| FHWA Noise Mode | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | _ | Road | Fres | | Barrier Att | | rm Atten |
| Autos: | 68.46 | -1.00 | | -0. | | -1.20 | | -4.70 | | 000 | 0.00 |
| Medium Trucks: | 79.45 | -15.14 | | -0. | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 84.25 | -14.71 | | -0. | | -1.20 | | -5.31 | 0. | 000 | 0.00 |
| Unmitigated Noise | | | | | | | | _ | | | |
| VehicleType Autos: | Leq Peak Hou | -, -, | | Leq E | vening | | Night | | Ldn | | NEL |
| Medium Trucks: | 66 | | 65.2 | | 63.3 | | 61 | | 68. | | 69.0 |
| | 63 | | 62.7 | | 58.2 | - | 57 | | 64. | - | 64. |
| Heavy Trucks: Vehicle Noise: | 68 71 | | 67.2 70.2 | | 64.9 | | 64 66 | | 71. 73. | | 71. 74. |
| Centerline Distanc | e to Noise Co | ntour (in feet | 9 | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | (| 60 dBA | 55 | dBA |
| | | | Ldn: | | 113 | | 24 | 4 | 525 | 5 | 1,130 |
| | | С | NEL: | | 118 | | 25 | 4 | 548 | 3 | 1,181 |

| | FHWA-RE | 0-77-108 HIGH | WAY | NOISE | PREDIC | CTION | MODEL (9/ | 12/20 | 21) | | |
|--------------------|---|--|--------|----------|-------------|----------|----------------------------------|--------|----------------|-------|---------|
| | io: HY le: Harley Kno: nt: w/o Perris E | | | | | | t Name: Ol Number: 14 | | | | |
| SITE | SPECIFIC IN | PUT DATA | | | | | NOISE MO | DEL | INPUTS | | |
| Highway Data | | | | 5 | Site Con | ditions | (Hard = 10 |), Soi | t = 15) | | |
| | Traffic (Adt): Percentage: lour Volume: | 20,847 vehicle 6.92% 1,443 vehicle | | | | | Aı rucks (2 Ax ıcks (3+ Ax | , | 15 15 15 | | |
| Ve | hicle Speed: | 45 mph | | , | /ehicle | Miss | | | | | |
| Near/Far La | ne Distance: | 80 feet | | , | | icleType | e D | 21/ | Evening 1 | Vight | Daily |
| Site Data | | | | | | | Autos: 6 | 3.9% | 10.8% | 22.3% | 92.50% |
| Bai | rrier Height: | 0.0 feet | | | | ledium 1 | | 7.6% | | 15.6% | 3.57% |
| Barrier Type (0-W | 'all, 1-Berm): | 0.0 | | | | Heavy 1 | rucks: 6 | 5.0% | 9.6% | 25.4% | 3.93% |
| Centerline Dis | st. to Barrier: | 64.0 feet | | , | Voise S | nurce F | levations (| in fe | of) | | |
| Centerline Dist. | to Observer: | 64.0 feet | | ŕ | 10,00 0 | Auto | | | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Mediu | m Truck | | | | | |
| Observer Height (| Above Pad): | | | vy Truci | | | Grade Adju | stment | 0.0 | | |
| Pá | ad Elevation: | 0.0 feet | | | | | | | | | |
| Ros | ad Elevation: | 0.0 feet | | L | ane Eq | | t Distance | • | eet) | | |
| I | Road Grade: | 0.0% | | | | Auto | | - | | | |
| | Left View: | -90.0 degree | es | | | m Truck | | 33 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truci | ks: 50.05 | 50 | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | Finite | Road | Fresnel | E | Barrier Atten | Berr | n Atten |
| Autos: | 68.46 | -0.58 | | -0.13 | 3 | -1.20 | -4 | .70 | 0.00 | 0 | 0.00 |
| Medium Trucks: | 79.45 | -14.72 | | -0.1 | 1 | -1.20 | -4 | .88 | 0.00 | 0 | 0.000 |
| Heavy Trucks: | 84.25 | -14.30 | | -0.1 | 1 | -1.20 | -5 | 5.31 | 0.00 | 0 | 0.000 |
| Unmitigated Noise | Levels (with | out Topo and | barrie | er atten | uation) | | | | | | |
| VehicleType | Leq Peak Hou | ır Leq Day | / | Leq E | /ening | Leq | Night | | Ldn | C٨ | IEL |
| Autos: | 66 | .5 | 65.6 | | 63.7 | | 62.1 | | 69.1 | | 69.4 |
| Medium Trucks: | | 58.6 | | 57.4 | | 65.0 | | 65.3 | | | |
| Heavy Trucks: | 68 | | 67.6 | | 65.3 | | 64.7 | | 71.6 | | 71.9 |
| Vehicle Noise: | 71 | .5 | 70.6 | | 68.1 | | 67.1 | | 74.1 | | 74.4 |
| Centerline Distanc | e to Noise Co | ontour (in feet |) | =0 | | | 15.4 | | | | |
| | | | , | 70 c | | 65 | dBA | 60 |) dBA | 55 (| dBA |
| | | | Ldn: | | 120 260 559 | | | | 1,205 | | |
| | | C | NEL: | | 126 271 584 | | | | 1,258 | | |

| | o: EAPC e: Harley Kno: nt: w/o Perris E | | | | | Project Job N | Name: (umber: | | | | |
|---------------------------------|---|-----------------|-------|-------|--------------|------------------|-------------------|----------|--------------|---------|----------|
| | SPECIFIC IN | IPUT DATA | | | 211 0 | | | | L INPUT | 3 | |
| Highway Data | | | | 2 | site Con | ditions (| | -, - | / | | |
| Average Daily | | 19,694 vehicle | es | | | | - | Autos: | | | |
| | Percentage: | 6.92% | | | | dium Tru | | | | | |
| | our Volume: | 1,363 vehicles | 3 | | HE | avy Truc | KS (3+ A | axies): | 15 | | |
| | nicle Speed: | 45 mph | | ١ | Vehicle I | Vlix | | | | | |
| Near/Far Lar | ne Distance: | 80 feet | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | A | lutos: | 66.9% | 10.8% | 22.3% | 91.29 |
| Bar | rier Height: | 0.0 feet | | | М | edium Tr | ucks: | 77.6% | 6.8% | 15.6% | 3.73 |
| Barrier Type (0-W | - | 0.0 | | | 1 | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 4.98 |
| Centerline Dis | | 64.0 feet | | ١. | | | | | | | |
| Centerline Dist. | to Observer: | 64.0 feet | | | voise Sc | ource Ele | | _ | eet) | | |
| Barrier Distance t | o Observer: | 0.0 feet | | | | Autos | | 000 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Trucks | | 297 | | | |
| | Pad Elevation: 0.0 feet | | | | | y Trucks | 8.0 | 004 | Grade Ad | ustment | 0.0 |
| Ros | d Flevation: | 0.0 feet | | L | Lane Eq | uivalent | Distanc | e (in i | feet) | | |
| F | Road Grade: | 0.0% | | | | Autos | : 50. | 210 | | | |
| • | Left View: | -90.0 degree | e e | | Mediu | m Trucks | : 50 | 033 | | | |
| | Right View: | 90.0 degree | | | Heav | y Trucks | 50. | 050 | | | |
| FHWA Noise Mode | l Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dista | ance | Finite | Road | Fresn | | Barrier Atte | en Ber | m Atter |
| Autos: | 68.46 | -0.89 | | -0.13 | - | -1.20 | | -4.70 | 0.0 | 000 | 0.00 |
| Medium Trucks: | 79.45 | -14.78 | | -0.1 | 1 | -1.20 | | -4.88 | 0.0 | 000 | 0.00 |
| Heavy Trucks: | 84.25 | | | -0.1 | | -1.20 | | -5.31 | 0.0 | 000 | 0.00 |
| Unmitigated Noise | | | | | | | | | | | |
| VehicleType Autos: | Leq Peak Hou | .,., | | Leq E | | Leq i | | <u> </u> | Ldn | | VEL |
| Autos: Medium Trucks: | 66 | | 65.3 | | 63.4 | | 61.8 | | 68.8 | | 69 |
| | 63 | | 63.1 | | 58.5 | | 57.4 | | 65.0 | | 65 |
| Heavy Trucks: Vehicle Noise: | 69 71 | | 70.9 | | 66.1 68.4 | | 65.5 67.5 | | 72.4 74.5 | | 72 74 |
| Centerline Distanc | e to Noise Co | ontour (in feet |) | | | | | | | | |
| | | | | 70 c | BA. | 65 (| BA. | 6 | 60 dBA | 55 | dBA |
| Ldn: | | | | 127 | | 274 | | 591 | | 1.27 | |
| | CNEL: | | | | | | | | | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGHW | AY NOIS | E PREDIC | CTION MC | DDEL | (9/12/2 | 021) | | | | |
|-------------------------|---|------------------|-------------|--|---------------------|--------|-------------------|------------|-----------|---------|--|--|
| Road Nar | rio: HYP ne: Harley Kno ent: w/o Perris I | | | | Project I Job Nu | | : OLC3 : 14428 | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | L INPUT | s | | | |
| Highway Data | | | | Site Con | ditions (i | Hard | = 10, Sc | ft = 15) | | | | |
| Average Daily | Traffic (Adt): | 21,589 vehicles | | | | | Autos: | 15 | | | | |
| Peak Hou | r Percentage: | 6.92% | | Me | dium Tru | cks (2 | 2 Axles): | 15 | | | | |
| Peak I | Hour Volume: | 1,494 vehicles | | He | avy Truci | ks (3+ | + Axles): | 15 | | | | |
| V | ehicle Speed: | 45 mph | | Vehicle | Miv | | | | | | | |
| Near/Far La | ane Distance: | 80 feet | | | icleType | | Dav | Evening | Night | Daily | | |
| Site Data | | | | 1 | | utos: | 66.9% | - | 22.3% | 91.40% | | |
| р. | arrier Heiaht: | 0.0 feet | | М | edium Tru | icks: | 77.6% | 6.8% | 15.6% | 3.72% | | |
| Barrier Type (0-V | | 0.0 | | | Heavy Tru | ıcks: | 65.0% | 9.6% | 25.4% | 4.89% | | |
| *, , | ist. to Barrier: | 64.0 feet | | Noice S | ource Ele | vatio | ne (in f | not) | | | | |
| Centerline Dist | to Observer: | 64.0 feet | | NOISE 30 | Autos | | 0.000 | elj | | | | |
| Barrier Distance | to Observer: | | Modiu | | | 2.297 | | | | | | |
| Observer Height | (Above Pad): | 5.0 feet | | Medium Trucks: 2.297 Heavy Trucks: 8.004 Grade Adjustment: 0.0 | | | | | | | | |
| F | Pad Elevation: | 0.0 feet | | 1 Ica | y Hucks. | | 0.004 | Orauc Ac | justinent | 0.0 | | |
| Ro | ad Elevation: | 0.0 feet | | Lane Eq | uivalent l | Dista | nce (in i | feet) | | | | |
| | Road Grade: | 0.0% | | | Autos. | 5 | 0.210 | | | | | |
| | Left View: | -90.0 degrees | | Mediu | m Trucks. | 5 | 0.033 | | | | | |
| | Right View: | 90.0 degrees | | Hear | vy Trucks | 5 | 0.050 | | | | | |
| FHWA Noise Mod | lel Calculation | s | | 1 | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Distance | Finite | Road | Fre | snel | Barrier At | en Ber | m Atten | | |
| Autos | 68.46 | -0.48 | -0 | .13 | -1.20 | | -4.70 | 0. | 000 | 0.000 | | |
| Medium Trucks | | | - | .11 | -1.20 | | -4.88 | | 000 | 0.000 | | |
| Heavy Trucks | 84.25 | -13.20 | -0 | .11 | -1.20 | | -5.31 | 0. | 000 | 0.000 | | |
| Inmitigated Nois | e Levels (with | out Topo and ba | arrier atte | enuation) | | | | | | | | |
| VehicleType | Leq Peak Hou | | | Evening | Leq N | - | | Ldn | | VEL | | |
| Autos | | | 5.7 | 63.8 | | | 2.2 | 69. | _ | 69.5 | | |
| Medium Trucks | 3.5 | 58.9 | | | 7.7 | 65. | | 65.6 | | | | |
| Heavy Trucks | | | 3.7 | 66.4 65.8 72.7 | | | | 73.0 | | | | |
| Vehicle Noise | 72 | 2.2 71 | 1.2 | 68.8 | | 67 | 7.8 | 74. | 8 | 75.1 | | |
| Centerline Distan | ce to Noise Co | ontour (in feet) | | | | | | | | | | |
| | | | |) dBA | 65 d | | | 0 dBA | | dBA | | |
| | | | dn: | 134 | | 28 | | 624 | | 1,343 | | |
| | | CNE | L. | 140 302 651 | | | ı | 1,403 | | | | |

Wednesday, January 18, 2023

| | FHWA-RI | 0-77-108 HIGH | WAY | NOISE | PREDIC | CTION I | /IODEL | (9/12/2 | 021) | | |
|----------------------------------|--|---------------------------------------|--------|----------|----------|----------------------|----------------------|-------------------|------------|---------|--------------|
| | io: E e: Harley Kno nt: e/o Perris E | | | | | | t Name: Number: | | | | |
| SITE S Highway Data | SPECIFIC IN | IPUT DATA | | | Site Cor | | | | L INPUT | S | |
| Average Daily Peak Hour | Traffic (Adt): Percentage: our Volume: | 7,137 vehicle 6.92% 494 vehicle | | | Ме | edium Ti | rucks (2 icks (3+ | Autos: Axles): | 15 15 | | |
| Vei | hicle Speed: | 45 mph | | - | Vehicle | Mix | | | | | |
| Near/Far Lai | ne Distance: | 80 feet | | F | | icleType | е | Day | Evening | Nigh | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3 | % 92.50% |
| Bar Barrier Type (0-W | rier Height: 'all, 1-Berm): | 0.0 feet 0.0 | | | | ledium 1 Heavy 1 | | 77.6% 65.0% | | | |
| Centerline Dis | | 64.0 feet | | 1 | Noise S | ource E | levation | s (in fe | eet) | | |
| Centerline Dist. | | 64.0 feet | | F | | Auto | | .000 | , | | |
| Barrier Distance | | 0.0 feet | | | Mediu | ım Truck | ks: 2 | .297 | | | |
| | Observer Height (Above Pad): 5.0 feet | | | | | vy Truck | ks: 8 | .004 | Grade Ad | ljustme | nt: 0.0 |
| | ad Elevation: | 0.0 feet | | - | | | 4 Di-4 | /: | £4) | | |
| | ad Elevation: | 0.0 feet | | μ. | Lane Eq | | | | reet) | | |
| , | Road Grade: | 0.0% | | | | Auto | | .210 | | | |
| | Left View: Right View: | -90.0 degre | | | | ım Truck vy Truck | 00 | .033 .050 | | | |
| FHWA Noise Mode | l Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fres | nel | Barrier At | ten E | erm Atten |
| Autos: | 68.46 | -5.24 | | -0.1 | 3 | -1.20 | | -4.70 | 0. | 000 | 0.000 |
| Medium Trucks: | 79.45 | -19.38 | | -0.1 | 1 | -1.20 | | -4.88 | 0. | 000 | 0.000 |
| Heavy Trucks: | 84.25 | -18.95 | | -0.1 | 1 | -1.20 | | -5.31 | 0. | 000 | 0.000 |
| Unmitigated Noise | Levels (with | out Topo and | barrie | er atten | uation) | | | | | | |
| | Leq Peak Hou | ır Leq Daj | / | Leq E | vening | Leq | Night | | Ldn | | CNEL |
| Autos: | 61 | .9 | 61.0 | | 59.1 | | 57. | 4 | 64. | 5 | 64.8 |
| Medium Trucks: | | .8 | 58.5 | | 53.9 | 9 | 52. | - | 60. | | 60.6 |
| Heavy Trucks:_ Vehicle Noise: | 64 66 | | 62.9 | | 60.7 | | 60. | | 66. 69. | | 67.2 69.7 |
| Centerline Distance | | | | | 00.0 | | 02. | | 00. | | 03.7 |
| Centernile Distanc | | nitour (III leet | _ | 70 | dBA | 65 | dBA | (| 60 dBA | | 55 dBA |
| | | | Ldn: | | 59 | | 12 | 7 | 274 | 1 | 590 |
| | CNEL: | | | | | 62 133 286 | | | 616 | | |

| | FHWA-RI | 0-77-108 HIGH | lWAY | NOISE | PREDIC | TION N | IODEL | (9/12/2 | 021) | | |
|---|--|---|--------------|--------------|--|--------------------|------------------|-----------------|-------------|------------|----------|
| | io: EAC le: Harley Kno: nt: e/o Perris B | | | | | Project Job N | Name: lumber: | | | | |
| SITE : | SPECIFIC IN | IPUT DATA | | | Site Con | | | | L INPUT | s | |
| Average Daily Peak Hour | Percentage: | 14,901 vehicle 6.92% | | | Ме | edium Tr | ucks (2 | Autos Axles) | 15 | | |
| Ve | lour Volume: hicle Speed: ne Distance: | 1,031 vehicle 45 mph 80 feet | s | | Vehicle i | | , | | | | |
| Site Data | ne Distance. | 00 1001 | | | Veh | icleType | Autos: | Day 66.99 | Evening | Night | Daily |
| | rrier Height: /all, 1-Berm): | 0.0 feet 0.0 | | | | edium T Heavy T | rucks: | 77.69 | 6.8% | | 6 3.57% |
| Centerline Dis | st. to Barrier: | 64.0 feet | | - | Noise So | ource El | evatio | ns (in f | eet) | | |
| Centerline Dist. Barrier Distance Observer Height (| | Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.004 Grade Adjustment: 0.0 | | | | | | | | | |
| | ad Elevation: | 0.0 feet 0.0 feet | | ŀ | Lane Eq | uivalent | Distar | nce (in | feet) | | |
| i | Road Grade: Left View: Right View: | 0.0% -90.0 degree 90.0 degree | | | Autos: 50.210 Medium Trucks: 50.033 Heavy Trucks: 50.050 | | | | | | |
| FHWA Noise Mode | el Calculation: | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | Finite | Road | Fres | nel | Barrier Att | ten Be | rm Atten |
| Autos: Medium Trucks: | 68.46 79.45 | -2.04 -16.18 | | -0.1 -0.1 | | -1.20 -1.20 | | -4.70 -4.88 | | 000 000 | 0.00 |
| Heavy Trucks: | 84.25 | -15.76 | | -0.1 | 11 | -1.20 | | -5.31 | 0. | 000 | 0.00 |
| Unmitigated Noise | | | | | | | | | | | |
| VehicleType | Leq Peak Hou | | 64.1 | Leq E | vening | | Night | | Ldn | | CNEL |
| Autos: Medium Trucks: | | 62.2 57.1 | | 60 | | 67. | | 68.6 63.6 | | | |
| Heavy Trucks: | 62 67 | | 61.7 66.1 | | 57.1 55.9 63.6 63.9 63.3 70.1 | | | | | 70.4 | |
| Vehicle Noise: | 70 | | 69.1 | | 66.6 | | 65 | | 70. | | 70.4 |
| Centerline Distance | Centerline Distance to Noise Contour (in feet) | | | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | | 60 dBA | | 5 dBA |
| | | | Ldn: | | 96 207 447 | | 963 | | | | |
| | | С | NEL: | | 101 217 467 | | | | 1,006 | | |

| | E-D | | | | | | | (9/12/20 | | | |
|--------------------------|-------------------|-----------------|-------|----------|--------------------------|-----------------|----------|----------------|-------------|-----------|---------|
| Scenari | | B | | | | | Name. | | | | |
| | e: Harley Knox | | | | | JOD I | iumber. | 14428 | | | |
| | nt: e/o Perris Bl | | | | | | | | | | |
| SITE : | SPECIFIC IN | PUT DATA | | | Site Cor | | | | L INPUT | S | |
| · · | T 65 /4 111 | 7.404 | | | Site Cor | iuiuons | (IIaIu | Autos: | | | |
| Average Daily | . , | 7,431 vehicle | es | | | | | | 15 15 | | |
| | Percentage: | 6.92% | | | | | | Axles): | | | |
| | our Volume: | 514 vehicles | S | | H | avy iru | CKS (3+ | Axles): | 15 | | |
| | hicle Speed: | 45 mph | | 1 | Vehicle | Mix | | | | | |
| Near/Far Lai | ne Distance: | 80 feet | | | Veh | icleType | , | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 88.849 |
| Bar | rier Height: | 0.0 feet | | | M | ledium 7 | rucks: | 77.6% | 6.8% | 15.6% | 4.229 |
| Barrier Type (0-W | - | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 9.6% | 25.4% | 6.949 |
| Centerline Dis | | 64.0 feet | | | Noise S | ouraa E | lovetio | na (in fe | not) | | |
| Centerline Dist. | to Observer: | 64.0 feet | | μ, | worse 3 | | | | ei) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | 11-4 | Auto m Truck | | 0.000 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | | | | Grade Ad | livatmant | |
| Pa | nd Elevation: | 0.0 feet | | | Hea | vy Truck | (S: 8 | 3.004 | Grade Ad | jusuneni | 0.0 |
| Roa | ad Elevation: | 0.0 feet | | 7 | Lane Eq | uivalen | t Distai | nce (in t | feet) | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 50 | 0.210 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 50 | 0.033 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truck | s: 50 | 0.050 | | | |
| FHWA Noise Mode | l Calculations | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fres | snel | Barrier Att | en Ber | m Atten |
| Autos: | 68.46 | -5.24 | | -0.1 | 3 | -1.20 | | -4.70 | 0.0 | 000 | 0.00 |
| Medium Trucks: | 79.45 | -18.48 | | -0.1 | 1 | -1.20 | | -4.88 | 0.0 | 000 | 0.00 |
| Heavy Trucks: | 84.25 | -16.31 | | -0.1 | 1 | -1.20 | | -5.31 | 0.0 | 000 | 0.00 |
| Unmitigated Noise | Levels (witho | ut Topo and | barri | er atten | uation) | | | | | | |
| | Leq Peak Hou | | | Leq E | vening | | Night | | Ldn | | VEL |
| Autos: | 61. | - | 61.0 | | 59.1 | | 57 | | 64. | - | 64. |
| Medium Trucks: 59.7 59.4 | | | | | 54.8 | | 53 | | 61. | - | 61. |
| Heavy Trucks: | 66. | | 65.6 | | 63.3 62.7 69.6 | | | | 69. | | |
| Vehicle Noise: | 68. | 5 | 67.6 | | 65.1 | | 64 | .3 | 71. | 2 | 71. |
| Centerline Distanc | e to Noise Co | ntour (in feet) |) | | | | | | | | |
| | | | L | 70 (| dBA | 65 | dBA | _ | 0 dBA | | dBA |
| Ldn: CNEL: | | | | | 77 166 358 81 174 374 | | 3 | 772 | | | |
| | | | 81 | | | | 374 | | 808 | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HI | GHWAY | NOIS | E PREDIC | TION M | ODEL | . (9/12/20 | 021) | | |
|--------------------------|--|---------------|--------------|----------|----------------|---------------------|--------|-------------------|-------------|----------|---------|
| Road Nar | rio: EAPC ne: Harley Kno ent: e/o Perris E | | | | | Project I Job Nu | | : OLC3 : 14428 | | | |
| | SPECIFIC IN | IPUT DAT | A | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | ditions (| Hard | | | | |
| Average Daily | Traffic (Adt): | 15,195 veh | icles | | | | | Autos: | | | |
| Peak Hou | Percentage: | 6.92% | | | | dium Tru | | | | | |
| Peak I | Hour Volume: | 1,051 vehic | cles | | He | avy Truc | ks (3- | + Axles): | 15 | | |
| Ve | ehicle Speed: | 45 mph | | | Vehicle I | Mix | | | | | |
| Near/Far La | ane Distance: | 80 feet | | | | icleType | | Dav | Evening | Night | Daily |
| Site Data | | | | | | | utos: | 66.9% | - | 22.3% | |
| D. | rrier Height: | 0.0 feet | | | Me | edium Tr | ucks: | 77.6% | 6.8% | 15.6% | 3.88% |
| Barrier Type (0-V | | 0.0 | | | F | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 5.40% |
| ** ' | ist. to Barrier: | 64.0 feet | : | | Noise So | | 47- | // #- | -41 | | |
| Centerline Dist. | to Observer: | 64.0 feet | : | | Noise 30 | | | | ei) | | |
| Barrier Distance | to Observer: | | | Autos | | 0.000 | | | | | |
| Observer Height | (Above Pad): | 5.0 feet | : | | | m Trucks | | 2.297 | 0 | | |
| | ad Elevation: | 0.0 feet | : | | Heav | y Trucks | | 8.004 | Grade Ad | justment | 0.0 |
| Ro | ad Elevation: | 0.0 feet | : | | Lane Equ | uivalent | Dista | nce (in t | feet) | | |
| | Road Grade: | 0.0% | | | | Autos | : 5 | 0.210 | | | |
| | Left View: | -90.0 dea | rees | | Mediur | m Trucks | : 5 | 0.033 | | | |
| | Right View: | 90.0 deg | rees | | Heav | y Trucks | : 5 | 0.050 | | | |
| HWA Noise Mod | el Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flou | v Di | stance | Finite | | Fre | | Barrier Att | en Ber | m Atten |
| Autos | | -2. | | -0. | 13 | -1.20 | | -4.70 | 0. | 000 | 0.000 |
| Medium Trucks. | 79.45 | | | -0. | 11 | -1.20 | | -4.88 | 0. | 000 | 0.000 |
| Heavy Trucks: | 84.25 | -14. | 29 | -0. | 11 | -1.20 | | -5.31 | 0. | 000 | 0.000 |
| Inmitigated Nois | e Levels (with | out Topo ai | nd barri | ier atte | nuation) | | | | | | |
| VehicleType | Leq Peak Hou | ır Leq E | Day | Leq E | vening | Leq N | Vight | | Ldn | | VEL |
| Autos: | | | 64.1 | | 62.2 | | | 0.6 | 67. | 7 | 68.0 |
| Medium Trucks: 62.4 62.1 | | | | | 57.6 | | 56 | 6.4 | 64. | 0 | 64.3 |
| Heavy Trucks: | 68 | 3.7 | 67.6 70.0 | | 65.3 64.8 71.6 | | | | | 71.9 | |
| Vehicle Noise: | | 67.5 | | 66 | 6.6 | 73. | 6 | 73.9 | | | |
| Centerline Distan | ce to Noise Co | ontour (in fe | eet) | | | | | | | | |
| | | | | 70 | dBA | 65 d | | | 0 dBA | | dBA |
| | | | Ldn: | | 111 239 515 | | | 1,111 | | | |
| | | | CNEL: | | 116 250 538 | | | | 1,160 | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | WAY N | OISE | PREDIC | TION M | ODEL (| 9/12/2 | 021) | | | |
|------------------------------------|----------------|-----------------|---------|-------|--------------|-------------------|-------------------|------------|-----------|---------|-------|---------|
| Scenari Road Nam Road Segmei | e: Harley Kno | | | | | | Name: (umber: | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPU | ITS | | |
| Highway Data | | | | | Site Cond | ditions | • | | | | | |
| Average Daily | . , | 16,391 vehicle | es | | | | | Autos | | | | |
| | Percentage: | 6.92% | | | | | ucks (2 A | , | | | | |
| | our Volume: | 1,134 vehicle | 3 | | Hea | avy Truc | cks (3+ A | Axles) | : 15 | | | |
| | hicle Speed: | 45 mph | | ı | Vehicle N | lix | | | | | | |
| Near/Far La | ne Distance: | 80 feet | | | Vehi | cleType | | Day | Evenin | g Nig | ght | Daily |
| Site Data | | | | | | - / | Autos: | 66.99 | 6 10.8 | % 22 | 2.3% | 92.50% |
| Rai | rier Heiaht: | 0.0 feet | | | Me | dium Ti | rucks: | 77.69 | 6.8 | % 15 | 5.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | H | leavy Ti | rucks: | 65.09 | 6 9.6 | % 25 | 5.4% | 3.93% |
| Centerline Dis | | 64.0 feet | | - | Noise So | | | - /: / | 41 | | | |
| Centerline Dist. | to Observer: | 64.0 feet | | H | Noise So | Auto: | | | eet) | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | A decedio co | Auto: n Truck: | | 000 297 | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | | | 297 004 | Grade i | Adiucti | mont. | 0.0 |
| Pa | ad Elevation: | 0.0 feet | | | neav. | y Truck | S: 8. | 004 | Grade | nujusti | nen. | 0.0 |
| Roa | ad Elevation: | 0.0 feet | | | Lane Equ | ivalent | Distant | ce (in | feet) | | | |
| I | Road Grade: | 0.0% | | | | Auto | s: 50. | 210 | | | | |
| | Left View: | -90.0 degree | es | | Mediun | n Truck | s: 50. | 033 | | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck: | s: 50. | 050 | | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dista | nce | Finite I | Road | Fresn | el | Barrier / | Atten | Bern | n Atten |
| Autos: | 68.46 | | | -0.1 | - | -1.20 | | -4.70 | | 0.000 | | 0.000 |
| Medium Trucks: | 79.45 | | | -0.1 | | -1.20 | | -4.88 | | 0.000 | | 0.000 |
| Heavy Trucks: | 84.25 | -15.34 | | -0.1 | 1 | -1.20 | | -5.31 | | 0.000 | | 0.000 |
| Unmitigated Noise | | | barrier | atter | uation) | | | | | | | |
| | Leq Peak Hou | | _ | .eq E | vening | Leq | Night | | Ldn | | CN | |
| Autos: | | | 64.6 | | 62.7 | | 61.0 | | - | 8.1 | | 68.4 |
| Medium Trucks: | | | 62.1 | | 57.5 | | 56.4 | | 6 | 4.0 | | 64.2 |
| Heavy Trucks: | | | 66.5 | | 64.3 | | 63.7 | | | 0.6 | | 70.8 |
| Vehicle Noise: | | | 69.5 | | 67.1 | | 66.1 | l | 7 | 3.1 | | 73.4 |
| Centerline Distance | e to Noise Co | ontour (in feet | 1 | | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | | 60 dBA | | 55 c | |
| | | | Ldn: | | 103 | | 221 | | | 76 | | 1,026 |
| | | C | VEL: | | 107 | | 231 | | 4 | 98 | | 1,072 |

| | FHWA-RI | D-77-108 HIGHW | VAY NOIS | E PREDIC | CTION MC | DEL | (9/12/2 | 021) | | |
|--|--|------------------|-------------------------|------------|---------------------|----------|-----------|--------------|--------|-----------|
| Road Na | ario: E me: Perry St. ent: w/o Redlan | ds Av. | | | Project N Job Nu | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | L INPUT | S | |
| Highway Data | | | | Site Cor | ditions (F | lard = | : 10, Sc | oft = 15) | | |
| | y Traffic (Adt): | 332 vehicles | | | | | Autos: | | | |
| Peak Hou | ır Percentage: | 6.92% | | | edium Truc | | | | | |
| Peak | Hour Volume: | 23 vehicles | | He | eavy Truck | (S (3+ | Axles): | 15 | | |
| | 'ehicle Speed: | 40 mph | | Vehicle | Mix | | | | | |
| Near/Far L | ane Distance: | 24 feet | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | AL | ıtos: | 66.9% | 10.8% | 22.3% | 92.50% |
| R | arrier Height: | 0.0 feet | | М | edium Tru | icks: | 77.6% | 6.8% | 15.6% | 3.57% |
| Barrier Type (0- | | 0.0 | | | Heavy Tru | icks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline L | Dist. to Barrier: | 37.0 feet | | Noise S | ource Ele | vation | s (in f | pet) | | |
| Centerline Dis | t. to Observer: | 37.0 feet | | | Autos: | | .000 | ,,, | | |
| Barrier Distanc | Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet | | | | | - | .297 | | | |
| Observer Heigh | | | m Trucks: vy Trucks: | _ | .004 | Grade Ad | liustment | 0.0 | | |
| | Pad Elevation: | 0.0 feet | | | - | | | | , | |
| R | oad Elevation: | 0.0 feet | | Lane Eq | uivalent E | Distan | ce (in | feet) | | |
| | Road Grade: | 0.0% | | | Autos: | | .355 | | | |
| | Left View: | -90.0 degrees | | | m Trucks: | | .104 | | | |
| | Right View: | 90.0 degrees | ; | Hea | vy Trucks: | 35 | .129 | | | |
| FHWA Noise Mo | del Calculation | s | | 1 | | | | | | |
| VehicleType | REMEL | Traffic Flow | Distance | Finite | Road | Fres | nel | Barrier Att | en Ber | m Atten |
| Autos | 66.51 | -18.05 | 2 | .15 | -1.20 | | -4.56 | 0.0 | 000 | 0.000 |
| Medium Trucks | | | _ | .20 | -1.20 | | -4.87 | 0.0 | 000 | 0.000 |
| Heavy Trucks | 82.99 | -31.76 | 2 | .20 | -1.20 | | -5.61 | 0.0 | 000 | 0.000 |
| Unmitigated Noi: | se Levels (with | out Topo and b | arrier atte | enuation) | | | | | | |
| VehicleType | Leq Peak Hou | | | Evening | Leq N | - | | Ldn | | VEL |
| Autos | | | 8.5 | 46.6 | | 45. | - | 52.0 | - | 52.3 |
| Medium Trucks: 46.5 46.2 | | | | 41.7 | | 40. | | 48. | | 48.4 |
| Heavy Trucks: 52.2 51.2 Vehicle Noise: 54.8 53.9 | | | | 48.9 | | 48. | | 55. | | 55.5 |
| | | | 3.9 | 51.4 | | 50. | 4 | 57.4 | 4 | 57.7 |
| Centerline Distai | nce to Noise Co | ontour (in feet) | 7. | 0 -/0.4 | 65.4 | 0.4 | | 50 dBA | | dBA |
| | | , | dn: | 0 dBA 5 | 65 dl | BA 1: | | 00 aBA 25 | | ава 54 |
| | | CN | | 6 | | 1: | _ | 26 | | 56 |
| | | CIVI | | 0 | 0 12 20 | | | | 30 | |

| | FHWA-RD | -77-100 111011 | WAL | NOISE | FREDI | | NODEL | (3/ 12/2 | 021) | | |
|-------------------------------|--|-----------------|------|-------|----------------------------|----------|---------------|----------|-------------|-----------|--------|
| Scenari | | | | | | | t Name: | | | | |
| | e: Harley Knox | | | | | Job N | Number: | 14428 | | | |
| Road Segmen | t: e/o Perris Bl | vd. | | | | | | | | | |
| SITE S | SPECIFIC IN | PUT DATA | | | Site Cor | | | | L INPUT | s | |
| | | | | - ' | Site Con | iditions | (паги - | | | | |
| Average Daily | . , | 16,685 vehicle | es | | | | | Autos. | | | |
| Peak Hour | | 6.92% | | | | edium Ti | | | | | |
| | | 1,155 vehicle: | S | | He | eavy Tru | icks (3+ | Axles). | 15 | | |
| | hicle Speed: | 45 mph | | Ī | Vehicle | Mix | | | | | |
| Near/Far Lar | ne Distance: | 80 feet | | | Veh | icleType | 9 | Day | Evening | Night | Daily |
| Site Data | | | | | Autos: 66.9% 10.8% 22.3% 9 | | | | | | |
| Bar | rier Height: | 0.0 feet | | | M | ledium 7 | rucks: | 77.69 | 6.8% | 15.6% | 3.86 |
| Barrier Type (0-W | all, 1-Berm): | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 6 9.6% | 25.4% | 5.27 |
| Centerline Dis | | 64.0 feet | | 1 | Noise S | ource E | levatio | ns (in f | eet) | | |
| Centerline Dist. I | | 64.0 feet | | F | | Auto | | .000 | , | | |
| Barrier Distance t | Barrier Distance to Observer: 0.0 feet | | | | | | | .297 | | | |
| Observer Height (| bserver Height (Above Pad): 5.0 feet | | | | | | | .004 | Grade Ad | liustment | : 0.0 |
| Pa | d Elevation: | 0.0 feet | | | | • | | | | , | |
| | d Elevation: | 0.0 feet | | 1 | Lane Eq | | | | feet) | | |
| F | Road Grade: | 0.0% | | | | Auto | |).210 | | | |
| | Left View: | -90.0 degree | es | | | m Truck | | 0.033 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truck | (s: 50 | 0.050 | | | |
| HWA Noise Mode | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | tance | | Road | Fres | | Barrier Att | | m Atte |
| Autos: | 68.46 | -1.63 | | -0.1 | | -1.20 | | -4.70 | | 000 | 0.0 |
| Medium Trucks: | 79.45 | -15.35 | | -0.1 | | -1.20 | | -4.88 | | 000 | 0.0 |
| Heavy Trucks: | 84.25 | -13.99 | | -0.1 | | -1.20 | | -5.31 | 0. | 000 | 0.0 |
| Inmitigated Noise VehicleType | Levels (without Leg Peak Hour | | | | vening | 100 | Night | 1 | Ldn | - | NEL |
| Autos: | 65. | | 64.6 | LUYL | 62.7 | | rvigrit 61 | n | 68. | - | 68 |
| Medium Trucks: 62.8 62.5 | | | | | 58.0 | | 56 | | 64 | | 64 |
| Heavy Trucks: | 69. | - | 67.9 | | 65.6 65.0 71.9 | | | | 72 | | |
| Vehicle Noise: | 71. | | 70.3 | | 67.9 | | 66 | | 73. | | 74 |
| Centerline Distanc | e to Noise Co | ntour (in feet, |) | | | | | | | | |
| | | | | 70 (| dBA | 65 | dBA | _ | 60 dBA | | dBA |
| Ldn: | | | | | 117 | | 25 | 2 | 543 | 3 | 1,17 |
| | | | 122 | | 26 | | 567 | | 1.22 | | |

Wednesday, January 18, 2023

| Barrier Height: 0.0 feet Barrier Type (0-Walf, 1-Berm): 0.0 Centerline Dist. to Barrier: 37.0 feet Centerline Dist. to Barrier: 37.0 feet Barrier Distance to Observer: 37.0 feet Autos: 0.000 Medium Trucks: 2.297 Heavy Trucks: 8.004 Grade Adjustment: 0.0 Grade Adjustment: 0. | | FHWA-RI | D-77-108 HIGH | WAY | NOISE | PREDIC | TION M | ODEL | (9/12/2 | (021) | | | |
|--|-------------------|----------------|------------------|--------|---------|----------|-----------|---------|----------|-------------|------------|---------|--|
| Autos: 66.9% Autos: 15 A | Road Nar | ne: Perry St. | ds Av. | | | | | | | | | | |
| Average Daily Traffic (Adf): | SITE | SPECIFIC IN | IPUT DATA | | | | N | OISE | MODE | L INPUT | s | | |
| Peak Hour Percentage: 6,92% Additions | Highway Data | | | | | Site Con | ditions (| Hard | = 10, S | oft = 15) | | | |
| Peak Hour Volume: Vehicle Speed: 40 mph Vehicle Mix | Average Daily | Traffic (Adt): | 4,965 vehicle | s | | | | | Autos. | : 15 | | | |
| Vehicle Speed: | Peak Hou | Percentage: | 6.92% | | | Me | dium Tru | icks (2 | Axles). | : 15 | | | |
| Near/Far Lane Distance: 24 feet Vehicle Mix Vehicle Type Day Evening Night Dail Dail | Peak I | Hour Volume: | 344 vehicles | | | He | avy Truc | ks (3+ | Axles). | : 15 | | | |
| Near/Far Lane Distance: 24 feet VehicleType Day Evening Night Dail | Ve | ehicle Speed: | 40 mph | | , | /ohiclo | Miv | | | | | | |
| Autos: 66.9% 10.8% 22.3% 96.5 | Near/Far La | ane Distance: | 24 feet | | - | | | | Dav | Evenina | Night | Daily | |
| Barrier Trype (0-Well, 1-Berm): 0.0 Centerline Dist. to Doserver: 37.0 feet | Site Data | | | | | * 0 | | utos: | | - | | 96.54% | |
| Heavy Trucks: 65.0% 9.6% 25.4% 2.6 Centerline Dist. to Observer: 37.0 feet Autos: 0.000 Barrier Type (0-Wail, 1-Berm): 0.0 feet Autos: 0.000 Centerline Dist. to Observer: 37.0 feet Autos: 0.000 Barrier Distance to Observer: 0.0 feet Autos: 0.000 Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Autos: 35.35 Left View: 90.0 degrees Right View: 90.0 degrees Right View: 90.0 degrees Heavy Trucks: 35.104 Autos: 66.51 | | vrior Hoimbte | 0.0 foot | | | М | | | | | | 0.83% | |
| Noise Source Elevations (in feet) Same Action Same A | | | | | | | Heavy Tr | ucks: | 65.09 | 6 9.6% | | 2.63% | |
| Autos: 0.000 Autos: 0.000 Barrier Distance to Observer: 0.0 feet Autos: 0.000 Autos: 0.000 Barrier Distance to Observer Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Grade: 0.0% Left View: 90.0 degrees Right View: 90.0 degrees Autos: 35.355 Autos: 35.129 | *, , | | 37.0 feet | | - | Jaiaa C | uraa Ele | vetio | na (in f | in nel | | | |
| Barrier Distance to Observer: 0.0 feet Doserver Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Road Elevation: 0.0 feet Road Elevation: 0.0 feet Road Elevation: 0.0 feet Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Equivalent Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Lane Distance (in feet) Lane Distance (in f | Centerline Dist. | to Observer: | 37.0 feet | | , | voise so | | | | eet) | | | |
| Distance Height (Above Pad): 5.0 feet Pad Elevation: 0.0 feet Road Elevation: 0.0 feet Left View: 90.0 degrees Right View: 90.0 degrees Heavy Trucks: 35.154 Heavy Trucks: 35.104 Heavy Trucks: 35.104 Heavy Trucks: 35.104 Heavy Trucks: 35.105 Heavy Trucks: 35.104 Heavy Trucks: 35.104 Heavy Trucks: 35.104 Heavy Trucks: 35.105 Heavy Trucks: 35.104 Heavy Trucks: 35.104 Heavy Trucks: 35.104 Heavy Trucks: 35.105 Heavy Trucks: 35.104 Heavy Trucks: 35.109 Heavy Trucks: 66.51 -6.12 2.15 -1.20 -4.56 0.000 | Barrier Distance | | | | | | | | | | | | |
| Pad Elevation: 0.0 feet Lane Equivalent Distance (in feet) Road Grade: 0.0 % Autos: 35.355 Left View: -90.0 degrees Medium Trucks: 35.104 Right View: 90.0 degrees Medium Trucks: 35.129 FHWA Noise Model Caculations VehicleType REMEL Traffic Flow Distance Finite Road Fresnel Barrier Atten Berm Atten Autos: 66.51 -6.12 2.15 -1.20 -4.56 0.000 0.0 Medium Trucks: 77.72 -26.77 2.20 -1.20 -4.87 0.000 0.0 Heavy Trucks: 82.99 -21.76 2.20 -1.20 -5.61 0.000 0.0 Unmitigated Noise Levels (without Topo and barrier attenuation) VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Ldn CNEL Autos: 61.3 60.4 58.5 56.9 63.9 6 Heavy Trucks: 51.9 51.6 47.1 | Observer Height | (Above Pad): | 5.0 feet | | | | | | | | | | |
| Road Grade: 0.0% | F | ad Elevation: | 0.0 feet | | | пеа | ry Trucks | | 5.004 | Grade Ad | ijusuneni. | 0.0 | |
| Left View: | Ro | ad Elevation: | 0.0 feet | | 1 | ane Eq | uivalent | Dista | nce (in | feet) | | | |
| Right View: 90.0 degrees Heavy Trucks: 35.129 | | Road Grade: | 0.0% | | | | Autos | : 3 | 5.355 | | | | |
| | | Left View: | -90.0 degree | s | | Mediu | m Trucks | : 3 | 5.104 | | | | |
| VehicleType | | Right View: | 90.0 degree | s | | Hear | y Trucks | : 3 | 5.129 | | | | |
| Autos: 66.51 -6.12 2.15 -1.20 -4.56 0.000 0.0000 Medium Trucks: 77.72 -26.77 2.20 -1.20 -4.87 0.000 0.0000 Heavy Trucks: 82.99 -21.76 2.20 -1.20 -5.61 0.000 0.0000 Unmitigated Noise Levels (without Topo and barrier attenuation) Vehicle Type Leq Peak Hour Leq Day Leq Evening Leq Night Ldn CNEL Autos: 61.3 60.4 58.5 56.9 63.9 6 Medium Trucks: 51.9 51.6 47.1 45.9 53.6 65.2 66 Heavy Trucks: 62.2 61.2 58.9 58.3 65.2 66 Vehicle Noise: 65.0 64.1 61.9 60.8 67.8 6 Centerline Distance to Noise Contour (in feet) To dBA 65 dBA 60 dBA 55 dBA Ldn: 26 57 122 2 | FHWA Noise Mod | el Calculation | s | | | | | | | | | | |
| Medium Trucks: 77.72 | VehicleType | REMEL | Traffic Flow | Dist | tance | Finite | Road | Fres | snel | Barrier Att | ten Ber | m Atten | |
| Heavy Trucks: 82.99 -21.76 2.20 -1.20 -5.61 0.000 0.000 | Autos | 66.51 | -6.12 | | 2.1 | 5 | -1.20 | | -4.56 | 0. | 000 | 0.000 | |
| Unmitigated Noise Levels (without Topo and barrier attenuation) VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Ldn CNEL | Medium Trucks: | 77.72 | -26.77 | | 2.2 | 0 | -1.20 | | -4.87 | 0. | 000 | 0.000 | |
| VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Ldn CNEL Autos: 61.3 60.4 58.5 56.9 63.9 6 Medium Trucks: 51.9 51.6 47.1 45.9 53.6 5 Heavy Trucks: 62.2 61.2 58.9 58.3 65.2 6 Vehicle Noise: 65.0 64.1 61.9 60.8 67.8 6 Centerline Distance to Noise Contour (in feet) 70 dBA 65 dBA 60 dBA 55 dBA Ldn: 26 57 122 2 | Heavy Trucks: | 82.99 | -21.76 | | 2.2 | 0 | -1.20 | | -5.61 | 0. | 000 | 0.000 | |
| Autos: 61.3 60.4 58.5 56.9 63.9 6 Medium Trucks: 51.9 51.6 47.1 45.9 53.6 5 Heavy Trucks: 62.2 61.2 58.9 58.3 65.2 6 Vehicle Noise: 65.0 64.1 61.9 60.8 67.8 6 Centerline Distance to Noise Contour (In feet) 70 dBA 65 dBA 60 dBA 55 dBA Ldn: 26 57 122 2 | Unmitigated Nois | e Levels (with | out Topo and I | barrie | r atten | uation) | | | | | | | |
| Medium Trucks: 51.9 51.6 47.1 45.9 53.6 5 Heavy Trucks: 62.2 61.2 58.9 58.3 65.2 6 Vehicle Noise: 65.0 64.1 61.9 60.8 67.8 6 Centerline Distance to Noise Contour (in feet) 70 dBA 65 dBA 60 dBA 55 dBA Ldn: 26 57 122 2 | VehicleType | Leq Peak Hou | ır Leq Day | | Leg E | ening | Leq N | Vight | | Ldn | CI | VEL | |
| Heavy Trucks: | Autos: | 61 | .3 | 60.4 | | 58.5 | | 56 | 6.9 | 63. | 9 | 64.3 | |
| Vehicle Noise: 65.0 64.1 61.9 60.8 67.8 6 Centerline Distance to Noise Contour (in feet) 70 dBA 65 dBA 60 dBA 55 dBA Ldn: 26 57 122 2 | | | | | | | | | | | - | 53.8 | |
| Centerline Distance to Noise Contour (in feet) 70 dBA 65 dBA 60 dBA 55 dBA Ldn: 26 57 122 2 | | | | 61.2 | | 58.9 | | 58 | 3.3 | 65. | 2 | 65.5 | |
| 70 dBA 65 dBA 60 dBA 55 dBA Ldn: 26 57 122 2 | Vehicle Noise: | 65 | 5.0 | 64.1 | | 61.9 | | 60 | 8.0 | 67. | 8 | 68.1 | |
| Ldn: 26 57 122 2 | Centerline Distan | ce to Noise Co | ontour (in feet) | | | | | | | | | | |
| | | | | L | 70 c | | 65 d | | | | | | |
| CNEL: 28 59 128 2 | | | | | | | | | _ | 263 | | | |
| | | | CI | VEL: | | 28 | | 5 | 9 | 128 | | 275 | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | WAY | NOISE | E PREDIC | TION | MODEL | (9/12/2 | (021) | | | |
|--------------------|--|-----------------|--------|----------|-----------|---------|--------------------|---------|------------|----------|-----------|------|
| Road Nam | io: EAC ne: Perry St. nt: w/o Redlan | ds Av. | | | | ., | t Name: Number: | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | s | | |
| Highway Data | | | | | Site Con | ditions | (Hard | = 10, S | oft = 15) | | | |
| Average Daily | Traffic (Adt): | 353 vehicle | es | | | | | Autos | : 15 | | | |
| Peak Hour | Percentage: | 6.92% | | | Me | dium T | rucks (2 | Axles) | : 15 | | | |
| Peak H | lour Volume: | 24 vehicle | S | | He | avy Tru | ıcks (3+ | Axles) | : 15 | | | |
| Ve | hicle Speed: | 40 mph | | 1 | Vehicle I | Mix | | | | | | _ |
| Near/Far La | ne Distance: | 24 feet | | ł | | icleTyp | e | Day | Evening | Nigh | t Dai | lv |
| Site Data | | | | | | | Autos: | 66.99 | | 22.3 | | _ |
| Ra | rrier Height: | 0.0 feet | | | Me | edium 1 | Trucks: | 77.69 | 6.8% | 15.6 | 3% 3.5 | 7% |
| Barrier Type (0-W | | 0.0 | | | F | leavy 1 | Trucks: | 65.09 | 6 9.6% | 25.4 | 1% 3.9 | 3% |
| Centerline Di | | 37.0 feet | | - | | | | | | | | |
| Centerline Dist. | to Observer: | 37.0 feet | | | Noise Sc | | | | eet) | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | 0.000 | | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | m Truci | | 2.297 | Crada A | livoten | ont: 0.0 | |
| Pi | ad Elevation: | 0.0 feet | | | Heav | y Truci | KS: E | 3.004 | Grade Ad | ijustrii | ent. 0.0 | |
| Ro | ad Elevation: | 0.0 feet | | ĺ | Lane Equ | uivalen | t Distar | ice (in | feet) | | | |
| | Road Grade: | 0.0% | | | | Auto | os: 35 | 5.355 | | | | |
| | Left View: | -90.0 degree | es | | Mediui | m Truci | ks: 35 | 5.104 | | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truci | ks: 35 | 5.129 | | | | |
| FHWA Noise Mode | el Calculation: | s | | | | | | | | | | _ |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fres | nel | Barrier At | ten L | Berm Atte | en |
| Autos: | 66.51 | -17.79 | | 2. | 15 | -1.20 | | -4.56 | 0. | 000 | 0.0 | 000 |
| Medium Trucks: | 77.72 | -31.93 | | 2.2 | 20 | -1.20 | | -4.87 | 0. | 000 | 0.0 | 000 |
| Heavy Trucks: | 82.99 | -31.51 | | 2.2 | 20 | -1.20 | | -5.61 | 0. | 000 | 0.0 | 000 |
| Unmitigated Noise | e Levels (with | out Topo and | barrie | er attei | nuation) | | | | | | | |
| VehicleType | Leq Peak Hou | ır Leq Day | / | Leq E | vening | Leg | Night | | Ldn | | CNEL | |
| Autos: | | 0.7 | 48.7 | | 46.8 | | 45 | .2 | 52. | | 5 | 52.6 |
| Medium Trucks: | | 5.8 | 46.5 | | 42.0 | | 40 | .8 | 48. | 4 | 4 | 18.7 |
| Heavy Trucks: | | 2.5 | 51.4 | | 49.2 | | 48 | .6 | 55. | 4 | | 55.7 |
| Vehicle Noise: | 55 | 5.0 | 54.1 | | 51.7 | | 50 | .7 | 57. | 7 | 5 | 58.0 |
| Centerline Distant | ce to Noise Co | ontour (in feet |) | | | | | | | | | |
| | | | L | 70 | dBA | 65 | dBA | | 60 dBA | _ | 55 dBA | |
| | | | Ldn: | | 6 | | | 2 | 26 | | | 56 |
| | | C | NEL: | | 6 | | 1 | 3 | 2 | 7 | | 58 |

| Scenari | io: UV | | | | | Project | Nama: | OLC3 | | | |
|---------------------------------|-----------------|--------------|--------------|---------|--------------|----------|----------|----------|--------------|----------|--------------|
| | e: Perry St. | | | | | | umber: | | | | |
| | nt: w/o Redlan | ds Av. | | | | 00070 | umber. | 14420 | | | |
| | SPECIFIC IN | | Δ. | 1 | | N | NISE | MODE | L INPUT | s . | |
| Highway Data | OF EOIL IO III | I O I DAI | | | Site Con | | | | | | |
| Average Daily | Traffic (Adt): | 388 veh | icles | | | | | Autos | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | dium Tr | icks (2 | Axles) | 15 | | |
| | lour Volume: | 27 vehic | les | | He | avy Tru | cks (3+ | Axles) | 15 | | |
| Ve | hicle Speed: | 40 mph | | - | Vehicle I | Miv | | | | | |
| Near/Far La | ne Distance: | 24 feet | | ŀ | | icleType | П | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.99 | - | 22.3% | |
| Rai | rrier Height: | 0.0 feet | | | М | edium T | rucks: | 77.69 | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | 1 | leavy T | rucks: | 65.09 | 9.6% | 25.4% | 3.93% |
| Centerline Dis | . , | 37.0 feet | | ŀ | Noise Sc | urco El | ovation | ne (in f | not) | | |
| Centerline Dist. | to Observer: | 37.0 feet | | - | Noise 30 | Auto | | .000 | eel) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Madiu | m Truck | | .297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | y Truck | | .004 | Grade Ad | iustmen | - 0.0 |
| Pa | ad Elevation: | 0.0 feet | | | | | | | | Juotimom | 0.0 |
| | ad Elevation: | 0.0 feet | | | Lane Eq | | | _ • | feet) | | |
| I | Road Grade: | 0.0% | | | | Auto | | .355 | | | |
| | Left View: | -90.0 deg | | | | m Truck | | .104 | | | |
| | Right View: | 90.0 deg | rees | | Heav | y Truck | s: 35 | .129 | | | |
| FHWA Noise Mode | el Calculation: | s | | 1 | | | | | | | |
| VehicleType | REMEL | Traffic Flov | | istance | Finite | | Fres | | Barrier Att | | rm Atten |
| Autos: | 66.51 | -17. | | 2.1 | | -1.20 | | -4.56 | | 000 | 0.000 |
| Medium Trucks: | 77.72 | -31. | | 2.2 | | -1.20 | | -4.87 | | 000 | 0.000 |
| Heavy Trucks: | 82.99 | -31. | 09 | 2.2 | 20 | -1.20 | | -5.61 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | | | | | | | | _ | | | |
| | Leq Peak Hou | | | | vening | Leq | Night | | Ldn | _ | NEL |
| Autos: | 50 | | 49.2 | | 47.3 | | 45 | - | 52. | | 53.0 |
| Medium Trucks: | 47 | | 46.9 | | 42.4 | | 41 | _ | 48. | | 49.1 |
| Heavy Trucks: Vehicle Noise: | 52 55 | | 51.8 54.5 | | 49.6 52.1 | | 49 51 | _ | 55.9 58.9 | | 56.1 58.4 |
| Centerline Distance | | | | | 02.1 | | | | | | |
| Centernine Distant | e to Noise Co | nnour (In re | ei) | 70 | dBA | 65 | dBA | | 60 dBA | 55 | dBA |
| | | | | | | | | | | 1 | |
| | | | Ldn: | | 6 | | - 1 | 3 | 28 | | 60 |

| | FHWA-RD | -77-108 HIGH | IWAY | NOIS | E PREDIC | CTION | MODEL | (9/12/20 | 021) | | |
|---------------------------------|------------------|-----------------|------|--------|----------|----------|----------|-----------|-------------|-----------|---------|
| Scena | rio: EAPC | | | | | Projec | t Name: | OLC3 | | | |
| Road Nar | ne: Perry St. | | | | | Job I | Number: | 14428 | | | |
| Road Segme | ent: w/o Redland | ls Av. | | | | | | | | | |
| | SPECIFIC IN | PUT DATA | | | Site Cor | | | | L INPUT | S | |
| Highway Data | | | | | Site Cor | iaitions | (Hara - | | | | |
| Average Daily | . , | 4,986 vehicle | es | | | | | Autos: | | | |
| | r Percentage: | 6.92% | | | | edium Ti | | | | | |
| | Hour Volume: | 345 vehicles | S | | He | eavy Tru | icks (3+ | Axles): | 15 | | |
| | ehicle Speed: | 40 mph | | | Vehicle | Mix | | | | | |
| Near/Far La | ane Distance: | 24 feet | | | Vel | nicleTyp | е | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 96.52 |
| Ba | arrier Height: | 0.0 feet | | | N | fedium 1 | rucks: | 77.6% | 6.8% | 15.6% | 0.84 |
| Barrier Type (0-V | - | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 9.6% | 25.4% | 2.64 |
| Centerline D | ist. to Barrier: | 37.0 feet | | | Noise S | ource F | lovation | ne (in fa | not) | | |
| Centerline Dist. | to Observer: | 37.0 feet | | | 740/30 0 | Auto | | .000 | .01) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modi | ım Trucl | | .297 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | vy Truci | | .004 | Grade Ad | liustment | . 0 0 |
| F | Pad Elevation: | 0.0 feet | | | Tica | vy muci | 13. 0 | .004 | 0,000,10 | jaoamom | . 0.0 |
| Ro | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distar | ce (in t | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | os: 35 | .355 | | | |
| | Left View: | -90.0 degree | es | | Mediu | ım Truck | ks: 35 | .104 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truci | ks: 35 | .129 | | | |
| FHWA Noise Mod | lel Calculations | i | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fres | | Barrier Att | _ | m Atten |
| Autos: | 66.51 | -6.10 | | 2. | 15 | -1.20 | | -4.56 | 0.0 | 000 | 0.00 |
| Medium Trucks: | 77.72 | -26.70 | | 2. | 20 | -1.20 | | -4.87 | 0.0 | 000 | 0.00 |
| Heavy Trucks: | 82.99 | -21.74 | | 2. | 20 | -1.20 | | -5.61 | 0.0 | 000 | 0.00 |
| Unmitigated Nois | | | | | | | | _ | | | |
| VehicleType | Leq Peak Hou | .,., | | Leq E | Evening | | Night | | Ldn | | NEL |
| Autos: | 01. | | 60.4 | | 58.5 | | 56 | | 63. | | 64 |
| Medium Trucks: | 02. | - | 51.7 | | 47.2 | - | 46 | - | 53. | - | 53 |
| Heavy Trucks: Vehicle Noise: | | | 61.2 | | 58.9 | | 58 | | 65. | | 65 |
| | | - | • | | 61.9 | , | 60 | .0 | 67. | 0 | 68 |
| Centerline Distan | ce to Noise Co. | ntour (in feet, |) | 70 | dBA | 65 | dBA | - | 0 dBA | 55 | dBA |
| | | | Ldn: | 70 | 26 | 00 | UDA 5 | | 123 | | 264 |
| | | | NEL: | | 28 | | 6 | | 128 | | 27 |
| | | C. | | | 20 | | 0 | - | 120 | • | 21 |

Wednesday, January 18, 2023

| | FHWA-RD | -77-108 HIGH | IWAY | NOISE | PREDIC | TION N | IODEL (| 9/12/2 | 021) | | |
|---------------------------------|---|---------------------------------------|--------------|--------|--------------|----------|------------------------|---------|--------------|-------|--------------|
| Road Nam | no: HYP ne: Perry St. nt: w/o Redland | ds Av. | | | | | Name: lumber: | | | | |
| SITE | SPECIFIC IN | PUT DATA | | | | N | IOISE I | MODE | L INPUTS | 3 | |
| Highway Data | | | | | Site Con | ditions | (Hard = | 10, S | oft = 15) | | |
| | Traffic (Adt): Percentage: Hour Volume: | 5,021 vehicle 6.92% 347 vehicle | | | | | ucks (2) cks (3+) | | 15 | | |
| Ve | hicle Speed: | 40 mph | | ŀ | Vehicle | Wix | | | | | |
| Near/Far La | ne Distance: | 24 feet | | ŀ | | icleType | | Dav | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.99 | | 22.3 | |
| Ва | rrier Height: | 0.0 feet | | | М | edium T | rucks: | 77.69 | 6.8% | 15.6 | % 0.86% |
| Barrier Type (0-W | Vall, 1-Berm): | 0.0 | | | | Heavy T | rucks: | 65.09 | 9.6% | 25.4 | % 2.65% |
| Centerline Di | | 37.0 feet | | ı | Noise So | ource El | evation | s (in f | eet) | | |
| Centerline Dist. | | 37.0 feet | | ı | | Auto | s: 0. | 000 | , | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Mediu | m Truck | s: 2 | 297 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | y Truck | | 004 | Grade Adj | ustme | nt: 0.0 |
| P | ad Elevation: | 0.0 feet | | | | • | | | | | |
| Ro | ad Elevation: | 0.0 feet | | | Lane Eq | | | | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | | 355 | | | |
| | Left View: | -90.0 degree | es | | | m Truck | | 104 | | | |
| | Right View: | 90.0 degre | es | | Hea | y Truck | s: 35. | 129 | | | |
| FHWA Noise Mode | el Calculations | 5 | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | | Road | Fresr | | Barrier Atte | | erm Atten |
| Autos: | 66.51 | -6.07 | | 2.1 | | -1.20 | | -4.56 | 0.0 | | 0.000 |
| Medium Trucks: | | -26.57 | | 2.2 | | -1.20 | | -4.87 | 0.0 | | 0.000 |
| Heavy Trucks: | 82.99 | -21.69 | | 2.2 | 20 | -1.20 | | -5.61 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | | | | | | | | | | | 01/5/ |
| VehicleType | Leq Peak Hou | | | Leq E | vening | | Night | | Ldn | | CNEL |
| Autos: | 61 | | 60.5 | | 58.6 | | 56.9 | | 64.0 | | 64.3 |
| Medium Trucks: | 52 | | 51.9 | | 47.3 | | 46. | - | 53.8 | | 54.0 |
| Heavy Trucks: Vehicle Noise: | | | 61.2 64.1 | | 59.0 61.9 | | 58.4 60.9 | | 65.3 67.8 | | 65.5 68.1 |
| Centerline Distance | ce to Noise Co | ntour (in feet |) | | | | | | | | |
| | | (| | 70 | dBA | 65 | dBA | | 60 dBA | | 55 dBA |
| | | | Ldn: | | 27 | | 57 | | 123 | | 266 |
| | | С | NEL: | | 28 | | 60 | 1 | 129 | | 278 |
| | | | | | | | | | | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | WAY | NOISE | PREDIC | TION | MODEL | (9/12/2 | (021) | | | |
|--------------------|-------------------------|-----------------|--------|----------|-----------|----------|-------------------|---------|------------|----------|---------|--------|
| Scenar Road Nan | rio: E ne: Ramona Ex | KD. | | | | ., | t Name. Number | | | | | |
| Road Segme | nt: w/o Indian | Av. | | | | | | | | | | |
| SITE | SPECIFIC IN | IPUT DATA | | | | | NOISE | MODI | L INPUT | s | | |
| Highway Data | | | | | Site Con | ditions | (Hard | = 10, S | oft = 15) | | | |
| Average Daily | Traffic (Adt): | 35,037 vehicle | es | | | | | Autos | : 15 | | | |
| Peak Hour | Percentage: | 6.92% | | | Me | dium Ti | rucks (2 | Axles) | : 15 | | | |
| Peak F | Hour Volume: | 2,425 vehicle | S | | He | avy Tru | icks (3+ | Axles) | : 15 | | | |
| Ve | ehicle Speed: | 55 mph | | - | Vehicle I | Miv | | | | | | |
| Near/Far La | ne Distance: | 124 feet | | ł | | icleType | e | Day | Evening | Nigi | nt | Daily |
| Site Data | | | | | | | Autos: | 66.99 | | 22. | | 92.50% |
| Ra | rrier Height: | 0.0 feet | | | Me | edium 1 | Trucks: | 77.69 | 6.8% | 15. | 6% | 3.57% |
| Barrier Type (0-W | - | 0.0 | | | F | leavy 1 | Trucks: | 65.09 | 6 9.6% | 25. | 4% | 3.93% |
| Centerline Di | | 92.0 feet | | - | | | | | | | | |
| Centerline Dist. | to Observer: | 92.0 feet | | | Noise Sc | | | | eet) | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | 0.000 | | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | m Truck | | 2.297 | Grade Ad | diuctm | ont: | 2.0 |
| P | ad Elevation: | 0.0 feet | | | neav | y Truck | KS: 6 | 3.004 | Grade At | ijusiiii | CIII. (| J.U |
| Ro | ad Elevation: | 0.0 feet | | | Lane Equ | uivalen | t Distai | ıce (in | feet) | | | |
| | Road Grade: | 0.0% | | ĺ | | Auto | os: 68 | 3.154 | | | | |
| | Left View: | -90.0 degree | es | | Mediui | m Truck | ks: 68 | 3.024 | | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | ks: 68 | 3.037 | | | | |
| FHWA Noise Mod | el Calculation | s | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fres | nel | Barrier At | ten . | Berm | Atten |
| Autos: | 71.78 | 0.80 | | -2. | 12 | -1.20 | | -4.76 | 0. | 000 | | 0.000 |
| Medium Trucks: | | -13.34 | | -2. | | -1.20 | | -4.88 | | 000 | | 0.000 |
| Heavy Trucks: | 86.40 | -12.92 | | -2. | 11 | -1.20 | | -5.18 | 0. | 000 | | 0.000 |
| Unmitigated Noise | e Levels (with | out Topo and | barrie | er attei | nuation) | | | | | | | |
| VehicleType | Leq Peak Hou | ır Leq Day | , | Leq E | vening | Leq | Night | | Ldn | | CNE | ΞL |
| Autos: | | 0.3 | 68.3 | | 66.4 | | 64 | .8 | 71. | 8 | | 72.2 |
| Medium Trucks: | | | 65.5 | | 60.9 | | 59 | | 67. | | | 67.6 |
| Heavy Trucks: | | | 69.1 | | 66.8 | | 66 | _ | 73. | | | 73.4 |
| Vehicle Noise: | | 3.5 | 72.7 | | 70.2 | | 69 | .1 | 76. | 2 | | 76.4 |
| Centerline Distant | ce to Noise Co | ontour (in feet |) | | | | | | | , | | |
| | | | L | 70 | dBA | 65 | dBA | _ | 60 dBA | | 55 d | |
| | | | Ldn: | | 237 | | 51 | | 1,099 | | | 2,367 |
| | | C | NEL: | | 247 | | 53 | 3 | 1,148 | 3 | | 2,474 |

| | FHWA-RD | 0-77-108 HIGH | (AWI | / NOISE | PREDIC | CTION M | ODEL | (9/12/2 | 021) | | |
|---------------------------------|--|------------------|------|---------|--------------|------------------|----------|---------------|-------------|----------|--------------|
| | io: EAC le: Ramona Ex nt: w/o Indian A | | | | | Project Job N | | OLC3 14428 | | | |
| | SPECIFIC IN | PUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | ditions | (Hard : | = 10, Sc | oft = 15) | | |
| Average Daily | Traffic (Adt): | 97,334 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | | dium Tr | | , | | | |
| Peak H | lour Volume: | 6,735 vehicle | S | | He | avy Tru | cks (3+ | Axles): | 15 | | |
| Ve | hicle Speed: | 55 mph | | 1 | Vehicle | Mix | | | | | |
| Near/Far La | ne Distance: | 124 feet | | ŀ | | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | , | Autos: | 66.9% | 10.8% | 22.3% | 92.50% |
| Rai | rrier Height: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline Dis | st. to Barrier: | 92.0 feet | | 1 | Noise So | nurce Fl | evatio | ns (in f | eet) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | 1 | 710700 01 | Auto | | 0.000 | ,,,, | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Mediu | m Truck | | .297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | vy Truck | | 3.004 | Grade Ad | iustment | . 0 0 |
| Pa | ad Elevation: | 0.0 feet | | | | | | | | juotimom | . 0.0 |
| Ros | ad Elevation: | 0.0 feet | | | Lane Eq | uivalent | Distar | ice (in | feet) | | |
| I | Road Grade: | 0.0% | | | | Auto | s: 68 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 68 | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Hear | y Truck | s: 68 | 3.037 | | | |
| FHWA Noise Mode | el Calculations | 5 | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | istance | | Road | Fres | - | Barrier Att | | m Atten |
| Autos: | 71.78 | 5.24 | | -2.1 | 12 | -1.20 | | -4.76 | 0. | 000 | 0.00 |
| Medium Trucks: | 82.40 | -8.90 | | -2.1 | | -1.20 | | -4.88 | 0. | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -8.48 | | -2.1 | 11 | -1.20 | | -5.18 | 0. | 000 | 0.000 |
| Unmitigated Noise | | | | | | | | | | | |
| | Leq Peak Hou | | | | vening | | Night | | Ldn | | NEL |
| Autos: | 73 | | 72.8 | | 70.9 | | 69 | - | 76. | - | 76.0 |
| Medium Trucks: | 70 | | 69.9 | | 65.4 | | 64 | | 71. | - | 72. |
| Heavy Trucks: Vehicle Noise: | 74 78 | | 73.5 | | 71.3 74.6 | | 70 73 | | 77. 80. | - | 77.8 80.9 |
| Centerline Distance | | | | | | | | | | | |
| Centernile Distant | e to Noise Co | intour (III reet | | 70 | dBA | 65 | dBA | (| 60 dBA | 55 | dBA |
| | | | Ldn: | | 468 | | 1.00 | 8 | 2.172 | | 4,678 |
| | | | | | | | | | | | |

| | io: E+P ne: Ramona Ex nt: w/o Indian / | | | | | ., | | : OLC3 : 14428 | | | |
|--------------------|--|-----------------|------|---------|-----------|-----------------|----------|------------------------|-------------|-----------|--------|
| | SPECIFIC IN | PUT DATA | | | 211 0 | | | | L INPUT | S | |
| Highway Data | - | 00.000 1:1 | | | Site Con | aitions | (Hara | | | | |
| Average Daily | . , | 38,626 vehicle | S | | 140 | dium Te | uaka (| Autos: 2 Axles): | | | |
| | Percentage: | 6.92% | | | | | | : Axles): - Axles): | | | |
| | lour Volume: | 2,673 vehicles | | | пе | avy IIu | CKS (31 | Axies). | 15 | | |
| | hicle Speed: | 55 mph | | 1 | Vehicle I | Viix | | | | | |
| Near/Far La | ne Distance: | 124 feet | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 93.20 |
| Bai | rrier Height: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.23 |
| Barrier Type (0-W | | 0.0 | | | 1 | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.57 |
| Centerline Di | | 92.0 feet | | | Voise So | roo E | lovestie | na (in fe | 2041 | | |
| Centerline Dist. | to Observer: | 92.0 feet | | | voise sc | Auto | | | et) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | 14-40- | Auto m Truck | | 0.000 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | | | 2.297 8.004 | Grade Ad | liuctment | - 0 0 |
| Pa | ad Elevation: | 0.0 feet | | | неач | y Truck | S | 8.004 | Grade Ad | jusuneni | . 0.0 |
| Roa | ad Elevation: | 0.0 feet | | 1 | ane Eq | uivalen | t Dista | nce (in i | feet) | | |
| 1 | Road Grade: | 0.0% | | | | Auto | s: 6 | 8.154 | | | |
| | Left View: | -90.0 degree | s | | Mediu | m Truck | s: 6 | 8.024 | | | |
| | Right View: | 90.0 degree | S | | Heav | y Truck | s: 6 | 8.037 | | | |
| FHWA Noise Mode | | | | <u></u> | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | | Road | Fre | | Barrier Att | _ | m Atte |
| Autos: | 71.78 | 1.25 | | -2.1 | _ | -1.20 | | -4.76 | | 000 | 0.0 |
| Medium Trucks: | 82.40 | -13.34 | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.0 |
| Heavy Trucks: | 86.40 | -12.92 | | -2.1 | | -1.20 | | -5.18 | 0. | 000 | 0.0 |
| Unmitigated Noise | | | | | | | | | | | |
| VehicleType | Leq Peak Hou | .,,,, | _ | Leq E | | _ | Night | | Ldn | | NEL |
| Autos: | 69 | | 8.8 | | 66.9 | | | 5.3 | 72. | | 72 |
| Medium Trucks: | 65 | | 35.5 | | 60.9 | | | 9.7 | 67. | | 67 |
| Heavy Trucks: | 70 | | 39.1 | | 66.8 | | | 3.3 | 73. | | 73 |
| Vehicle Noise: | 73 | | 72.8 | | 70.4 | | 69 | 9.3 | 76. | 3 | 76 |
| Centerline Distanc | e to Noise Co | ntour (in feet) | | 70 (| | | dBA | | 60 dBA | | dBA |
| | | | | | | | | | | | |

Wednesday, January 18, 2023

| | FHWA-R | D-77-108 HIGH | WAY | NOISE | PREDIC | TION M | IODEL | (9/12/2 | 021) | | |
|-------------------|--|------------------|------|--------|----------|-----------------|---------|---------------|-------------|----------|---------|
| Road Nan | rio: EAPC ne: Ramona E ent: w/o Indian | | | | | | | OLC3 14428 | | | |
| | SPECIFIC II | NPUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | S | ite Con | ditions | (Hard | | | | |
| | | 100,922 vehicle | es | | | | | Autos: | | | |
| Peak Hour | Percentage: | 6.92% | | | | | | Axles): | | | |
| Peak I | Hour Volume: | 6,984 vehicles | 3 | | He | avy Tru | cks (3+ | Axles): | 15 | | |
| Ve | ehicle Speed: | 55 mph | | ν | ehicle l | Air | | | | | |
| Near/Far La | ane Distance: | 124 feet | | Ė | | cleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.77% |
| Ra | rrier Height: | 0.0 feet | | | Me | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.44% |
| Barrier Type (0-V | | 0.0 | | | F | leavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.79% |
| ** ' | ist. to Barrier: | 92.0 feet | | A | loise Sc | a. El | ovetio | na (in fe | not) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | N | oise sc | Auto | | 0.000 | ei) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | Auto n Truck | | 2.297 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | y Truck | | 3.004 | Grade Ad | livetman | - 0.0 |
| P | ad Elevation: | 0.0 feet | | | пеач | y ITUCK | S. C | 5.004 | Grade Au | jusunem | . 0.0 |
| Ro | ad Elevation: | 0.0 feet | | L | ane Equ | ıivalent | Dista | nce (in i | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | s: 68 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | n Truck | s: 68 | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | s: 68 | 3.037 | | | |
| FHWA Noise Mod | el Calculation | ıs | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | | Fres | | Barrier Att | ten Bei | m Atten |
| Autos: | | 5.41 | | -2.12 | 2 | -1.20 | | -4.76 | 0.0 | 000 | 0.00 |
| Medium Trucks: | | | | -2.11 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -8.48 | | -2.11 | | -1.20 | | -5.18 | 0.0 | 000 | 0.00 |
| Unmitigated Nois | | | | | | | | | | | |
| VehicleType | Leq Peak Ho | | | Leq Ev | | Leq | Night | | Ldn | | NEL |
| Autos: | | 3.9 | 72.9 | | 71.0 | | 69 | | 76. | | 76. |
| Medium Trucks: | | | 69.9 | | 65.4 | | 64 | | 71. | - | 72. |
| Heavy Trucks: | | | 73.5 | | 71.3 | | 70 | | 77. | - | 77. |
| Vehicle Noise: | - | | 77.2 | | 74.7 | | 73 | .6 | 80. | 7 | 80. |
| Centerline Distan | ce to Noise C | ontour (in feet, | , | | | | | 1 | | _ | |
| | | | L | 70 d | | 65 | dBA | | 0 dBA | | dBA |
| | | | Ldn: | | 472 | | 1,01 | | 2,193 | | 4,724 |
| | | C | VEL: | | 494 | | 1,06 | 4 | 2,292 | 2 | 4,938 |

| | FHWA-R | D-77-108 HIGH | IWAY I | NOISE | PREDIC | TION M | IODEL (| 9/12/2 | 021) | | |
|------------------------------------|----------------|-----------------|--------|---------|-----------|----------|-----------------|----------|-------------|----------|-----------|
| Scenari Road Nam Road Segmei | e: Ramona E | | | | | | Name: umber: | | | | |
| | SPECIFIC II | NPUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | | Site Con | ditions | (Hard = | 10, Sc | ft = 15) | | |
| Average Daily | Traffic (Adt): | 107,067 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | | | ucks (2) | | 15 | | |
| Peak H | lour Volume: | 7,409 vehicle | S | | He | avy Tru | cks (3+) | 4xles): | 15 | | |
| Ve | hicle Speed: | 55 mph | | - 1 | Vehicle I | Mix | | | | | |
| Near/Far La | ne Distance: | 124 feet | | H | | icleType | | Dav | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | - | 22.3 | |
| Rai | rrier Heiaht: | 0.0 feet | | | Me | edium T | rucks: | 77.6% | 6.8% | 15.69 | % 3.57% |
| Barrier Type (0-W | | 0.0 | | | F | leavy T | rucks: | 65.0% | 9.6% | 25.49 | % 3.93% |
| Centerline Dis | | 92.0 feet | | - | M-: 0- | 5 | | - /: #- | -41 | | |
| Centerline Dist. | to Observer: | 92.0 feet | | ŀ | Noise So | | | | et) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | 000 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Truck | | 297 | Crada Ad | livotmo | nt: 0.0 |
| Pa | ad Elevation: | 0.0 feet | | | Heav | y Truck | s: 8. | 004 | Grade Ad | justriei | и. 0.0 |
| Roa | ad Elevation: | 0.0 feet | | 1 | Lane Equ | uivalent | Distan | ce (in i | eet) | | |
| 1 | Road Grade: | 0.0% | | Γ | | Auto | s: 68. | 154 | | | |
| | Left View: | -90.0 degre | es | | Mediui | m Truck | s: 68. | 024 | | | |
| | Right View: | 90.0 degre | es | | Heav | y Truck | s: 68. | 037 | | | |
| FHWA Noise Mode | el Calculation | IS | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | tance | Finite | | Fresr | _ | Barrier Att | _ | erm Atten |
| Autos: | 71.78 | | | -2.1 | _ | -1.20 | | -4.76 | | 000 | 0.000 |
| Medium Trucks: | 82.40 | | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 86.40 | -8.06 | | -2.1 | 1 | -1.20 | | -5.18 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | Levels (with | out Topo and | barrie | r atten | uation) | | | | | | |
| | Leq Peak Ho | ur Leq Day | / | Leq E | vening | Leq | Night | | Ldn | (| CNEL |
| Autos: | 7 | 4.1 | 73.2 | | 71.3 | | 69.7 | 7 | 76. | 7 | 77.0 |
| Medium Trucks: | 7 | 0.6 | 70.3 | | 65.8 | | 64.6 | 3 | 72. | 2 | 72.5 |
| Heavy Trucks: | 7: | 5.0 | 74.0 | | 71.7 | | 71. | 1 | 78. | 0 | 78.2 |
| Vehicle Noise: | 78 | 8.4 | 77.5 | | 75.0 | | 74.0 |) | 81.0 | 0 | 81.3 |
| Centerline Distance | e to Noise C | ontour (in feet |) | | | | | | | | |
| | | - | | 70 | dBA | 65 | dBA | 6 | i0 dBA | 5 | 5 dBA |
| | | | Ldn: | | 499 | | 1,074 | | 2,314 | | 4,985 |
| | | С | NEL: | | 521 | | 1,123 | | 2,418 | 3 | 5,210 |

| | FHWA-RD | -77-108 HIGH | WAY | NOISE | PREDIC | TION N | IODEL | (9/12/2 | 021) | | |
|--------------------|------------------|----------------|-------|----------|----------|----------|----------|----------|-------------|-----------|---------|
| Scenari | | | | | | | t Name: | | | | |
| | e: Ramona Ex | | | | | Job № | lumber: | 14428 | | | |
| Road Segmer | nt: w/o Perris B | lvd. | | | | | | | | | |
| | SPECIFIC IN | PUT DATA | | | 0 | | | | L INPUT | S | |
| Highway Data | | | | | Site Cor | aitions | (Hara : | | | | |
| Average Daily | . , | 621 vehicle | es | | | | | Autos: | | | |
| Peak Hour | Percentage: | 6.92% | | | | edium Tr | | , | | | |
| Peak H | lour Volume: | 43 vehicle | S | | He | eavy Tru | cks (3+ | Axles): | 15 | | |
| Ve | hicle Speed: | 55 mph | | - 1 | Vehicle | Mix | | | | | |
| Near/Far La | ne Distance: | 124 feet | | | | icleType | 9 | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.50% |
| Rai | rrier Height: | 0.0 feet | | | M | ledium T | rucks: | 77.6% | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline Dis | st. to Barrier: | 92.0 feet | | - | Noise S | ource F | levatio | ns (in f | pet) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | F | 10/36 01 | Auto | | 0.000 | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | m Truck | | 297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | vy Truck | | 3.004 | Grade Ad | liustmant | . 0 0 |
| Pá | ad Elevation: | 0.0 feet | | | пеа | vy Truck | is. c | .004 | Grade Au | justinent | . 0.0 |
| Ros | ad Elevation: | 0.0 feet | | 1 | Lane Eq | uivalen | t Distar | ice (in | feet) | | |
| I | Road Grade: | 0.0% | | | | Auto | s: 68 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 68 | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truck | rs: 68 | 3.037 | | | |
| FHWA Noise Mode | el Calculations | ; | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Di | stance | Finite | Road | Fres | nel | Barrier Att | en Ber | m Atten |
| Autos: | 71.78 | -16.71 | | -2.1 | 2 | -1.20 | | -4.76 | 0.0 | 000 | 0.00 |
| Medium Trucks: | 82.40 | -30.85 | | -2.1 | 1 | -1.20 | | -4.88 | 0.0 | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -30.43 | | -2.1 | 1 | -1.20 | | -5.18 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | Levels (witho | out Topo and | barri | er atten | uation) | | | | | | |
| VehicleType | Leq Peak Hou | r Leq Day | / | Leq E | vening | Leq | Night | | Ldn | C | VEL |
| Autos: | 51. | | 50.8 | | 48.9 | | 47 | | 54.3 | - | 54.7 |
| Medium Trucks: | 48. | .2 | 47.9 | | 43.4 | | 42 | .2 | 49. | 8 | 50. |
| Heavy Trucks: | 52 | | 51.6 | | 49.3 | | 48 | | 55.0 | - | 55.9 |
| Vehicle Noise: | 56. | .0 | 55.1 | | 52.7 | | 51 | .6 | 58.0 | 6 | 58. |
| Centerline Distanc | e to Noise Co | ntour (in feet |) | | | | | | | ı | |
| | | | [| 70 (| dBA | 65 | dBA | | 60 dBA | | dBA |
| | | _ | Ldn: | | 16 | | 3 | | 75 | | 161 |
| | | C | NEL: | | 17 | | 3 | 6 | 78 | 3 | 168 |

| Scenari Road Nam Road Segmer | e: Ramona Ex | | | | | Project Job N | Name: umber: | | | | |
|------------------------------------|---------------|----------------|--------------|--------|--------------|------------------|--------------|---------|--------------|---------|----------|
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | 2 | site Con | ditions (| | -, - | , | | |
| Average Daily | | | es | | | #: T | | Autos: | | | |
| | Percentage: | 6.92% | | | | dium Tru | | | | | |
| | | 7,657 vehicles | S | | не | avy Truc | KS (3+7 | axies). | 15 | | |
| | hicle Speed: | 55 mph | | ١ | /ehicle l | Wix | | | | | |
| Near/Far Lai | ne Distance: | 124 feet | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | A | lutos: | 66.9% | 10.8% | 22.3% | 92.74 |
| Bar | rier Height: | 0.0 feet | | | M | edium Tr | ucks: | 77.6% | 6.8% | 15.6% | 3.45 |
| Barrier Type (0-W | - | 0.0 | | | F | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 3.81 |
| Centerline Dis | | 92.0 feet | | ١. | /-: O- | 51 | | - /: # | 41 | | |
| Centerline Dist. | to Observer: | 92.0 feet | | | voise Sc | ource Ele | | _ | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Autos | | 000 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Trucks | | 297 | 0 | | |
| | ad Flevation: | 0.0 feet | | | Heav | y Trucks | 8. | 004 | Grade Ad | ustment | 0.0 |
| Ros | ad Elevation: | 0.0 feet | | L | ane Equ | uivalent | Distan | e (in | feet) | | |
| | Road Grade: | 0.0% | | | | Autos | s: 68. | 154 | - | | |
| | Left View: | -90.0 degree | 25 | | Mediu | m Trucks | 68 | 024 | | | |
| | Right View: | 90.0 degree | | | Heav | y Trucks | 68. | 037 | | | |
| FHWA Noise Mode | | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dista | | | Road | Fresn | | Barrier Atte | | m Atter |
| Autos: | 71.78 | 5.80 | | -2.12 | | -1.20 | | -4.76 | | 000 | 0.00 |
| Medium Trucks: | 82.40 | -8.49 | | -2.1 | • | -1.20 | | -4.88 | 0.0 | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -8.06 | | -2.1 | | -1.20 | | -5.18 | 0.0 | 000 | 0.00 |
| Unmitigated Noise | | - | | | | | | | | | |
| | Leq Peak Hou | | | Leq Ev | _ | Leq I | _ | | Ldn | | NEL |
| Autos: | 74 | | 73.3 | | 71.4 | | 69.8 | | 76.8 | | 77 |
| Medium Trucks: | 70 | | 70.3 | | 65.8 | | 64.6 | | 72.2 | - | 72 |
| Heavy Trucks: Vehicle Noise: | 75 78 | | 74.0 77.6 | | 71.7 75.1 | | 71.1 74.0 | | 78.0 81.1 | | 78 81 |
| Centerline Distanc | e to Noise Co | ntour (in feet |) | | | | | | | | |
| | | | L | 70 c | iBA . | 65 (| dBA | | 60 dBA | 55 | dBA |
| | | | Ldn: | | 503 | | 1.084 | | 2.335 | | 5.03 |
| | | | Lan: | | 503 | | 1,084 | | 2,335 | | 5,03 |

Wednesday, January 18, 2023

| | FHWA-RD |)-77-108 HIGH | WAY | NOISE | PREDIC | TION N | IODEL | (9/12/2 | 021) | | |
|---|--|--|--------------|----------------------|---------------------|-------------------------------------|--------------------|--------------------------------------|------------------|-------------------------|-------------------------|
| Scenario Road Name Road Segment | : Ramona Ex | | | | | | | OLC3 14428 | | | |
| SITE S Highway Data | PECIFIC IN | PUT DATA | | | Site Con | | | | L INPUT | s | |
| Average Daily T Peak Hour F Peak Ho | Percentage: our Volume: sicle Speed: | 4,659 vehicle 6.92% 322 vehicles 55 mph 124 feet | | | Me He Vehicle | edium Tr eavy Tru Mix | ucks (2 cks (3+ | Autos: Axles): Axles): | 15 15 15 | | |
| | e Distance. | 124 1661 | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data Barrier Type (0-Wa | rier Height: all, 1-Berm): | 0.0 feet 0.0 | | | | edium T Heavy T | | 66.9% 77.6% 65.0% | 6.8% | 22.3% 15.6% 25.4% | 0.48% |
| Centerline Dist. Centerline Dist. to Barrier Distance to Observer Height (A | o Observer: o Observer: | 92.0 feet 92.0 feet 0.0 feet 5.0 feet | | - | | Auto m Truck yy Truck | s: 0 | ns (in fe 0.000 2.297 3.004 | eet) Grade Ad | justmen | t: 0.0 |
| R | d Elevation: load Grade: Left View: Right View: | 0.0 feet 0.0% -90.0 degree 90.0 degree | | - | | Auto Muto m Truck vy Truck | s: 68 | nce (in 1 3.154 3.024 3.037 | feet) | | |
| FHWA Noise Model | Calculations | 3 | | | | | | | | | |
| VehicleType Autos: Medium Trucks: Heavy Trucks: | 71.78 82.40 86.40 | 7.67 -7.67 -30.85 -30.43 | | -2.1 -2.1 -2.1 | 12 11 | -1.20 -1.20 -1.20 | Fres | -4.76 -4.88 -5.18 | 0.0 | en Be 000 000 | 0.000 0.000 0.000 |
| Unmitigated Noise | | | | | | -1.20 | | -5.70 | 0.0 | 500 | 0.000 |
| | Leveis (with | | | | vening | Lea | Night | | Ldn | С | NEL |
| Autos: Medium Trucks: | 60 48 | .8 | 59.9 47.9 | -,- | 58.0 43.4 | | 56 42 | .2 | 63.4 | В | 63.7 50.1 |
| Heavy Trucks:_ Vehicle Noise: | 52 61 | •• | 51.6 60.7 | | 49.3 58.6 | | 48 57 | | 55.6 64.2 | | 55.9 64.5 |
| Centerline Distance | to Noise Co | ntour (in feet) |) | 70 | -10.4 | | -10.4 | | 20 404 | | -404 |
| | | | Ldn: | /0 | dBA 38 | 65 | dBA 8 | 1 6 | 60 dBA 175 | | 378 |
| | | CI | NEL: | | 40 | | 8 | 5 | 184 | | 397 |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | WAY | NOISE | E PREDIC | CTION N | MODEL (| 9/12/2 | 021) | | |
|---------------------|---|-----------------|--------|---------|----------|----------|--------------------|---------|-------------|---------|-----------|
| | io: EAC e: Ramona Ex nt: w/o Perris I | | | | | | t Name: lumber: | | | | |
| SITE | SPECIFIC IN | IPUT DATA | | | | | NOISE | ИODE | L INPUT | s | |
| Highway Data | | | | | Site Cor | ditions | (Hard = | 10, S | oft = 15) | | |
| Average Daily | Traffic (Adt): | 659 vehicle | es | | | | | Autos. | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | edium Ti | ucks (2) | Axles). | 15 | | |
| Peak H | our Volume: | 46 vehicle | S | | He | eavy Tru | cks (3+) | Axles). | 15 | | |
| Ve | hicle Speed: | 55 mph | | ł | Vehicle | Miv | | | | | |
| Near/Far La | ne Distance: | 124 feet | | 1 | | icleType | | Dav | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | | 22.39 | |
| Rai | rier Height: | 0.0 feet | | | M | ledium 1 | rucks: | 77.69 | 6.8% | 15.69 | % 3.57% |
| Barrier Type (0-W | | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 9.6% | 25.49 | % 3.93% |
| Centerline Dis | | 92.0 feet | | - | | | | | | | |
| Centerline Dist. | to Observer: | 92.0 feet | | - | Noise S | | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | 000 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | m Truck | | 297 | 0 | 4 | -4-00 |
| Pa | ad Elevation: | 0.0 feet | | | Hea | vy Truci | rs: 8. | 004 | Grade Ad | justmer | n: 0.0 |
| Roa | ad Elevation: | 0.0 feet | | İ | Lane Eq | uivalen | t Distan | ce (in | feet) | | |
| 1 | Road Grade: | 0.0% | | Ī | | Auto | s: 68. | 154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 68. | 024 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truck | s: 68. | 037 | | | |
| FHWA Noise Mode | l Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | | Road | Fresr | | Barrier Att | | erm Atten |
| Autos: | 71.78 | -16.46 | | -2. | | -1.20 | | -4.76 | | 000 | 0.000 |
| Medium Trucks: | 82.40 | | | -2. | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 86.40 | -30.17 | | -2. | 11 | -1.20 | | -5.18 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | | | barrie | r attei | nuation) | | | | | | |
| | Leq Peak Hou | | | Leq E | vening | | Night | | Ldn | | CNEL |
| Autos: | 52 | 2.0 | 51.1 | | 49.2 | ! | 47.5 | 5 | 54.0 | 3 | 54.9 |
| Medium Trucks: | | 3.5 | 48.2 | | 43.7 | | 42. | - | 50. | | 50.4 |
| Heavy Trucks: | | 2.9 | 51.9 | | 49.6 | | 49.0 | | 55.9 | | 56.1 |
| Vehicle Noise: | 56 | 5.3 | 55.4 | | 52.9 | 1 | 51.9 | 9 | 58. | 9 | 59.2 |
| Centerline Distance | e to Noise Co | ontour (in feet |) | | | | | | | | |
| | | - | T | 70 | dBA | 65 | dBA | (| 60 dBA | 5 | 5 dBA |
| | | | Ldn: | | 17 | | 36 | | 78 | | 167 |
| | | C | NEL: | | 18 | | 38 | | 81 | | 175 |

| | FHWA-RD |)-77-108 HIGH | 1 YAW | NOISE | PREDIC | TION MO | ODEL | (9/12/2 | 021) | | |
|------------------------------------|----------------|---|--------------|-------|--------------|---------------------|----------|---------------|-------------|----------|--------------|
| Scenari Road Nam Road Segmer | e: Ramona Ex | | | | | Project i Job Nu | | OLC3 14428 | | | |
| | SPECIFIC IN | PUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | ditions (| Hard | = 10, S | oft = 15) | | |
| Average Daily | Traffic (Adt): | 725 vehicle | es | | | | | Autos. | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | dium Tru | cks (2 | Axles). | 15 | | |
| Peak H | our Volume: | 50 vehicles | S | | He | avy Truc | ks (3+ | Axles). | 15 | | |
| Vei | nicle Speed: | 55 mph | | ŀ | Vehicle I | Miv | | | | | |
| Near/Far Lai | ne Distance: | 124 feet | | ŀ | | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | A | utos: | 66.99 | 6 10.8% | 22.3% | 92.50% |
| Rar | rier Height: | 0.0 feet | | | М | edium Tr | ucks: | 77.69 | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | 1 | Heavy Tr | ucks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline Dis | | 92.0 feet | | H | | | | | | | |
| Centerline Dist. | - | Noise Source Elevations (in feet) Autos: 0.000 | | | | | | | | | |
| Barrier Distance | o Observer: | 0.0 feet | | | | | | 0.000 | | | |
| Observer Height (| | 5.0 feet | | | | m Trucks | | 2.297 | 0 | ··· | |
| | d Elevation: | 0.0 feet | | | Heav | y Trucks | : 8 | 3.004 | Grade Ad | justment | 0.0 |
| Roa | d Elevation: | 0.0 feet | | | Lane Eq | uivalent | Dista | nce (in | feet) | | |
| F | Road Grade: | 0.0% | | | | Autos | : 6 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Trucks | : 6 | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Heav | y Trucks | : 6 | 3.037 | | | |
| FHWA Noise Mode | I Calculations | 5 | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dist | ance | | Road | Fres | | Barrier Att | | m Atten |
| Autos: | 71.78 | -16.04 | | -2.1 | - | -1.20 | | -4.76 | | 000 | 0.000 |
| Medium Trucks: | 82.40 | -30.18 | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 86.40 | -29.76 | | -2.1 | 11 | -1.20 | | -5.18 | 0. | 000 | 0.000 |
| Unmitigated Noise | | | | | | | | | | | |
| | Leq Peak Hou | | | Leq E | vening | Leq N | - | | Ldn | | VEL |
| Autos: | 52 | | 51.5 | | 49.6 | | 48 | | 55. | | 55.3 |
| Medium Trucks: | 48 | | 48.6 | | 44.1 | | 42 | | 50. | | 50.8 |
| Heavy Trucks:_ Vehicle Noise: | 53 56 | | 52.3 55.8 | | 50.0 53.4 | | 49 52 | | 56. 59. | - | 56.6 59.6 |
| Centerline Distanc | e to Noise Co | ntour (in feet | | | | | | | | | |
| Dentermie Distanc | e 10 110/36 CO | intour (III leet) | | 70 | dBA | 65 a | ΙΒΑ | - | 60 dBA | 55 | dBA |
| | | | 느 | | | | _ | | | | 178 |
| | | | Ldn: | | 18 | | 3 | 8 | 83 | 5 | 1/8 |

| | FHWA-RD | -77-108 HIGH | IWAY | NOISE | PREDIC | CTION I | MODEL | (9/12/20 | 021) | | |
|-----------------------|---------------------|----------------|--------------|--------|----------------|----------|-------------|-----------|-------------|-----------|-----------|
| Scenari | o: EAPC | | | | | Projec | t Name: | OLC3 | | | |
| Road Nam | e: Ramona Ex | p. | | | | Job I | lumber: | 14428 | | | |
| Road Segmer | nt: w/o Perris B | lvd. | | | | | | | | | |
| | SPECIFIC IN | PUT DATA | | | 04- 0 | | | | L INPUT | s | |
| Highway Data | | | | | Site Con | iaitions | (Hara = | | | | |
| Average Daily | . , | 4,697 vehicle | es | | | | | Autos: | 15 | | |
| | Percentage: | 6.92% | | | | edium Ti | | | | | |
| | our Volume: | 325 vehicle | S | | He | eavy Tru | icks (3+ | Axles): | 15 | | |
| | hicle Speed: | 55 mph | | ľ | Vehicle | Mix | | | | | |
| Near/Far Lai | ne Distance: | 124 feet | | f | Veh | icleTyp | 9 | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 98.95 |
| Rai | rier Height: | 0.0 feet | | | М | ledium 1 | rucks: | 77.6% | 6.8% | 15.6% | 0.50 |
| Barrier Type (0-W | - | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 9.6% | 25.4% | 0.55 |
| Centerline Dis | st. to Barrier: | 92.0 feet | | - | Noise So | ource E | levation | ns (in fe | eet) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | - | | Auto | | 0.000 | | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Mediu | m Truck | | 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | vy Truci | | 3.004 | Grade Ad | liustment | 0.0 |
| Pa | d Elevation: | 0.0 feet | | ļ | | • | | | | , | 0.0 |
| Roa | d Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distar | nce (in t | feet) | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 68 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | (s: 68 | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Hear | vy Truci | rs: 68 | 3.037 | | | |
| HWA Noise Mode | l Calculations | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fres | | Barrier Att | | m Atter |
| Autos: | 71.78 | -7.64 | | -2.1 | | -1.20 | | -4.76 | | 000 | 0.00 |
| Medium Trucks: | 82.40 | -30.60 | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -30.17 | | -2.1 | 11 | -1.20 | | -5.18 | 0.0 | 000 | 0.00 |
| Inmitigated Noise | | | _ | | | | A Contra | 1 | 1 -1 | | |
| VehicleType Autos: | Leq Peak Hou 60. | .,., | 59.9 | Leq E | vening 58.0 | | Night 56 | 4 | Ldn 63. | | VEL 63 |
| Medium Trucks: | 48 | | 59.9 48.2 | | 58.0 43.7 | | 42 | | 50. | | 50 |
| Heavy Trucks: | | - | 48.2 51.9 | | | | | | | | |
| Vehicle Noise: | 52 61 | | 60.8 | | 49.6 58.7 | | 49 57 | _ | 55. 64. | | 56 64 |
| Centerline Distanc | e to Noise Co | ntour (in feet |) | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | 6 | 0 dBA | 55 | dBA |
| | | | Ldn: | | 38 | | 8. | 2 | 177 | , | 38 |
| | | | | | | | | | | | |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | IWAY | NOISE | PREDIC | TION M | ODEL | (9/12/2 | 021) | | |
|--------------------------|---|-----------------|--------------|-----------------|--------------|------------------|----------|---------------|--------------|----------|------------|
| | io: HYP e: Ramona Ex nt: w/o Perris E | | | | | Project Job N | | OLC3 14428 | | | |
| SITE | SPECIFIC IN | IPUT DATA | | 1 | | N | OISE | MODE | L INPUT | s | |
| Highway Data | | | | | Site Con | ditions | (Hard : | = 10, S | oft = 15) | | |
| Average Daily | Traffic (Adt): | 4,762 vehicle | es | | | | | Autos. | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | dium Tr | icks (2 | Axles). | 15 | | |
| Peak H | our Volume: | 330 vehicles | s | | He | avy Tru | ks (3+ | Axles). | 15 | | |
| Ve | hicle Speed: | 55 mph | | | Vehicle I | Miv | | | | | |
| Near/Far Lai | ne Distance: | 124 feet | | F | | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.99 | - | 22.3% | _ |
| Par | rier Heiaht: | 0.0 feet | | | М | edium T | ucks: | 77.69 | 6.8% | 15.6% | 0.54% |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | ucks: | 65.09 | 9.6% | 25.4% | 0.60% |
| Centerline Dis | . , | 92.0 feet | | - | o. | 5 | 47 | /:- # | 4) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | ľ | Noise So | Auto | | | eet) | | |
| Barrier Distance | to Observer: | | Modiu | Auto m Truck | | 2.297 | | | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | v Truck | | 3.004 | Grade Ad | liuetman | + n n |
| Pa | ad Elevation: | 0.0 feet | | | | , | | | | jusanen | . 0.0 |
| Roa | ad Elevation: | 0.0 feet | | 1 | Lane Eq | uivalent | Distar | nce (in | feet) | | |
| F | Road Grade: | 0.0% | | | | Auto | s: 68 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | | m Truck | | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | s: 68 | 3.037 | | | |
| FHWA Noise Mode | l Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fres | | Barrier Att | | rm Atten |
| Autos: | 71.78 | -7.58 | | -2.1 | _ | -1.20 | | -4.76 | | 000 | 0.00 |
| Medium Trucks: | 82.40 | -30.18 | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 86.40 | -29.76 | | -2.1 | | -1.20 | | -5.18 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | | | | | | | | | | 1 | |
| | Leq Peak Hou | | | Leq E | vening | | Night | | Ldn | | NEL |
| Autos: Medium Trucks: | 60 | | 59.9 48.6 | | 58.0 44.1 | | 56 42 | | 63.5 50.5 | | 63. 50. |
| Heavy Trucks: | 48 53 | | 52.3 | | 50.0 | | 42 | | 56.3 | - | 56. |
| Vehicle Noise: | 61 | | 60.9 | | 58.8 | | 57 | | 64.4 | - | 64.7 |
| Centerline Distanc | e to Noise Co | ontour (in feet |) | | | | | | | | |
| | | , , , | | 70 (| dBA | 65 | dBA | | 60 dBA | 55 | dBA |
| | | | Ldn: | | 39 | | 8 | 4 | 181 | | 390 |
| | | 0 | NEL: | | 41 | | 8 | 8 | 190 | ١ | 409 |

Wednesday, January 18, 2023

| | FHWA-RD | -77-108 HIGH | WAY | NOISE | E PREDI | CTION I | MODEL | (9/12/2 | 2021) | | |
|--------------------|-----------------|----------------|--------|----------|----------|----------------------|----------|----------------|------------|---------|------------|
| Scenar | rio: E | | | | | Projec | t Name. | OLC3 | | | |
| Road Nan | ne: Ramona Ex | p. | | | | Job I | Number. | 14428 | } | | |
| Road Segme | nt: e/o Redland | ls Av. | | | | | | | | | |
| SITE | SPECIFIC IN | PUT DATA | | | | | NOISE | MODI | L INPUT | s | |
| Highway Data | | | | | Site Cor | nditions | (Hard | = 10, S | oft = 15) | | |
| Average Daily | Traffic (Adt): | 39,964 vehicle | es | | | | | Autos | : 15 | | |
| Peak Hour | Percentage: | 6.92% | | | M | edium T | rucks (2 | Axles) | : 15 | | |
| Peak F | lour Volume: | 2,765 vehicle | S | | H | eavy Tro | ıcks (3+ | Axles) | : 15 | | |
| Ve | ehicle Speed: | 55 mph | | | Vehicle | Miv | | | | | |
| Near/Far La | ne Distance: | 124 feet | | | | nicleTyp | e | Day | Evening | Nigh | t Daily |
| Site Data | | | | | | | Autos: | 66.99 | | 22.3 | _ |
| Ba | rrier Height: | 0.0 feet | | | N | fedium : | Trucks: | 77.69 | 6.8% | 15.6 | 3.57% |
| Barrier Type (0-W | - | 0.0 | | | | Heavy : | Trucks: | 65.09 | 6 9.6% | 25.4 | 1% 3.93% |
| Centerline Di | | 92.0 feet | | - | Noise S | r.a. F | lovestic | no (in i | in nel | | |
| Centerline Dist. | to Observer: | 92.0 feet | | | Noise 3 | Aut | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | 14-46 | Auti Im Truc | | 0.000 2.297 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | ım Truci vy Truci | | 3.004 | Grade Ad | livetme | ant: 0.0 |
| P | ad Elevation: | 0.0 feet | | | пеа | vy muc | NS. C | 0.004 | Orade Ad | justine | .nt. 0.0 |
| Ro | ad Elevation: | 0.0 feet | | | Lane Eq | uivaler | t Distai | nce (in | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | os: 68 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | ım Truc | ks: 68 | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truc | ks: 68 | 3.037 | | | |
| FHWA Noise Mod | el Calculations | 3 | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | _ | Road | Fres | | Barrier At | | Berm Atten |
| Autos: | | 1.37 | | -2. | | -1.20 | | -4.76 | | 000 | 0.000 |
| Medium Trucks: | | -12.77 | | -2. | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 86.40 | -12.34 | | -2. | 11 | -1.20 | 1 | -5.18 | 0. | 000 | 0.000 |
| Unmitigated Noise | e Levels (with | out Topo and | barrie | er attei | nuation) | | | | | | |
| VehicleType | Leq Peak Hou | r Leq Day | , | Leq E | vening | Lec | Night | | Ldn | | CNEL |
| Autos: | 00 | | 68.9 | | 67.0 | | 65 | | 72. | | 72.7 |
| Medium Trucks: | 00 | | 66.0 | | 61.5 | | 60 | | 67. | - | 68.2 |
| Heavy Trucks: | | | 69.7 | | 67.4 | | 66 | _ | 73. | | 74.0 |
| Vehicle Noise: | 74 | .1 | 73.2 | | 70.8 | 3 | 69 | .7 | 76. | 7 | 77.0 |
| Centerline Distant | ce to Noise Co | ntour (in feet |) | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | | 60 dBA | | 55 dBA |
| | | | Ldn: | | 258 | | 55 | | 1,200 | | 2,584 |
| | | C | NEL: | | 270 | | 58 | 2 | 1,254 | ļ | 2,701 |

| | FHWA-RL | 0-77-108 HIGH | IWAY | NOISE | PREDIC | TION W | ODEL | (9/12/2 | 021) | | |
|--------------------|---|-----------------|--------------|----------|------------|------------------|---------|---------------|-------------|----------|---------|
| Road Nam | io: EAC ne: Ramona Ex nt: e/o Redland | | | | | Project Job N | | OLC3 14428 | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Cor | nditions | (Hard : | = 10, S | oft = 15) | | |
| Average Daily | Traffic (Adt): | 103,300 vehicle | es | | | | | Autos. | 15 | | |
| Peak Hour | Percentage: | 6.92% | | | Me | edium Tr | ucks (2 | Axles). | 15 | | |
| Peak H | lour Volume: | 7,148 vehicle | s | | He | eavy Tru | cks (3+ | Axles). | 15 | | |
| Ve | hicle Speed: | 55 mph | | - | Vehicle | Mix | | | | | |
| Near/Far La | ne Distance: | 124 feet | | ŀ | | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 6 10.8% | 22.3% | 92.50% |
| Bai | rrier Height: | 0.0 feet | | | M | ledium T | rucks: | 77.69 | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-W | | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline Di | st. to Barrier: | 92.0 feet | | H | Noise S | ourco El | ovatio | ne (in f | not) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | H | Noise 3 | Auto | | 0.000 | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | m Truck | | 2.297 | | | |
| Observer Height (| (Above Pad): | 5.0 feet | | | | vy Truck | | 3.004 | Grade Ad | liuctman | - 0.0 |
| Pa | ad Elevation: | 0.0 feet | | | пеа | vy IIuck | s. c | 5.004 | Grade Ad | justinen | . 0.0 |
| Ros | ad Elevation: | 0.0 feet | | | Lane Eq | uivalent | Distar | nce (in | feet) | | |
| 1 | Road Grade: | 0.0% | | | | Auto | s: 68 | 3.154 | | | |
| | Left View: | -90.0 degre | es | | Mediu | ım Truck | s: 68 | 3.024 | | | |
| | Right View: | 90.0 degre | es | | Hea | vy Truck | s: 68 | 3.037 | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fres | | Barrier Att | | m Atten |
| Autos: | 71.78 | 5.49 | | -2.1 | 2 | -1.20 | | -4.76 | 0. | 000 | 0.00 |
| Medium Trucks: | 82.40 | -8.65 | | -2.1 | | -1.20 | | -4.88 | 0. | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -8.22 | | -2.1 | 1 | -1.20 | | -5.18 | 0. | 000 | 0.00 |
| Unmitigated Noise | Levels (with | out Topo and | barri | er atter | uation) | | | | | | |
| VehicleType | Leq Peak Hou | - , -, | | Leq E | vening | | Night | | Ldn | | NEL |
| Autos: | 74 | | 73.0 | | 71.1 | | 69 | | 76. | - | 76. |
| Medium Trucks: | 70 | | 70.2 | | 65.6 | | 64 | | 72. | | 72. |
| Heavy Trucks: | 74 | | 73.8 | | 71.5 | | 71 | | 77. | - | 78. |
| Vehicle Noise: | 78 | .2 | 77.4 | | 74.9 | 9 | 73 | .8 | 80. | 9 | 81. |
| Centerline Distanc | ce to Noise Co | ontour (in feet |) | | | | | | | | |
| | | | 1 -1 | 70 | dBA | 65 | dBA | | 60 dBA | | dBA |
| | | ^ | Ldn: NFL: | | 487 509 | | 1,04 | | 2,259 | | 4,868 |
| | | C | IVEL: | | 509 | | 1,09 | U | 2,361 | 1 | 5,087 |

| | | | WAI | NOISE | PREDIC | TION | IODEL (| 91 1212 | U2 I) | | |
|---------------------------|--------------|----------------|------|--------|--------------|----------|--------------|---------|--------------|----------|--------------|
| Scenario: E | | | | | | ., | t Name: (| | | | |
| Road Name: R | | | | | | Job N | lumber: | 14428 | | | |
| Road Segment: e. | o Redlands | Av. | | | | | | | | | |
| | CIFIC INP | UT DATA | | | 0:4- 0 | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | aitions | | | | | |
| Average Daily Traft | | 1,758 vehicle | es | | | | - | Autos: | | | |
| Peak Hour Perd | - | 6.92% | | | | | ucks (2 A | , | | | |
| Peak Hour | | ,890 vehicles | 3 | | He | eavy Tru | cks (3+ A | (xles | 15 | | |
| | Speed: | 55 mph | | İ | Vehicle | Mix | | | | | |
| Near/Far Lane D | istance: | 124 feet | | | Veh | icleType | , | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.82% |
| Barrier | Height: | 0.0 feet | | | М | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.41% |
| Barrier Type (0-Wall, 1 | - | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.76% |
| Centerline Dist. to | | 92.0 feet | | - | M-: 0 | | | - /: £ | | | |
| Centerline Dist. to O | bserver: | 92.0 feet | | - | Noise So | | | • | eet) | | |
| Barrier Distance to O | bserver: | 0.0 feet | | | | Auto | | 000 | | | |
| Observer Height (Abo | ve Pad): | 5.0 feet | | | | m Truck | | 297 | Crada Ad | iuatmant | |
| Pad E | levation: | 0.0 feet | | | Hea | vy Truck | :s: 8. | 004 | Grade Ad | usunem | 0.0 |
| Road E | levation: | 0.0 feet | | | Lane Eq | uivalen | t Distanc | e (in i | feet) | | |
| Road | d Grade: | 0.0% | | | | Auto | s: 68. | 154 | | | |
| Le | eft View: | -90.0 degree | es | | Mediu | m Truck | s: 68. | 024 | | | |
| Rig | ht View: | 90.0 degree | es | | Hear | vy Truck | s: 68. | 037 | | | |
| FHWA Noise Model Ca | | | | | | | | | | | |
| ,, | | raffic Flow | Dis | stance | | Road | Fresn | _ | Barrier Att | | m Atten |
| Autos: | 71.78 | 1.58 | | -2.1 | - | -1.20 | | -4.76 | | 000 | 0.000 |
| Medium Trucks: | 82.40 | -12.77 | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 86.40 | -12.34 | | -2.1 | | -1.20 | | -5.18 | 0.0 | 000 | 0.000 |
| Unmitigated Noise Lev | • | • | | | | | A II I- 4 | | 1 -1 | | VI-1 |
| VehicleType Leq Autos: | Peak Hour | Leq Day | 69.1 | Leq E | vening | | Night | | Ldn | | VEL |
| Medium Trucks: | 70.0 66.3 | | 66.0 | | 67.2 61.5 | | 65.6 60.3 | | 72.6 67.9 | | 72.9 68.2 |
| Heavy Trucks: | 70.7 | | 69.7 | | 67.4 | | 66.8 | | 73.7 | | 74.0 |
| Vehicle Noise: | 74.2 | | 73.3 | | 70.9 | | 69.8 | | 76.8 | | 77. |
| Centerline Distance to | Noise Con | tour (in feet) |) | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | 6 | 60 dBA | 55 | dBA |
| | | | | | | | | | | | |
| | | | Ldn: | | 262 | | 563 | | 1,214 | | 2,615 |

Wednesday, January 18, 2023

| | FHWA-R | D-77-108 HIGH | WAY | NOISE | PREDIC | TION N | IODEL | (9/12/2 | 021) | | |
|-------------------|--|------------------|------|--------|----------|-----------------|----------|---------------|-------------|-----------|---------|
| Road Nar | rio: EAPC ne: Ramona E ent: e/o Redlar | | | | | | | OLC3 14428 | | | |
| | SPECIFIC I | NPUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | S | ite Con | ditions | (Hard | | | | |
| | | 105,094 vehicle | es | | | | | Autos: | | | |
| | r Percentage: | 6.92% | | | | dium Tr | | | | | |
| Peak I | Hour Volume: | 7,272 vehicles | S | | He | avy Tru | cks (3+ | Axles): | 15 | | |
| | ehicle Speed: | 55 mph | | v | ehicle l | Mix | | | | | |
| Near/Far La | ane Distance: | 124 feet | | F | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.63% |
| Rs | rrier Height: | 0.0 feet | | | Me | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.51% |
| Barrier Type (0-V | | 0.0 | | | F | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.87% |
| *, , | ist. to Barrier: | 92.0 feet | | | loise Sc | roo F | lovetio | na (in fe | not) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | ^ | oise sc | Auto | | 0.000 | ei) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto m Truck | | | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | | | 2.297 | Crada Ad | livatmant | |
| F | ad Elevation: | 0.0 feet | | | neav | y Truck | S: 6 | 3.004 | Grade Ad | jusuneni | . 0.0 |
| Ro | ad Elevation: | 0.0 feet | | L | ane Equ | uivalen | t Distai | nce (in i | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | s: 68 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | m Truck | s: 68 | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | s: 68 | 3.037 | | | |
| FHWA Noise Mod | el Calculation | 15 | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fres | snel | Barrier Att | en Bei | m Atten |
| Autos: | | 5.58 | | -2.12 | 2 | -1.20 | | -4.76 | 0.0 | 000 | 0.00 |
| Medium Trucks: | | | | -2.11 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -8.22 | | -2.11 | | -1.20 | | -5.18 | 0.0 | 000 | 0.00 |
| Unmitigated Nois | | | _ | | | | | | | | |
| VehicleType | Leq Peak Ho | | _ | Leq Ev | | Leq | Night | | Ldn | | NEL |
| Autos: | | 4.0 | 73.1 | | 71.2 | | 69 | | 76. | | 76. |
| Medium Trucks: | | | 70.2 | | 65.6 | | 64 | | 72. | | 72. |
| Heavy Trucks: | | | 73.8 | | 71.5 | | 71 | | 77. | - | 78. |
| Vehicle Noise: | | | 77.4 | | 74.9 | | 73 | .9 | 80. | 9 | 81.: |
| Centerline Distan | ce to Noise C | ontour (in feet, |) | | | | | | | | |
| | | | L | 70 d | | 65 | dBA | | 0 dBA | | dBA |
| | | | Ldn: | | 489 | | 1,05 | | 2,270 | | 4,890 |
| | | C | NEL: | | 511 | | 1,10 | 1 | 2,372 | 2 | 5,111 |

Wednesday, January 18, 2023

| | FHWA-R | D-77-108 HIGH | IWAY | NOISE | PREDIC | TION N | IODEL (| 9/12/20 | 021) | | |
|---------------------|----------------|-----------------|--------|----------|-----------|-----------------|-----------|------------|-------------|----------|-----------|
| Scenar | | | | | | | Name: | | | | |
| | e: Ramona E | | | | | Job N | lumber: | 14428 | | | |
| Road Segme | nt: e/o Redian | ds Av. | | | | | | | | | |
| | SPECIFIC II | NPUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | aitions | • | | | | |
| Average Daily | , , | | es | | | | | Autos: | 15 | | |
| | Percentage: | 6.92% | | | | | ucks (2 / | | 15 | | |
| | lour Volume: | 7,863 vehicle | S | | He | avy Tru | cks (3+ A | Axles): | 15 | | |
| | hicle Speed: | 55 mph | | İ | Vehicle I | Mix | | | | | |
| Near/Far La | ne Distance: | 124 feet | | ľ | Vehi | icleType | , | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.39 | 6 92.50% |
| Bai | rrier Heiaht: | 0.0 feet | | | Me | edium T | rucks: | 77.6% | 6.8% | 15.69 | 6 3.57% |
| Barrier Type (0-W | | 0.0 | | | F | Heavy T | rucks: | 65.0% | 9.6% | 25.49 | 6 3.93% |
| Centerline Di | | 92.0 feet | | ŀ | M-: 0- | | | - /: #- | -41 | | |
| Centerline Dist. | to Observer: | 92.0 feet | | ŀ | Noise So | Auto | | • | et) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | A de elle | Auto m Truck | | 000 297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | | | 297 004 | Grade Ad | iustmar | at: 0.0 |
| Pa | ad Elevation: | 0.0 feet | | | Heav | y Truck | S. 8. | 004 | Grade Au | justinei | 11. 0.0 |
| Ros | ad Elevation: | 0.0 feet | | | Lane Equ | uivalent | Distant | e (in t | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | s: 68. | 154 | | | |
| | Left View: | -90.0 degree | es | | Mediui | m Truck | s: 68. | 024 | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | s: 68. | 037 | | | |
| FHWA Noise Mode | el Calculation | ıs | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | Finite | Road | Fresn | el | Barrier Att | en Be | erm Atten |
| Autos: | 71.78 | | | -2.1 | - | -1.20 | | -4.76 | | 000 | 0.000 |
| Medium Trucks: | 82.40 | | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 86.40 | -7.81 | | -2.1 | 11 | -1.20 | | -5.18 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | Levels (with | out Topo and | barrie | er atter | nuation) | | | | | | |
| VehicleType | Leq Peak Ho | ur Leq Day | / | Leq E | vening | Leq | Night | | Ldn | (| CNEL |
| Autos: | 7 | 4.4 | 73.4 | | 71.5 | | 69.9 | 9 | 76.9 | 9 | 77.3 |
| Medium Trucks: | 7 | 0.9 | 70.6 | | 66.0 | | 64.9 | 9 | 72. | 5 | 72.7 |
| Heavy Trucks: | 7 | 5.3 | 74.2 | | 72.0 | | 71.4 | 1 | 78. | 2 | 78.5 |
| Vehicle Noise: | 78 | B.6 | 77.8 | | 75.3 | | 74.2 | 2 | 81.3 | 3 | 81.6 |
| Centerline Distance | e to Noise C | ontour (in feet |) | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | - 6 | i0 dBA | 5 | 5 dBA |
| | | | Ldn: | | 519 | | 1,118 | | 2,408 | | 5,187 |
| | | C | NEL: | | 542 | | 1,168 | | 2,516 | | 5,421 |

| | FHWA-RI | D-77-108 HIGH | WAYN | OISE | PREDIC | HON MO | JDEL | (9/12/2 | 021) | | | | | |
|---------------------------------|--|------------------|--------------|-------|--------------|-----------------------|----------------------|-------------------|-------------|-----------|--------------|--|--|--|
| Scena Road Nar | rio: E ne: Ramona E: | ĸp. | | | | Project I Job Nu | | OLC3 14428 | | | | | | |
| Road Segme | ent: e/o Evans l | Rd. | | | | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | s | | | | |
| Highway Data | | | | | Site Con | ditions (| Hard: | = 10, Sc | oft = 15) | | | | | |
| Average Daily | Traffic (Adt): | 27,726 vehicle | es. | | | | | Autos. | 15 | | | | | |
| Peak Hou | Percentage: | 6.92% | | | Me | dium Tru | cks (2 | Axles). | 15 | | | | | |
| Peak I | Hour Volume: | 1,919 vehicles | 3 | | He | avy Truc | ks (3+ | Axles). | 15 | | | | | |
| Ve | ehicle Speed: | 55 mph | | H | Vehicle I | Miv | | | | | | | | |
| Near/Far La | ane Distance: | 124 feet | | H | | icleType | | Day | Evening | Night | Daily | | | |
| Site Data | | | | | | A | utos: | 66.9% | 10.8% | 22.3% | 92.50% | | | |
| Ra | rrier Height: | 0.0 feet | | | М | edium Tr | ıcks: | 77.69 | 6.8% | 15.6% | 3.57% | | | |
| Barrier Type (0-V | | 0.0 | | | 1 | Heavy Tr | ıcks: | 65.0% | 9.6% | 25.4% | 3.93% | | | |
| | ist. to Barrier: | 92.0 feet | | - | M-: 0- | | 4!- | /:- # | 41 | | | | | |
| Centerline Dist. | to Observer: | 92.0 feet | | H | Noise Sc | Autos | | 1 5 (IN 10 | eet) | | | | | |
| Barrier Distance | Barrier Distance to Observer: 0.0 feet | | | | | | Medium Trucks: 2.297 | | | | | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | m Trucks vy Trucks | - | 1.297 | Grade Ad | liustmant | . 0.0 | | | |
| F | ad Elevation: | 0.0 feet | | | пеач | ry Trucks | | 0.004 | Grade Ad | justinent | 0.0 | | | |
| Ro | ad Elevation: | 0.0 feet | | | Lane Eq | uivalent | Distai | nce (in | feet) | | | | | |
| | Road Grade: | 0.0% | | | | Autos | : 68 | 3.154 | | | | | | |
| | Left View: | -90.0 degree | :S | | Mediu | m Trucks | : 68 | 3.024 | | | | | | |
| | Right View: | 90.0 degree | :S | | Heav | y Trucks | : 68 | 3.037 | | | | | | |
| FHWA Noise Mod | el Calculation | s | | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dist | ance | | Road | Fres | | Barrier Att | | m Atten | | | |
| Autos: | | | | -2.1 | - | -1.20 | | -4.76 | | 000 | 0.000 | | | |
| Medium Trucks: | | | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.000 | | | |
| Heavy Trucks: | | | | -2.1 | | -1.20 | | -5.18 | 0. | 000 | 0.000 | | | |
| Unmitigated Nois | | | | | | | | | | | | | | |
| VehicleType | Leq Peak Hot | | | Leq E | vening | Leq N | - | 1 | Ldn | | VEL | | | |
| Autos: | | | 67.3 | | 65.4 | | 63 | | 70. | - | 71. | | | |
| Medium Trucks: | | | 64.4 | | 59.9 | | 58 | | 66. | | 66.6 | | | |
| Heavy Trucks: Vehicle Noise: | | | 68.1 71.6 | | 65.8 69.2 | | 65 68 | | 72. 75. | | 72.4 75.4 | | | |
| Centerline Distan | ce to Noise Co | ontour (in feet) | | | | | | | | | | | | |
| | | (111 1000) | | 70 | dBA | 65 a | BA | | 60 dBA | 55 | dBA | | | |
| | | | Ldn: | | 203 | | 43 | 6 | 940 |) | 2,025 | | | |
| | | | VEL: | | 212 | | 45 | | 983 | | 2,117 | | | |

| | | -//-108 HIGH | WAY NO | DISE P | REDIC | TION M | ODEL (| 9/12/20 | 021) | | |
|---------------------------------|-------------------|-----------------|--------|--------|---------|----------|---------------|----------|----------------|----------|-------------|
| Scenario: | HYP | | | | | Project | Name: | OLC3 | | | |
| Road Name: | Ramona Ex | ٥. | | | | Job N | umber: | 14428 | | | |
| Road Segment | e/o Redland | s Av. | | | | | | | | | |
| | PECIFIC IN | PUT DATA | | 0.0 | | | | | L INPUT | s | |
| Highway Data | | | | Sn | e Con | ditions | | | | | |
| Average Daily Tr | . , | | s | | | | | Autos: | 15 | | |
| Peak Hour P | - | 6.92% | | | | dium Tri | | , | 15 | | |
| | | 7,987 vehicles | 3 | | He | avy Truc | cks (3+) | Axles): | 15 | | |
| | cle Speed: | 55 mph | | Ve | hicle I | Иiх | | | | | |
| Near/Far Lane | e Distance: | 124 feet | | | Veh | icleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | - | lutos: | 66.9% | 10.8% | 22.3% | 92.62 |
| Rarri | ier Height: | 0.0 feet | | | M | edium Ti | ucks: | 77.6% | 6.8% | 15.6% | 3.519 |
| Barrier Type (0-Wai | II, 1-Berm): | 0.0 | | | F | Heavy Ti | rucks: | 65.0% | 9.6% | 25.4% | 3.87 |
| Centerline Dist. | | 92.0 feet | | No | ise Sc | urce El | evation | s (in fe | et) | | |
| Centerline Dist. to | | 92.0 feet | | | | Auto | | 000 | ., | | |
| Barrier Distance to | | 0.0 feet | | | Mediu | m Truck | | 297 | | | |
| Observer Height (A | , | 5.0 feet | | | Heav | y Truck | | 004 | Grade Ad | justment | 0.0 |
| | Elevation: | 0.0 feet | | | | | | | | | |
| | Elevation: | 0.0 feet | | La | ne Eq | uivalent | | | eet) | | |
| Ro | oad Grade: | 0.0% | | | | Auto | | 154 | | | |
| | Left View: | -90.0 degree | es | | | m Truck | | 024 | | | |
| F | Right View: | 90.0 degree | es | | Heav | y Truck | s: 68. | 037 | | | |
| FHWA Noise Model | | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Distar | | Finite | Road | Fresr | _ | Barrier Att | | m Atten |
| Autos: | 71.78 | 5.98 | | -2.12 | | -1.20 | | -4.76 | | 000 | 0.00 |
| Medium Trucks: | 82.40 | -8.23 | | -2.11 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -7.81 | | -2.11 | | -1.20 | | -5.18 | 0.0 | 000 | 0.00 |
| Unmitigated Noise L | | | | | | 100 | Alioshi | T | Ldn | | NEL |
| VehicleType L Autos: | eq Peak Hou 74 | | 73.5 | eq Eve | 71.6 | Leq | Night 70.0 | 1 | 77.0 | | VEL 77 |
| Medium Trucks: | 74. | • | 70.6 | | 66.0 | | 64.9 | - | 72. | - | 72 |
| wicdiani i rucks. | 70. | - | 74.2 | | 72.0 | | 71.4 | - | 78.2 | - | 78. |
| Heavy Trucks | | | 77.8 | | 75.3 | | 74.3 | | 81.3 | | 81. |
| Heavy Trucks: Vehicle Noise: | 78. | • | | | | | | | | | |
| Vehicle Noise: | | | | | | | | | | | |
| | | | | 70 dB | A | 65 | dBA | 6 | 0 dBA | 55 | dBA |
| Vehicle Noise: | | ntour (in feet) | Ldn: | 70 dB | 521 | 65 | dBA 1,122 | | 0 dBA 2,418 | | dBA 5,20 |

Wednesday, January 18, 2023

| | FHWA-R | D-77-108 HIGH | WAY | NOISE | PREDIC | TION N | IODEL | (9/12/20 | 021) | | |
|----------------------------------|----------------|-------------------|------|--------|----------|---------|----------|---------------|-------------|-----------|--------------|
| Scenar Road Nam Road Segme | e: Ramona E | | | | | | | OLC3 14428 | | | |
| | SPECIFIC II | NPUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | S | ite Con | ditions | (Hard : | | | | |
| Average Daily | . , | 28,623 vehicle | es | | | | | Autos: | | | |
| Peak Hour | Percentage: | 6.92% | | | | | | Axles): | | | |
| Peak H | lour Volume: | 1,981 vehicles | S | | He | avy Tru | cks (3+ | Axles): | 15 | | |
| Ve | hicle Speed: | 55 mph | | L | ehicle l | Air | | | | | |
| Near/Far La | ne Distance: | 124 feet | | ľ | | cleType | | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | 10.8% | 22.3% | 92.74% |
| Bai | rrier Height: | 0.0 feet | | | Me | edium T | rucks: | 77.6% | 6.8% | 15.6% | 3.45% |
| Barrier Type (0-W | | 0.0 | | | F | leavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.81% |
| Centerline Di | . , | 92.0 feet | | | loise Sc | uraa E | lovetio | na (in fe | not) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | , | ioise sc | Auto | | 0.000 | ei) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Modiu | n Truck | | 2.297 | | | |
| Observer Height (| Above Pad): | 5.0 feet | | | | y Truck | | 3.004 | Grade Ad | liuctment | - 0.0 |
| Pa | ad Elevation: | 0.0 feet | | | пеач | y IIuck | s. c | 5.004 | Grade Au | jusuneni | . 0.0 |
| Roa | ad Elevation: | 0.0 feet | | L | ane Equ | ıivalen | t Distar | nce (in t | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | s: 68 | 3.154 | | | |
| | Left View: | -90.0 degree | es | | Mediu | n Truck | s: 68 | 3.024 | | | |
| | Right View: | 90.0 degree | es | | Heav | y Truck | s: 68 | 3.037 | | | |
| FHWA Noise Mode | el Calculation | ıs | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | | Fres | | Barrier Att | | m Atten |
| Autos: | 71.78 | | | -2.12 | | -1.20 | | -4.76 | | 000 | 0.00 |
| Medium Trucks: | 82.40 | | | -2.11 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 86.40 | | | -2.11 | | -1.20 | | -5.18 | 0.0 | 000 | 0.00 |
| Unmitigated Noise | | | | | | | | | | | |
| | Leq Peak Ho | | | Leq Ev | | Leq | Night | <u> </u> | Ldn | | NEL |
| Autos: | - | | 67.5 | | 65.6 | | 63 | | 71. | - | 71. |
| Medium Trucks: | - | | 64.4 | | 59.9 | | 58 | | 66. | - | 66. |
| Heavy Trucks: Vehicle Noise: | | | 71.7 | | 65.8 | | 65 68 | | 72. 75. | | 72.4 75.1 |
| Centerline Distance | | | | | 00.2 | | 50 | - | 75 | - | 75. |
| Centernile Distant | e to Moise C | ontour (III leet, | 1 | 70 d | 'BA | 65 | dBA | 6 | 0 dBA | 55 | dBA |
| | | | Ldn: | | 204 | | 44 | | 948 | | 2,043 |
| | | C | NEL: | | 214 | | 46 | 0 | 991 | ı | 2.135 |

Wednesday, January 18, 2023

| | FHWA-RI | D-77-108 HIGH | WAY | NOISI | E PREDIC | CTION N | MODEL | (9/12/2 | 021) | | |
|---------------------|-----------------|-----------------|--------|-------------|----------|----------|----------|----------|-------------|----------|-----------|
| Scenar | io: EAC | | | | | Projec | t Name: | OLC3 | | | |
| Road Nam | ne: Ramona E | кр. | | | | Job I | Number: | 14428 | | | |
| Road Segme | nt: e/o Evans l | Rd. | | | | | | | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | s | |
| Highway Data | | | | | Site Cor | nditions | (Hard = | | | | |
| Average Daily | Traffic (Adt): | 92,299 vehicl | es | | | | | Autos: | | | |
| Peak Hour | Percentage: | 6.92% | | | | edium Ti | | | | | |
| Peak H | lour Volume: | 6,387 vehicle | s | | He | eavy Tru | icks (3+ | Axles): | 15 | | |
| Ve | hicle Speed: | 55 mph | | | Vehicle | Mix | | | | | |
| Near/Far La | ne Distance: | 124 feet | | | Ver | icleType | e | Dav | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.9% | - | 22.3 | |
| Ra | rrier Height: | 0.0 feet | | | M | ledium 1 | rucks: | 77.6% | 6.8% | 15.69 | % 3.57% |
| Barrier Type (0-W | - | 0.0 | | | | Heavy 1 | rucks: | 65.0% | 9.6% | 25.4 | % 3.93% |
| Centerline Di | | 92.0 feet | | | | | | | | | |
| Centerline Dist. | to Observer: | 92.0 feet | | | Noise S | | | | eet) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | | Auto | | .000 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | | m Truck | | .297 | Crada As | livoteno | nt: 0.0 |
| | ad Elevation: | 0.0 feet | | | Hea | vy Truck | (s: 8 | .004 | Grade Ad | justmei | nt: 0.0 |
| Ro | ad Elevation: | 0.0 feet | | | Lane Eq | uivalen | t Distar | ce (in i | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | os: 68 | .154 | | | |
| | Left View: | -90.0 degre | es | | Mediu | ım Truck | ks: 68 | .024 | | | |
| | Right View: | 90.0 degre | es | | Hea | vy Truci | ks: 68 | .037 | | | |
| FHWA Noise Mode | el Calculation | s | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | tance | Finite | Road | Fres | nel | Barrier Att | en B | erm Atten |
| Autos: | 71.78 | | | -2. | | -1.20 | | -4.76 | | 000 | 0.000 |
| Medium Trucks: | | | | -2. | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | | | | - 2. | | -1.20 | | -5.18 | 0. | 000 | 0.000 |
| Unmitigated Noise | | | barrie | er atte | nuation) | | | _ | | | |
| VehicleType | Leq Peak Hot | | | Leq E | vening | | Night | | Ldn | | CNEL |
| Autos: | | 3.5 | 72.5 | | 70.6 | | 69 | | 76. | | 76.4 |
| Medium Trucks: | | 0.0 | 69.7 | | 65.1 | | 64 | - | 71. | - | 71.8 |
| Heavy Trucks: | | 1.4 | 73.3 | | 71.0 | | 70 | | 77. | | 77.6 |
| Vehicle Noise: | | 7.7 | 76.9 | | 74.4 | , | 73 | .3 | 80. | 4 | 80.7 |
| Centerline Distance | ce to Noise Co | ontour (in feet |) | | | | | _ | | | |
| | | | L | 70 | dBA | 65 | dBA | _ | 60 dBA | | 5 dBA |
| | | _ | Ldn: | | 452 | | 97 | | 2,096 | | 4,516 |
| | | С | NEL: | | 472 | | 1,01 | 7 | 2,191 | | 4,719 |

| FHWA-R | D-77-108 HIGH\ | WAY N | IOISE | PREDIC | CTION N | MODEL (9 | /12/20 | 021) | | |
|--|------------------|--------|--------|--------------|----------|------------------------|--------|--------------|------------|--------------|
| Scenario: HY Road Name: Ramona E Road Segment: e/o Evans | | | | | | t Name: C lumber: 1 | | | | |
| SITE SPECIFIC II | NPUT DATA | | | | | | | L INPUTS | | |
| Highway Data | | | S | ite Con | ditions | (Hard = : | 10, Sc | ft = 15) | | |
| Average Daily Traffic (Adt): | 101,529 vehicle | s | | | | A | Autos: | 15 | | |
| Peak Hour Percentage: | 6.92% | | | | | rucks (2 A | , | | | |
| Peak Hour Volume: | 7,026 vehicles | | | He | eavy Tru | cks (3+ A | xles): | 15 | | |
| Vehicle Speed: | 55 mph | | ν | ehicle l | Mix | | | | | |
| Near/Far Lane Distance: | 124 feet | | Ė | | icleType | e 1 | Day | Evening | Night E | aily |
| Site Data | | | | | | Autos: | 66.9% | 10.8% | 22.3% 92 | 2.50% |
| Barrier Height: | 0.0 feet | | | М | ledium 7 | rucks: | 77.6% | 6.8% | 15.6% | 3.57% |
| Barrier Type (0-Wall, 1-Berm): | 0.0 | | | | Heavy T | rucks: | 65.0% | 9.6% | 25.4% | 3.93% |
| Centerline Dist. to Barrier: | 92.0 feet | | ۸ | loise So | ource E | levations | (in fe | et) | | |
| Centerline Dist. to Observer: | 92.0 feet | | | | Auto | | • | - / | | |
| Barrier Distance to Observer: | 0.0 feet | | | Mediu | m Truck | s: 2.2 | 297 | | | |
| Observer Height (Above Pad): | 5.0 feet | | | Heav | vy Truck | | | Grade Adju | stment: 0. | 0 |
| Pad Elevation: | 0.0 feet | | | | | | | | | |
| Road Elevation: | 0.0 feet | | L | ane ⊑q | | t Distanc | | eet) | | |
| Road Grade: | 0.0% | | | | Auto | | | | | |
| Left View: | -90.0 degree | | | | m Truck | | | | | |
| Right View: | 90.0 degree | S | | Heav | vy Truck | rs: 68.0 | 137 | | | |
| FHWA Noise Model Calculation | ıs | | | | | | | | | |
| VehicleType REMEL | Traffic Flow | Dista | | | Road | Fresne | | Barrier Atte | | |
| Autos: 71.78 | | | -2.12 | - | -1.20 | | -4.76 | 0.00 | | 0.000 |
| Medium Trucks: 82.40 | | | -2.11 | | -1.20 | | -4.88 | 0.00 | | 0.000 |
| Heavy Trucks: 86.40 | -8.29 | | -2.11 | | -1.20 | | -5.18 | 0.00 | 00 | 0.000 |
| Unmitigated Noise Levels (with | out Topo and b | arrier | attenu | ıation) | | | | | | |
| VehicleType Leq Peak Ho | | _ | Leq Ev | | | Night | | Ldn | CNEL | |
| | | 2.9 | | 71.0 | | 69.4 | | 76.5 | | 76.8 |
| | | 70.1 | | 65.5 | | 64.4 | | 72.0 | | 72.2 |
| | | 73.7 | | 71.5 74.8 | | 70.9 73.8 | | 77.8 80.8 | | 78.0 81.1 |
| | | | | 74.0 | | 7 3.0 | | 00.0 | | 01.1 |
| Centerline Distance to Noise C | ontour (in feet) | | 70 d | BA | 65 | dBA | 6 | i0 dBA | 55 dB | A |
| | L | .dn: | | 481 | 1 30 | 1,037 | | 2,233 | | 4,812 |
| | | IEL: | | 503 | | 1,083 | | 2,334 | | 5,029 |

| Road Name | o: EAPC e: Ramona Exp nt: e/o Evans Ro | | | | | ., | Name: lumber: | | | | |
|--------------------------------------|--|-----------------------|-------|--------|----------------|----------|------------------|----------|--------------|----------|------------|
| | PECIFIC INF | | | | | | IOISE | VIODE | L INPUT | S . | |
| Highway Data | | | | | Site Con | ditions | (Hard = | 10, Sc | oft = 15) | | |
| Average Daily | Traffic (Adt): 9 | 3,195 vehicle | es | | | | | Autos: | 15 | | |
| Peak Hour I | Percentage: | 6.92% | | | Me | edium Tr | ucks (2 | Axles): | 15 | | |
| Peak Ho | our Volume: 6 | 3,449 vehicles | S | | He | avy Tru | cks (3+ . | Axles): | 15 | | |
| Vel | nicle Speed: | 55 mph | | F | Vehicle i | Miss | | | | | |
| Near/Far Lar | ne Distance: | 124 feet | | - | | icleType | | Dav | Evening | Night | Daily |
| Site Data | | | | | VEII | | Autos: | 66.9% | - | 22.3% | , |
| | | | | | M | edium T | | 77.6% | | 15.6% | |
| | rier Height: | 0.0 feet | | | | Heavy T | | 65.0% | | 25.4% | |
| Barrier Type (0-Wa Centerline Dis | | 0.0 | | | | 1001) 1 | raono. | 00.07 | 0.070 | 20.170 | 0.00 |
| Centerline Dist. t | | 92.0 feet | | | Noise So | ource El | levation | s (in fe | eet) | | |
| Barrier Distance t | | 92.0 feet 0.0 feet | | | | Auto | s: 0. | 000 | | | |
| Observer Height (| | 5.0 feet | | | Mediu | m Truck | s: 2. | 297 | | | |
| | d Elevation: | 0.0 feet | | | Hear | vy Truck | s: 8. | 004 | Grade Adj | iustment | 0.0 |
| | d Elevation: | 0.0 feet | | f | Lane Eq | uivalen | t Distan | ce (in : | feet) | | |
| | Road Grade: | 0.0% | | f | | Auto | | 154 | , | | |
| , | Left View: | -90.0 degree | 00 | | Mediu | m Truck | | 024 | | | |
| | Right View: | 90.0 degree | | | Hea | vy Truck | - | .037 | | | |
| HWA Noise Mode | l Calculations | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | Dis | stance | Finite | Road | Fresi | nel | Barrier Atte | en Bei | m Atten |
| Autos: | 71.78 | 5.05 | | -2.1 | | -1.20 | | -4.76 | | 000 | 0.00 |
| Medium Trucks: | 82.40 | -9.13 | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.00 |
| Heavy Trucks: | 86.40 | -8.71 | | -2.1 | 11 | -1.20 | | -5.18 | 0.0 | 000 | 0.00 |
| Inmitigated Noise | | | _ | | | | A Contra | _ | 1 -1 | | |
| VehicleType Autos: | Leq Peak Hour 73.5 | .,., | 72.6 | Leq E | vening 70.7 | | Night 69. | 1 | Ldn 76.1 | | NEL 76. |
| Medium Trucks: | 70.0 | | 69.7 | | 65.1 | | 64. | | 76. | | 70 |
| Heavy Trucks: | 74.4 | | 73.3 | | 71.0 | | 70. | | 77.3 | | 77 |
| Vehicle Noise: | 77.8 | | 76.9 | | 74.4 | | 73. | | 80.4 | | 80. |
| Centerline Distanc | e to Noise Con | tour (in feet) |) | | | | | | | | |
| | | | | 70 | dBA | 65 | dBA | 6 | 60 dBA | 55 | dBA |
| | | | Ldn: | | 453 | | 975 | . — | 2.101 | | 4.52 |
| | | | Luii. | | 400 | | 010 | | 2,101 | | 1,02 |

Wednesday, January 18, 2023

| | FHWA-RE | D-77-108 HIGH | IWAY | NOISE | PREDIC | CTION N | IODEL | . (9/12/2 | 021) | | |
|--------------------------|---|-----------------|--------------|--------|----------------|----------|---------|-------------------|-------------|----------|--------------|
| Road Nan | rio: HYP ne: Ramona Ex ent: e/o Evans F | | | | | | | : OLC3 : 14428 | | | |
| | SPECIFIC IN | IPUT DATA | | | | | | | L INPUT | S | |
| Highway Data | | | | | Site Con | ditions | (Hard | - | | | |
| | Traffic (Adt): 1 | | es | | | | | Autos. | | | |
| | Percentage: | 6.92% | | | | edium Tr | | , | | | |
| | Hour Volume: | 7,088 vehicles | S | | He | eavy Tru | CKS (3+ | Axies). | 15 | | |
| | ehicle Speed: | 55 mph | | | Vehicle I | Mix | | | | | |
| Near/Far La | ne Distance: | 124 feet | | | Veh | icleType | , | Day | Evening | Night | Daily |
| Site Data | | | | | | | Autos: | 66.99 | 6 10.8% | 22.3% | 92.57% |
| Ва | rrier Height: | 0.0 feet | | | М | ledium T | rucks: | 77.69 | 6.8% | 15.6% | 3.53% |
| Barrier Type (0-V | | 0.0 | | | | Heavy T | rucks: | 65.09 | 6 9.6% | 25.4% | 3.90% |
| Centerline Di | ist. to Barrier: | 92.0 feet | | - | Noise So | nurce F | levatio | ns (in f | eet) | | |
| Centerline Dist. | to Observer: | 92.0 feet | | f | | Auto | | 0.000 | 001) | | |
| Barrier Distance | to Observer: | 0.0 feet | | | Mediu | m Truck | | 2.297 | | | |
| Observer Height | (Above Pad): | 5.0 feet | | | Hear | vy Truck | | B.004 | Grade Ad | liustmen | t: 0.0 |
| | ad Elevation: | 0.0 feet | | ļ | | | | | | , | |
| | ad Elevation: | 0.0 feet | | | Lane Eq | | | | feet) | | |
| | Road Grade: | 0.0% | | | | Auto | | 8.154 | | | |
| | Left View: | -90.0 degree | | | | m Truck | | 8.024 | | | |
| | Right View: | 90.0 degree | es | | Hea | vy Truck | :s: 6 | 8.037 | | | |
| FHWA Noise Mod | el Calculations | | | | | | | | | | |
| VehicleType | REMEL | Traffic Flow | | stance | | Road | Fre. | snel | Barrier Att | | rm Atten |
| Autos: | | 5.46 | | -2.1 | - | -1.20 | | -4.76 | | 000 | 0.000 |
| Medium Trucks: | | -8.72 | | -2.1 | | -1.20 | | -4.88 | | 000 | 0.000 |
| Heavy Trucks: | 86.40 | -8.29 | | -2.1 | 1 | -1.20 | | -5.18 | 0.0 | 000 | 0.000 |
| Unmitigated Noise | | | | | | | | | | | |
| VehicleType Autos: | Leq Peak Hou | | | Leq E | vening 71.1 | | Night | 9.5 | Ldn 76. | | NEL |
| Autos: Medium Trucks: | | | 73.0 70.1 | | 71.1 65.5 | | | 9.5 1.4 | 76. | | 76.8 72.2 |
| Heavy Trucks: | | | 73.7 | | 71.5 | | | 1.4 | 77. | | 78.0 |
| Vehicle Noise: | | | 77.3 | | 74.8 | | | 3.8 | 80. | - | 81.1 |
| Centerline Distant | ce to Noise Co | ontour (in feet |) | | | | | | | | |
| | | , , , | | 70 | dBA | 65 | dBA | | 60 dBA | 55 | 5 dBA |
| | | | Ldn: | | 482 | | 1,03 | | 2,239 | | 4,823 |
| | | C | NEL: | | 504 | | 1,08 | 36 | 2,340 |) | 5,041 |

Wednesday, January 18, 2023



APPENDIX 9.1:

CADNAA OPERATIONAL NOISE MODEL INPUTS (LMAX)





14428 - OLC3

CadnaA Noise Prediction Model: 14428-03.cna

Date: 20.01.23
Analyst: B. Lawson

Calculation Configuration

| Configurat | tion |
|--------------------------------------|--------------------------------|
| Parameter | Value |
| General | |
| Max. Error (dB) | 0.00 |
| Max. Search Radius (#(Unit,LEN)) | 2000.01 |
| Min. Dist Src to Rcvr | 0.00 |
| Partition | |
| Raster Factor | 0.50 |
| Max. Length of Section (#(Unit,LEN)) | 999.99 |
| Min. Length of Section (#(Unit,LEN)) | 1.01 |
| Min. Length of Section (%) | 0.00 |
| Proj. Line Sources | On |
| Proj. Area Sources | On |
| Ref. Time | |
| Reference Time Day (min) | 960.00 |
| Reference Time Night (min) | 480.00 |
| Daytime Penalty (dB) | 0.00 |
| Recr. Time Penalty (dB) | 5.00 |
| Night-time Penalty (dB) | 10.00 |
| DTM | |
| Standard Height (m) | 0.00 |
| Model of Terrain | Triangulation |
| Reflection | |
| max. Order of Reflection | 2 |
| Search Radius Src | 100.00 |
| Search Radius Rcvr | 100.00 |
| Max. Distance Source - Rcvr | 1000.00 1000.00 |
| Min. Distance Rvcr - Reflector | 1.00 1.00 |
| Min. Distance Source - Reflector | 0.10 |
| Industrial (ISO 9613) | |
| Lateral Diffraction | some Obj |
| Obst. within Area Src do not shield | On |
| Screening | Incl. Ground Att. over Barrier |
| | Dz with limit (20/25) |
| Barrier Coefficients C1,2,3 | 3.0 20.0 0.0 |
| Temperature (#(Unit,TEMP)) | 10 |
| rel. Humidity (%) | 70 |
| Ground Absorption G | 0.50 |
| Wind Speed for Dir. (#(Unit,SPEED)) | 3.0 |
| Roads (TNM) | |
| Railways (FTA/FRA) | |
| Aircraft (???) | |
| Strictly acc. to AzB | |
| | |

Receiver Noise Levels

| Name | М. | ID | | Level Lr | | Lir | nit. Val | ue | | Land | Use | Height | | C | oordinates | |
|-----------|----|----|-------|----------|-------|-------|----------|-------|------|------|------------|--------|---|------------|------------|------|
| | | | Day | Night | CNEL | Day | Night | CNEL | Туре | Auto | Noise Type | | | Х | Υ | Z |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | | (ft) | | (ft) | (ft) | (ft) |
| RECEIVERS | | R1 | 44.8 | 44.4 | 51.1 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6270637.54 | 2254307.01 | 5.00 |
| RECEIVERS | | R2 | 47.6 | 47.2 | 53.9 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6269538.27 | 2252191.32 | 5.00 |
| RECEIVERS | | R3 | 54.5 | 52.9 | 59.6 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6267368.77 | 2252233.53 | 5.00 |
| RECEIVERS | | R4 | 58.9 | 58.6 | 65.3 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6266601.49 | 2252069.79 | 5.00 |
| RECEIVERS | | R5 | 59.0 | 56.1 | 63.0 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6265247.46 | 2253565.37 | 5.00 |
| RECEIVERS | | R6 | 47.0 | 46.6 | 53.3 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6269576.10 | 2254801.84 | 5.00 |

Point Source(s)

| Name | M. | ID | R | esult. PW | 'L | | Lw/L | i | Op | erating T | me | Height | : | Co | oordinates | |
|-------------|----|------|-------|-----------|-------|------|-------|-------|--------|-----------|--------|--------|---|------------|------------|-------|
| | | | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | | | Х | Υ | Z |
| | | | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | (ft) | | (ft) | (ft) | (ft) |
| POINTSOURCE | | AC01 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265462.08 | 2253572.58 | 30.00 |
| POINTSOURCE | | AC02 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265408.51 | 2253573.49 | 30.00 |
| POINTSOURCE | | AC03 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265520.18 | 2253338.34 | 30.00 |
| POINTSOURCE | | AC04 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265520.18 | 2253270.25 | 30.00 |
| POINTSOURCE | | AC05 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265518.37 | 2253186.72 | 30.00 |
| POINTSOURCE | | AC06 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265517.46 | 2253110.45 | 30.00 |
| POINTSOURCE | | AC07 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265515.64 | 2253036.91 | 30.00 |
| POINTSOURCE | | AC08 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265394.89 | 2252907.08 | 30.00 |
| POINTSOURCE | | AC09 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265393.98 | 2252862.59 | 30.00 |
| POINTSOURCE | | AC10 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265899.56 | 2253813.06 | 5.00 |
| POINTSOURCE | | AC11 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6267098.80 | 2253437.20 | 50.00 |
| POINTSOURCE | | AC12 | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6267097.34 | 2252850.74 | 50.00 |

| Commonweight Common Comm | Name | M. | ID | R | esult. PW | 'L | | Lw/L | i | Оре | erating Ti | me | Height | | C | oordinates | |
|--|--------------|----------|-------|------|-----------|------|------|-------|-------|--------|------------|--------|--------|---|------------|------------|------|
| DONITOWINGER ACID SEE | | | | - | Evening | | Type | Value | | - | - | | (61) | | | | |
| Point Summer Composition | DOINTSOLIBCE | | AC12 | ` ' | | | Lver | 90.4 | aR(A) | | | | | ~ | ` ' | | |
| Dentification Control | | | | | | | | | | | | | | _ | | | |
| DONTSOUNCE CARD | | | | | | | | | | | | | | | | | |
| DIAMINSOURCE CAROL 144 | | | | 89.4 | 89.4 | 89.4 | Lw | 89.4 | | | 0.00 | | 5.00 | | 6265810.35 | | _ |
| DIAMINSOLIGE ARON | POINTSOURCE | | CAR00 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265689.10 | 2253157.93 | 5.00 |
| DIATIS DIATIS DIATIS NET | POINTSOURCE | | CAR01 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265669.59 | 2253132.16 | 5.00 |
| DATE ON THE OWEN STATE STATE OF THE OWEN STATE OWEN STATE OF THE OWEN STATE OWEN STATE OF THE OWEN STATE | | | | | | | | | | | | | | _ | | | |
| PONTSUMER CARROL 914 | | | | - | | | | | | | | | | | | | |
| DIATE CARGINE CARGINE SUL | | | | - | | | | | | | | | | | | | |
| PONTSOURCE CARDA 914 914 914 914 914 914 9000 0.00 2000 5.00 0 2005 5.00 0 2005 5.00 914 | | | | - | | | | _ | | | | | | - | | | |
| DOMINSOURCE CARROL 91.4 91.4 91.4 91.4 91.4 91.4 91.4 91.4 91.4 91.5 91.4 91.5 91.4 91.5 | | | | | | | | | | | | | | | | | |
| POINTSURECE CARROS 91.4 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 05654213 2535474.8 5.00 POINTSURECE CARROS 91.4 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 056546810 2525914.8 5.00 POINTSURECE CARROS 91.4 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 056546810 2525914.8 5.00 POINTSURECE CARROS 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 056546810 2525915.8 5.00 POINTSURECE CARROS 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 05654610 2525915.8 5.00 POINTSURECE CARROS 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 05654617 2525915.5 5.00 POINTSURECE CARROS 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 05656617 2525915.5 5.00 POINTSURECE CARROS 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 05656617 2525915.5 5.00 POINTSURECE CARROS 91.4 91.4 91.4 90.00 00.0 270.00 5.00 2 05656617 2525915.5 5.00 POINTSURECE CARROS 91.4 91.4 91.4 90.00 00.0 270.00 5.00 3 05656501 2525916.4 2525916.4 2525916.4 POINTSURECE CARROS 91.4 91.4 91.4 91.4 90.00 00.0 270.00 5.00 3 05656501 2525916.4 | | | | | | | | | | | | | | | | | |
| POINTSURCE CAROB | POINTSOURCE | | CAR05 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265668.90 | 2253015.84 | 5.00 |
| POINTSURCE CARDO 91.4 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 26564482 253517.20 5.00 POINTSURCE CARDO 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 26565555 2535656 5.00 POINTSURCE CARDO 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656555 2535656 5.00 POINTSURCE CARDO 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656555 2535656 5.00 POINTSURCE CARDO 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656550 2535656 5.00 POINTSURCE CARDO 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656560 2535666 5.00 POINTSURCE CARDO 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656560 2535667 5.00 POINTSURCE CARDO 91.4 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656560 2535667 5.00 POINTSURCE CARDO 91.4 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656560 2535667 5.00 POINTSURCE CARDO 91.4 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656560 2535667 5.00 POINTSURCE CARDO 91.4 91.4 91.4 91.4 90.00 00.0 270.0 5.00 0 2656560 2535667 5.00 POINTSURCE CARDO 91.4 | POINTSOURCE | | CAR05 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265422.13 | 2253475.43 | 5.00 |
| POINTSURCE CARDY 91.4 91.4 91.4 90.00 00.0 270.0 5.00 2 20566059 23595655 5.00 | POINTSOURCE | | CAR06 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | | а | 6265689.10 | 2252991.46 | 5.00 |
| POINTSURCE CARDY 914 914 914 9000 000 2700 500 2 2656020 253513.8 500 | | | | | | | | | | | | | | | | | |
| POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 2 2656563 2253863 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 2 6265663 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 6265663 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 6265663 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 6265663 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 6265636 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 6265626 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 626562 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 626562 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 626562 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 626562 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 626562 22538626 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 626562 2253860 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 626562 2253860 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 626562 2253860 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 6265625 2253860 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 6265635 2253860 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 91.4 90.00 00.0 270.0 50.0 3 6265635 2253860 5.00 POINTSOURCE CARGO 91.4 91.4 91.4 90.00 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 00.0 | | | | | | | | | | | | | | | | | |
| POINTSOURCE CAR09 91.4 91.4 91.4 14 91.4 14 90.00 0.00 270.0 5.00 a 626554.07 225352.55 5.00 POINTSOURCE CAR09 91.4 91.4 91.4 14 91.4 90.00 0.00 270.0 5.00 a 626554.07 2253574.0 5.00 POINTSOURCE CAR10 91.4 91.4 91.4 14 91.4 91.4 90.00 0.00 270.0 5.00 a 626554.07 2253574.0 5.00 7.00 5.00 a 626554.07 2253574.0 5.00 60.00 60.00 60.00 7.00 5.00 a 626558.08 225360.07 5.00 60.00 | | | | | | | | | | | | | | | | | |
| POINTSQUECE CARD9 | | | | | | - | | | | | | | | | | | |
| POINTSOURCE CAR10 914 914 914 14 914 914 910 910 910 700 700 5.00 a 62555467 253374.0 5.00 POINTSOURCE CAR10 914 914 914 914 900.00 0.00 270.00 5.00 a 6255546.07 2523576.07 5.00 POINTSOURCE CAR11 914 914 914 914 910 | | | | | | | | | | | | | | _ | | | |
| POINTSOURCE CAR10 914 914 914 14 914 914 910 910 910 910 910 910 910 910 914 914 914 914 910 9 | | | | - | - | | | - | | | | | | | | | |
| POINTSOURCE CAR11 91.4 91.4 91.4 91.4 91.4 91.4 91.4 91 | | | | - | _ | | | _ | | | | | | _ | | | |
| POINTSOURCE CAR12 91.4 91.4 91.4 1.1 91.4 1.1 90.00 0.00 270.00 5.00 a 626556271 22532446 5.00 POINTSOURCE CAR12 91.4 91.4 1.1 1.1 90.00 0.00 270.00 5.00 a 626556271 22532478.16 5.00 POINTSOURCE CAR13 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265512.2 225287378.16 5.00 POINTSOURCE CAR13 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265512.2 225287378.16 5.00 POINTSOURCE CAR13 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265512.2 225288718.16 5.00 POINTSOURCE CAR13 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265512.2 2252887.10 5.00 POINTSOURCE CAR14 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265512.2 2252887.10 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 91.4 90.00 0.00 270.00 5.00 a 6265512.2 225293.76 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 91.4 90.00 0.00 270.00 5.00 a 6265512.2 2252076.44 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 62656312.2 2252076.44 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 62656312.2 2253076.44 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 62656312.2 2253076.44 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 62656312.2 2253076.44 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 62656312.2 225312.6 5.00 POINTSOURCE CAR18 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 62656312.2 225312.6 5.00 POINTSOURCE CAR19 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 62656312.2 225312.8 5.00 POINTSOU | POINTSOURCE | | | 91.4 | | | | | | | | 270.00 | _ | _ | | | |
| POINTSOURCE CAR12 91.4 91.4 91.4 1.1 91.4 90.00 0.00 270.00 5.00 a 6265527.00 252857.03 5.00 POINTSOURCE CAR13 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265527.00 252887.13 5.00 POINTSOURCE CAR13 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265528.70 252888.12 5.00 POINTSOURCE CAR14 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265627.90 252888.12 5.00 POINTSOURCE CAR14 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265627.90 252385.01 5.00 POINTSOURCE CAR14 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265632.90 252385.01 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265632.90 252385.01 5.00 POINTSOURCE CAR15 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 6265632.90 2523076.44 5.00 POINTSOURCE CAR16 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 626537.10 2523076.34 5.00 POINTSOURCE CAR16 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 626537.10 2523076.34 5.00 POINTSOURCE CAR16 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 626537.10 2523076.34 5.00 POINTSOURCE CAR17 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 626537.10 2523123.15 5.00 POINTSOURCE CAR18 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 626537.10 2523123.15 5.00 POINTSOURCE CAR19 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 626537.10 2523123.15 5.00 POINTSOURCE CAR19 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 626537.10 2523123.15 5.00 POINTSOURCE CAR20 91.4 91.4 91.4 1.1 1.1 91.4 90.00 0.00 270.00 5.00 a 626531.00 2523122.15 5.00 POINTSOURCE | POINTSOURCE | | CAR11 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265670.29 | 2252827.08 | 5.00 |
| POINTSOURCE CAR13 914 914 914 114 914 114 914 90000 0.00 27000 5.00 a 626551.54 2253878.15 5.00 | POINTSOURCE | | CAR11 | | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6265569.21 | 2253524.46 | 5.00 |
| POINTSOURCE CAR13 | | | | | | | Lw | | | | | | | а | | | |
| POINTSOURCE CAR13 | | | | - | | | | _ | | | | | | - | | | |
| POINTSOURCE CAR14 914 914 914 14 14 14 14 | | | | | | | | | | | | | | _ | | | |
| POINTSOURCE CAR14 | | | | | | | | | | | | | | | | | |
| POINTSOURCE CARIS 91.4 91.4 91.4 1.4 91.4 90.00 0.00 270.00 5.00 a 6265629.89 253018.62 5.00 POINTSOURCE CARIS 91.4 91.4 1.4 1.4 1.4 90.00 0.00 270.00 5.00 a 626563.91 253016.62 5.00 POINTSOURCE CARIS 91.4 91.4 1.4 91.4 90.00 0.00 270.00 5.00 a 626563.99 253076.44 5.00 POINTSOURCE CARIS 91.4 91.4 1.4 91.4 90.00 0.00 270.00 5.00 a 626563.99 253076.44 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 90.00 0.00 270.00 5.00 a 626563.99 253076.44 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 90.00 0.00 270.00 5.00 a 626563.99 253108.85 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 90.00 0.00 270.00 5.00 a 626563.91 253119.35 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 90.00 0.00 270.00 5.00 a 626563.91 253119.35 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 90.00 0.00 270.00 5.00 a 626563.99 253118.83 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 90.00 0.00 270.00 5.00 a 626563.99 253118.33 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 90.00 0.00 270.00 5.00 a 626563.99 253311.00 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 91.4 90.00 0.00 270.00 5.00 a 626563.99 253311.00 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 91.4 90.00 0.00 270.00 5.00 a 626563.19 253317.0 5.00 POINTSOURCE CARIS 91.4 91.4 91.4 1.4 91.4 | | | | | | | | | | | | | | _ | | | |
| POINTSOURCE CAR15 | | | | | | | | | | | | | | | | | |
| POINTSOURCE CAR16 | | | | - | | | | | | | | | | | | | |
| POINTSOURCE CAR17 | POINTSOURCE | | CAR16 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265630.59 | 2253076.44 | 5.00 |
| POINTSOURCE CAR18 91.4 91.4 91.4 91.4 91.4 90.00 0.00 270.00 5.00 a 6265630.59 253352.57 5.00 | POINTSOURCE | | CAR16 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6265374.01 | 2253123.16 | 5.00 |
| POINTSOURCE CAR18 91.4 91.4 91.4 91.4 W | POINTSOURCE | | CAR17 | | 91.4 | | Lw | | | 900.00 | 0.00 | 270.00 | | a | 6265631.29 | 2253124.50 | 5.00 |
| POINTSOURCE CAR18 91.4 91.4 91.4 14 14 91.4 90.00 0.00 270.00 5.00 a 6265629.89 2253222.71 5.00 | POINTSOURCE | | | | | | Lw | | | | | | | а | | | |
| POINTSOURCE CAR19 91.4 91.4 91.4 14 14 91.4 90.00 0.00 270.00 5.00 a 6265629.89 225222.71 5.00 | | | | | | | | | | | | | | - | | | |
| POINTSOURCE CAR19 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265372.19 2253311.10 5.00 POINTSOURCE CAR20 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265629.89 2253377.04 5.00 POINTSOURCE CAR21 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265629.89 2253377.04 5.00 POINTSOURCE CAR21 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265629.89 2253328.58 5.00 POINTSOURCE CAR21 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265629.89 2253328.58 5.00 POINTSOURCE CAR21 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265629.89 2253328.58 5.00 POINTSOURCE CAR22 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265629.89 2253328.58 5.00 POINTSOURCE CAR22 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265434.84 2253249.36 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265434.84 2253249.36 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265434.84 2253249.36 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265434.84 2253249.36 5.00 POINTSOURCE CAR24 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265434.84 2253245.50 5.00 POINTSOURCE CAR24 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265431.39 2253455.50 5.00 POINTSOURCE CAR24 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265433.39 2253185.81 5.00 POINTSOURCE CAR24 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265406.69 2253145.60 5.00 POINTSOURCE CAR25 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265405.69 2253145.60 5.00 POINTSOURCE CAR26 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265432.81 2253061.45 5.00 POINTSOURCE CAR28 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265432.11 2253025.74 5.00 POINTSOURCE CAR28 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265432.11 2253025.74 5.00 POINTSOURCE CAR30 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265432.11 2253025.74 5.00 POINTSOURCE CAR30 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6265432.12 2253061.43 5.00 POINTSOURCE CAR30 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 62654 | | | | | | | | | | | | | _ | _ | | | |
| POINTSOURCE CAR20 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265629.89 225327.04 5.00 POINTSOURCE CAR21 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253276.60 5.00 POINTSOURCE CAR21 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253276.60 5.00 POINTSOURCE CAR21 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253276.60 5.00 POINTSOURCE CAR22 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253276.60 5.00 POINTSOURCE CAR22 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253276.60 5.00 POINTSOURCE CAR22 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253276.60 5.00 POINTSOURCE CAR22 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253276.60 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253425.40 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.05 2253425.40 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265413.03 2253213.05 5.00 POINTSOURCE CAR24 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265403.28 2253475.55 5.00 POINTSOURCE CAR25 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265406.69 2253134.06 5.00 POINTSOURCE CAR25 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265406.69 2253134.06 5.00 POINTSOURCE CAR26 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265406.69 2253134.06 5.00 POINTSOURCE CAR26 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265405.78 225306.14 5.00 POINTSOURCE CAR29 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265405.78 225306.14 5.00 POINTSOURCE CAR30 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265405.78 225306.14 5.00 POINTSOURCE CAR31 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265405.78 225308.74 5.00 POINTSOURCE CAR31 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265405.78 225308.74 5.00 POINTSOURCE CAR31 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265405.78 225265.85 5.00 POINTSOURCE CAR33 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6265400.22 2 | | | | | | | | | | | | | | | | | |
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| POINTSOURCE CAR22 91.4 91.4 91.4 91.4 91.4 900.00 0.00 270.00 5.00 a 626543.84 2253249.36 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 1. 91.4 900.00 0.00 270.00 5.00 a 626543.84 2253249.36 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 91.4 900.00 0.00 270.00 5.00 a 626541.32 2253425.40 5.00 POINTSOURCE CAR23 91.4 91.4 91.4 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. | POINTSOURCE | | CAR21 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265629.89 | 2253328.58 | 5.00 |
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| POINTSOURCE CAR36 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267215.70 2252659.34 5.00 POINTSOURCE CAR37 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267169.86 2252660.17 5.00 POINTSOURCE CAR38 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267120.69 2252661.84 5.00 POINTSOURCE CAR39 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267072.35 2252662.67 5.00 POINTSOURCE CAR40 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267072.35 2252663.50 5.00 POINTSOURCE CAR41 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267023.18 2252663.50 5.00 POINTSOURCE CAR42 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 626695.34 2252661.84 5.00 POINTSOURCE CAR43 91.4 91.4 91.4 UP 91.4 900.00 0.00 270.00 5.00 a 626690.67 225263.50 5.00 POINTSOURCE CAR43 91.4 91.4 91.4 91.4 91.4 900.00 0.00 270.00 5.00 a 626690.67 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 91.4 91.4 900.00 0.00 270.00 5.00 a 626690.67 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 91.4 UP 91.4 900.00 0.00 270.00 5.00 a 626689.83 2252663.50 5.00 POINTSOURCE CAR45 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 626689.83 2252662.67 5.00 POINTSOURCE CAR45 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266803.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR46 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 UP 91.4 UP 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 UP 91.4 UP 91.4 91.4 900.00 0.00 270.00 5.00 a 6266701 | | | | | | | | | | | | | | | | | |
| POINTSOURCE CAR37 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267169.86 2252660.17 5.00 POINTSOURCE CAR38 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267120.69 2252661.84 5.00 POINTSOURCE CAR39 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267072.35 2252662.67 5.00 POINTSOURCE CAR40 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267023.18 2252663.50 5.00 POINTSOURCE CAR41 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6267023.18 2252663.84 5.00 POINTSOURCE CAR42 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 626690.67 2252663.50 5.00 POINTSOURCE CAR43 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 626690.67 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266940.67 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266849.83 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266849.83 2252662.67 5.00 POINTSOURCE CAR45 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266803.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266803.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 LW 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 | | | | | | | | | | | | | | а | | | |
| POINTSOURCE CAR40 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6267072.35 2252662.67 5.00 POINTSOURCE CAR40 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6267023.18 2252663.50 5.00 POINTSOURCE CAR41 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266957.34 2252661.84 5.00 POINTSOURCE CAR42 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266957.34 2252663.50 5.00 POINTSOURCE CAR43 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266949.83 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266849.83 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266849.83 2252663.50 5.00 POINTSOURCE CAR45 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266849.83 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266849.83 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266748.6 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266748.6 2252662.84 5.00 POINTSOURCE CAR47 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266655.65 2252663.50 5.00 | POINTSOURCE | | CAR37 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267169.86 | 2252660.17 | 5.00 |
| POINTSOURCE CAR40 91.4 91.4 91.4 UW 91.4 900.00 0.00 270.00 5.00 a 6267023.18 2252663.50 5.00 POINTSOURCE CAR41 91.4 91.4 91.4 UW 91.4 900.00 0.00 270.00 5.00 a 6266957.34 2252661.84 5.00 POINTSOURCE CAR42 91.4 91.4 91.4 91.4 900.00 0.00 270.00 5.00 a 6266900.67 2252663.50 5.00 POINTSOURCE CAR43 91.4 91.4 91.4 91.4 900.00 0.00 270.00 5.00 a 6266900.67 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 91.4 900.00 0.00 270.00 5.00 a 626689.83 2252663.50 5.00 POINTSOURCE CAR45 91.4 91.4 91.4 91.4 91.4 91.4 91.4 91.4 91.4 91.4 | | | | | | | Lw | | | | | | | | | | |
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| POINTSOURCE CAR42 91.4 91.4 91.4 91.4 90.00 0.00 270.00 5.00 a 6266900.67 2252663.50 5.00 POINTSOURCE CAR43 91.4 91.4 91.4 91.4 90.00 0.00 270.00 5.00 a 6266849.83 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 Lw 91.4 90.00 0.00 270.00 5.00 a 6266803.16 2252662.67 5.00 POINTSOURCE CAR45 91.4 91.4 Ju 91.4 90.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 Ju 91.4 90.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 Ju 91.4 90.00 0.00 270.00 5.00 a 6266701.49 2252661.84 | | <u> </u> | | | | | | | | | | | | _ | | | |
| POINTSOURCE CAR43 91.4 91.4 91.4 91.4 90.00 0.00 270.00 5.00 a 6266849.83 2252663.50 5.00 POINTSOURCE CAR44 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266803.16 2252662.67 5.00 POINTSOURCE CAR45 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 626655.65 2252663.50< | | | | | | | | | | | | | | | | | |
| POINTSOURCE CAR44 91.4 91.4 91.4 91.4 900.00 0.00 270.00 5.00 a 6266803.16 2252662.67 5.00 POINTSOURCE CAR45 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 626655.65 2252663.50 5.00 | | - | | | | | | | | | | | | | | | |
| POINTSOURCE CAR45 91.4 91.4 91.4 91.4 90.00 0.00 270.00 5.00 a 6266748.16 2252662.67 5.00 POINTSOURCE CAR46 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 1.W 91.4 900.00 0.00 270.00 5.00 a 626655.65 2252663.50 5.00 | | | | | | | | | | | | | | | | | |
| POINTSOURCE CAR46 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6266701.49 2252661.84 5.00 POINTSOURCE CAR47 91.4 91.4 1.w 91.4 900.00 0.00 270.00 5.00 a 6266655.65 2252663.50 5.00 | | | | | | | | | | | | | | _ | | | |
| POINTSOURCE CAR47 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 626655.65 2252663.50 5.00 | | | | | | | | | | | | | | a | | | |
| POINTSOURCE CAR48 91.4 91.4 91.4 Lw 91.4 900.00 0.00 270.00 5.00 a 6266621.48 2252600.16 5.00 | | | | | | | Lw | | | | | | | а | | | |
| | POINTSOURCE | | CAR48 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6266621.48 | 2252600.16 | 5.00 |

Urban Crossroads, Inc.

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| Name | M. | ID | R | esult. PW | /L | | Lw/L | i | One | erating Ti | ime | Height | t | C | pordinates | |
|----------------------------|----|--------------------|--------------|----------------|--------------|------|-------|-------|---------|------------|------------------|--------|---|--------------------------|--------------------------|--------------|
| - Tunic | | | | Evening | Night | Туре | | norm. | Day | Special | Night | | | Х | Y | Z |
| | | | (dBA) | (dBA) | (dBA) | 71 | | dB(A) | (min) | (min) | (min) | (ft) | | (ft) | (ft) | (ft) |
| POINTSOURCE | | CAR49 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266658.98 | 2252586.00 | 5.00 |
| POINTSOURCE | | CAR50 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266622.31 | 2252562.66 | 5.00 |
| POINTSOURCE | | CAR51 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266619.81 | 2252518.49 | 5.00 |
| POINTSOURCE | | CAR52 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266769.83 | 2252508.49 | 5.00 |
| POINTSOURCE | | CAR53 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266824.83 | 2252507.66 | 5.00 |
| POINTSOURCE | | CAR54 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266893.17 | 2252506.82 | 5.00 |
| POINTSOURCE | | CAR55 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267047.35 | 2252505.16 | 5.00 |
| POINTSOURCE | | CAR56 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267111.52 | 2252506.82 | 5.00 |
| POINTSOURCE | | CAR57 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267173.20 | 2252505.99 | 5.00 |
| POINTSOURCE | | CAR58 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266849.83 | 2252470.15 | 5.00 |
| POINTSOURCE | | CAR59 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266933.18 | 2252470.15 | 5.00 |
| POINTSOURCE | | CAR60 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267017.35 | 2252470.99 | 5.00 |
| POINTSOURCE | | CAR61 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267069.85 | 2252423.48 | 5.00 |
| POINTSOURCE | | CAR62 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267024.02 | 2252403.48 | 5.00 |
| POINTSOURCE | | CAR63 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266989.85 | 2252444.32 | 5.00 |
| POINTSOURCE | | CAR64 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266929.01 | 2252405.98 | 5.00 |
| POINTSOURCE | | CAR65 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266899.84 | 2252444.32 | 5.00 |
| POINTSOURCE | | CAR66 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266854.00 | 2252405.15 | 5.00 |
| POINTSOURCE | | CAR67 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266809.83 | 2252442.65 | 5.00 |
| POINTSOURCE | | CAR68 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267230.99 | 2252856.46 | 5.00 |
| POINTSOURCE | | CAR69 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267230.47 | 2252827.30 | 5.00 |
| POINTSOURCE | | CAR70 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267229.43 | 2252926.44 | 5.00 |
| POINTSOURCE | | CAR71 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267230.99 | 2252899.36 | 5.00 |
| POINTSOURCE | | CAR72 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267231.39 | 2252968.10 | 5.00 |
| POINTSOURCE | | CAR73 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267230.87 | 2252996.75 | 5.00 |
| POINTSOURCE | | CAR74 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267231.92 | 2253030.72 | 5.00 |
| POINTSOURCE | _ | CAR75 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267232.44 | 2253107.69 | 5.00 |
| POINTSOURCE | | CAR76 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267233.14 | 2253061.35 | 5.00 |
| POINTSOURCE | | CAR77 | 91.4 | 91.4 | 91.4 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267234.00 | 2253176.44 | 5.00 |
| POINTSOURCE POINTSOURCE | _ | CAR78 CAR79 | 91.4 91.4 | 91.4 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 270.00 | 5.00 | a | 6267233.48 6267234.52 | 2253212.37 2253247.79 | 5.00 5.00 |
| | | | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | | 0.00 | 270.00 | 5.00 | | | | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR80 CAR81 | 91.4 | 91.4 | 91.4 | LW | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267233.48 6267236.08 | 2253281.12 2253315.50 | 5.00 |
| POINTSOURCE | | CAR82 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267236.08 | 2253315.30 | 5.00 |
| POINTSOURCE | | CAR83 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267234.52 | 2253333.08 | 5.00 |
| POINTSOURCE | _ | CAR84 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267234.52 | 2253420.19 | 5.00 |
| POINTSOURCE | | CAR85 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267235.04 | 2253451.44 | 5.00 |
| POINTSOURCE | | CAR86 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267235.04 | 2253494.15 | 5.00 |
| POINTSOURCE | | CAR87 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6267235.56 | 2253521.75 | 5.00 |
| POINTSOURCE | | CAR88 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267237.99 | 2253582.96 | 5.00 |
| POINTSOURCE | | CAR89 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265693.97 | 2253470.67 | 5.00 |
| POINTSOURCE | | CAR90 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265693.28 | 2253435.85 | 5.00 |
| POINTSOURCE | | CAR91 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265674.47 | 2253417.04 | 5.00 |
| POINTSOURCE | | CAR92 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265693.97 | 2253398.24 | 5.00 |
| POINTSOURCE | | CAR93 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265674.47 | 2253355.05 | 5.00 |
| POINTSOURCE | | CAR94 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265693.28 | 2253333.46 | 5.00 |
| POINTSOURCE | | CAR95 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265673.08 | 2253296.54 | 5.00 |
| POINTSOURCE | | CAR96 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | | 5.00 | а | 6265689.79 | | 5.00 |
| POINTSOURCE | | CAR97 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | | 270.00 | 5.00 | а | 6265669.59 | 2253242.91 | 5.00 |
| POINTSOURCE | | CAR98 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | | 5.00 | а | 6265691.88 | 2253222.01 | 5.00 |
| POINTSOURCE | | CAR99 | 91.4 | 91.4 | 91.4 | Lw | 91.4 | | 900.00 | 0.00 | | 5.00 | а | 6265671.68 | 2253198.33 | 5.00 |
| POINTSOURCE | | DT01 | 86.5 | 86.5 | 86.5 | Lw | 86.5 | | 900.00 | 0.00 | | 5.00 | а | 6265373.10 | 2252938.86 | 5.00 |
| POINTSOURCE | | DT02 | 86.5 | 86.5 | 86.5 | Lw | 86.5 | | 900.00 | 0.00 | | 5.00 | а | 6265487.50 | 2253568.95 | 5.00 |
| POINTSOURCE | | DT03 | 86.5 | 86.5 | 86.5 | Lw | 86.5 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266619.81 | 2252444.32 | 5.00 |
| POINTSOURCE | | PICKLE01 | 102.6 | 102.6 | 102.6 | Lw | 102.6 | | 900.00 | 0.00 | 0.00 | 5.00 | a | 6265623.59 | 2252743.83 | 5.00 |
| POINTSOURCE | | PICKLE02 | 102.6 | 102.6 | 102.6 | Lw | 102.6 | | 900.00 | 0.00 | 0.00 | 5.00 | | 6265575.28 | 2252743.83 | 5.00 |
| POINTSOURCE | | PICKLE03 | | 102.6 | 102.6 | Lw | 102.6 | | 900.00 | 0.00 | 0.00 | 5.00 | | 6265756.24 | 2253583.45 | 5.00 |
| POINTSOURCE | | PICKLE04 | | 102.6 | 102.6 | Lw | 102.6 | | 900.00 | 0.00 | 0.00 | 5.00 | | 6265697.74 | 2253583.45 | 5.00 |
| POINTSOURCE | | TRASH01 TRASH02 | 102.8 | 102.8 | | Lw | 102.8 | | 900.00 | 0.00 | 270.00 270.00 | 5.00 | | 6265527.44 | 2252994.24 2252997.87 | 5.00 |
| POINTSOURCE POINTSOURCE | | TRASH02 | 102.8 | 102.8 102.8 | | Lw | 102.8 | | 900.00 | | 270.00 | 5.00 | a | 6265412.14 6265433.93 | 2253291.13 | 5.00 |
| POINTSOURCE | | TRASH04 | 102.8 | 102.8 | | LW | 102.8 | | 900.00 | 0.00 | | 5.00 | | 6265567.39 | 2253291.13 | 5.00 |
| POINTSOURCE | | TRASH05 | 102.8 | 102.8 | | Lw | 102.8 | | 900.00 | 0.00 | | 5.00 | a | 6267224.03 | 2252602.66 | 5.00 |
| POINTSOURCE | | TRASH05 | 102.8 | 102.8 | 102.8 | Lw | 102.8 | | 900.00 | 0.00 | | 5.00 | a | 6266666.48 | 2252611.00 | 5.00 |
| POINTSOURCE | | TRASH07 | 102.8 | 102.8 | 102.8 | Lw | 102.8 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6265943.29 | 2252704.79 | 5.00 |
| POINTSOURCE | | TRASH08 | 102.8 | 102.8 | 102.8 | Lw | 102.8 | | 900.00 | 0.00 | | 5.00 | a | 6267047.24 | 2252693.62 | 5.00 |
| POINTSOURCE | | TRASH09 | 102.8 | 102.8 | 102.8 | Lw | 102.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265950.75 | 2253589.49 | 5.00 |
| I | | 10.103 | 0 | 102.0 | | | | | 2 30.00 | 5.00 | 5.00 | 3.00 | - | | | 3.00 |

Line Source(s)

| | _ | - (-, | | | | | | | | | | | | | | | | | | |
|------------|----|---------|-------|-----------|-------|-------|-----------|-------|------|-------|-------|-------|------------|-------|-----|---------|---------|-------|-------|----|
| Name | M. | ID | R | esult. PW | /L | R | esult. PW | L' | | Lw/L | i | Ope | erating Ti | me | | Moving | Pt. Src | | Heigh | nt |
| | | | Day | Evening | Night | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | | Number | | Speed | | |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | Day | Evening | Night | (mph) | (ft) | П |
| LINESOURCE | | TRUCK01 | 91.4 | 91.4 | 91.4 | 78.0 | 78.0 | 78.0 | Lw | 91.4 | | | | | | | | | 8 | а |
| LINESOURCE | | TRUCK02 | 91.4 | 91.4 | 91.4 | 76.1 | 76.1 | 76.1 | Lw | 91.4 | | | | | | | | | 8 | а |
| LINESOURCE | | TRUCK03 | 91.4 | 91.4 | 91.4 | 66.8 | 66.8 | 66.8 | Lw | 91.4 | | | | | | | | | 8 | а |
| LINESOURCE | | TRUCK04 | 91.4 | 91.4 | 91.4 | 76.6 | 76.6 | 76.6 | Lw | 91.4 | | | | | | | | | 8 | а |

| Name | M. | ID | R | esult. PW | 'L | Re | esult. PW | L' | | Lw/L | i | Op | erating Ti | me | | Moving | Pt. Src | | Heigl | nt |
|------------|----|---------|-------|-----------|-------|-------|-----------|-------|------|-------|-------|-------|------------|-------|-----|---------|---------|-------|-------|----|
| | | | Day | Evening | Night | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | | Number | | Speed | | |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | Day | Evening | Night | (mph) | (ft) | П |
| LINESOURCE | | TRUCK05 | 91.4 | 91.4 | 91.4 | 66.8 | 66.8 | 66.8 | Lw | 91.4 | | | | | | | | | 8 | а |

| Name | ID | ŀ | lei | ght | | Coordinat | es | |
|------------|---------|-------|-----|------|------------|------------|------|--------|
| | | Begin | | End | х | у | Z | Ground |
| | | (ft) | | (ft) | (ft) | (ft) | (ft) | (ft) |
| LINESOURCE | TRUCK01 | 8.00 | а | | 6266949.41 | 2253538.61 | 8.00 | 0.00 |
| | | | | | 6266949.38 | 2253609.86 | 8.00 | 0.00 |
| LINESOURCE | TRUCK02 | 8.00 | а | | 6265941.13 | 2253519.29 | 8.00 | 0.00 |
| | | | | | 6265830.61 | 2253521.01 | 8.00 | 0.00 |
| LINESOURCE | TRUCK03 | 8.00 | а | | 6265934.95 | 2252784.33 | 8.00 | 0.00 |
| | | | | | 6265803.00 | 2252786.09 | 8.00 | 0.00 |
| | | | | | 6265792.59 | 2252787.75 | 8.00 | 0.00 |
| | | | | | 6265782.60 | 2252791.14 | 8.00 | 0.00 |
| | | | | | 6265773.33 | 2252796.17 | 8.00 | 0.00 |
| | | | | | 6265765.03 | 2252802.68 | 8.00 | 0.00 |
| | | | | | 6265757.95 | 2252810.50 | 8.00 | 0.00 |
| | | | | | 6265752.29 | 2252819.40 | 8.00 | 0.00 |
| | | | | | 6265748.21 | 2252829.12 | 8.00 | 0.00 |
| | | | | | 6265745.83 | 2252839.39 | 8.00 | 0.00 |
| | | | | | 6265745.21 | 2252849.92 | 8.00 | 0.00 |
| | | | | | 6265752.97 | 2253484.78 | 8.00 | 0.00 |
| | | | | | 6265762.96 | 2253495.72 | 8.00 | 0.00 |
| | | | | | 6265774.54 | 2253504.95 | 8.00 | 0.00 |
| | | | | | 6265787.42 | 2253512.26 | 8.00 | 0.00 |
| | | | | | 6265801.29 | 2253517.44 | 8.00 | 0.00 |
| | | | | | 6265815.81 | 2253520.39 | 8.00 | 0.00 |
| | | | | | 6265830.61 | 2253521.01 | 8.00 | 0.00 |
| LINESOURCE | TRUCK04 | 8.00 | а | | 6265830.61 | 2253521.01 | 8.00 | 0.00 |
| | | | | | 6265832.33 | 2253620.21 | 8.00 | 0.00 |
| LINESOURCE | TRUCK05 | 8.00 | а | | 6267060.62 | 2252771.39 | 8.00 | 0.00 |
| | | | | | 6267148.63 | 2252773.15 | 8.00 | 0.00 |
| | | | | | 6267158.65 | 2252778.14 | 8.00 | 0.00 |
| | | | | | 6267167.72 | 2252784.68 | 8.00 | 0.00 |
| | | | | | 6267175.61 | 2252792.60 | 8.00 | 0.00 |
| | | | | | 6267182.11 | 2252801.70 | 8.00 | 0.00 |
| | | | | | 6267187.05 | 2252811.74 | 8.00 | 0.00 |
| | | | | | 6267190.30 | 2252822.44 | 8.00 | 0.00 |
| | | | | | 6267191.76 | 2252833.53 | 8.00 | 0.00 |
| | | | | | 6267196.94 | 2253458.04 | 8.00 | 0.00 |
| | | | | | 6267195.56 | 2253466.46 | 8.00 | 0.00 |
| | | | | | 6267192.84 | 2253474.54 | 8.00 | 0.00 |
| | | | | | 6267188.85 | 2253482.07 | 8.00 | 0.00 |
| | | | | | 6267183.69 | 2253488.86 | 8.00 | 0.00 |
| | | | | | 6267177.51 | 2253494.73 | 8.00 | 0.00 |
| | | | | | 6267170.46 | 2253499.52 | 8.00 | 0.00 |
| | | | | | 6267162.73 | 2253503.11 | 8.00 | 0.00 |
| | | | | | 6267154.52 | 2253505.41 | 8.00 | 0.00 |
| | | | | | 6267146.04 | 2253506.35 | 8.00 | 0.00 |
| | | | | | 6267066.15 | 2253506.35 | 8.00 | 0.00 |

Area Source(s)

| Name | M. | ID | R | esult. PW | 'L | Re | esult. PW | L" | | Lw/L | i | Op | erating Ti | me | Heigh | t |
|------------|----|--------|-------|-----------|-------|-------|-----------|-------|------|-------|-------|-------|------------|-------|-------|---|
| | | | Day | Evening | Night | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | (ft) | |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | | |
| AREASOURCE | | DOCK01 | 119.7 | 119.7 | 119.7 | 77.0 | 77.0 | 77.0 | Lw | 119.7 | | | | | 8 | а |
| AREASOURCE | | DOCK02 | 119.7 | 119.7 | 119.7 | 76.8 | 76.8 | 76.8 | Lw | 119.7 | | | | | 8 | a |

| Name | ID | H | lei | ght | | Coordinat | es | |
|------------|--------|-------|-----|------|------------|------------|------|--------|
| | | Begin | | End | х | У | Z | Ground |
| | | (ft) | | (ft) | (ft) | (ft) | (ft) | (ft) |
| AREASOURCE | DOCK01 | 8.00 | а | | 6265941.88 | 2253599.51 | 8.00 | 0.00 |
| | | | | | 6266901.93 | 2253588.29 | 8.00 | 0.00 |
| | | | | | 6266899.35 | 2253539.13 | 8.00 | 0.00 |
| | | | | | 6267065.82 | 2253537.40 | 8.00 | 0.00 |
| | | | | | 6267066.69 | 2253455.46 | 8.00 | 0.00 |
| | | | | | 6267066.69 | 2253401.11 | 8.00 | 0.00 |
| | | | | | 6265940.15 | 2253414.05 | 8.00 | 0.00 |
| AREASOURCE | DOCK02 | 8.00 | а | | 6265935.84 | 2252880.11 | 8.00 | 0.00 |
| | | | | | 6267061.51 | 2252867.17 | 8.00 | 0.00 |
| | | | | | 6267059.79 | 2252681.72 | 8.00 | 0.00 |
| | | | | | 6265934.12 | 2252694.66 | 8.00 | 0.00 |

Barrier(s)

| Name | Sel. | M. | ID | Abso | rption | Z-Ext. | Canti | ilever | Н | lei | ght | | Coordinat | es | |
|-----------------|------|----|----|------|--------|--------|-------|--------|-------|-----|------|------------|------------|-------|--------|
| | | | | left | right | | horz. | vert. | Begin | | End | х | у | Z | Ground |
| | | | | | | (ft) | (ft) | (ft) | (ft) | | (ft) | (ft) | (ft) | (ft) | (ft) |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6265938.43 | 2253470.12 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265940.94 | 2253498.53 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6265941.32 | 2253539.16 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265941.88 | 2253599.51 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6266901.93 | 2253588.29 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6266899.35 | 2253539.13 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6266926.95 | 2253538.84 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6266967.54 | 2253538.42 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267065.82 | 2253537.40 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267065.95 | 2253525.33 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6267066.34 | 2253488.24 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267066.69 | 2253455.46 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6267062.37 | 2252813.69 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267060.83 | 2252793.83 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6267060.42 | 2252749.86 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267059.79 | 2252681.72 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265934.12 | 2252694.66 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265934.77 | 2252765.31 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6265935.12 | 2252802.51 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265937.57 | 2252825.77 | 14.00 | 0.00 |

Building(s)

| Name | Sel. | ID | RB | Residents | Absorption | Height | : | | Coordinat | es | |
|----------|------|---------------|----|-----------|------------|--------|---|------------|------------|-------|--------|
| | | | | | | Begin | | х | у | Z | Ground |
| | | | | | | (ft) | | (ft) | (ft) | (ft) | (ft) |
| BUILDING | | BUILDING00001 | х | 0 | | 25.00 | а | 6266675.65 | 2252628.50 | 25.00 | 0.00 |
| | | | | | | | | 6266940.68 | 2252626.83 | 25.00 | 0.00 |
| | | | | | | | | 6266940.68 | 2252560.99 | 25.00 | 0.00 |
| | | | | | | | | 6266676.49 | 2252562.66 | 25.00 | 0.00 |
| BUILDING | | BUILDING00002 | х | 0 | | 25.00 | а | 6266975.68 | 2252625.17 | 25.00 | 0.00 |
| | | | | | | | | 6267217.37 | 2252621.83 | 25.00 | 0.00 |
| | | | | | | | | 6267216.53 | 2252550.16 | 25.00 | 0.00 |
| | | | | | | | | 6266974.01 | 2252554.33 | 25.00 | 0.00 |
| BUILDING | | BUILDING00003 | х | 0 | | 25.00 | а | 6267121.53 | 2252446.82 | 25.00 | 0.00 |
| | | | | | | | | 6267199.03 | 2252445.98 | 25.00 | 0.00 |
| | | | | | | | | 6267200.70 | 2252397.65 | 25.00 | 0.00 |
| | | | | | | | | 6267178.20 | 2252387.65 | 25.00 | 0.00 |
| | | | | | | | | 6267104.02 | 2252390.15 | 25.00 | 0.00 |
| | | | | | | | | 6267106.52 | 2252431.82 | 25.00 | 0.00 |
| BUILDING | | BUILDING00004 | х | 0 | | 25.00 | а | 6266628.15 | 2252445.15 | 25.00 | 0.00 |
| | | | | | | | | 6266718.99 | 2252445.15 | 25.00 | 0.00 |
| | | | | | | | | 6266718.16 | 2252410.98 | 25.00 | 0.00 |
| | | | | | | | | 6266628.98 | 2252410.15 | 25.00 | 0.00 |
| BUILDING | | BUILDING00005 | х | 0 | | 25.00 | а | 6265392.17 | 2253589.83 | 25.00 | 0.00 |
| | | | | | | | | 6265473.88 | 2253590.74 | 25.00 | 0.00 |
| | | | | | | | | 6265474.79 | 2253553.51 | 25.00 | 0.00 |
| | | | | | | | | 6265389.44 | 2253552.61 | 25.00 | 0.00 |
| BUILDING | | BUILDING00006 | х | 0 | | 25.00 | а | 6265485.68 | 2253345.60 | 25.00 | 0.00 |
| | | | | | | | | 6265544.70 | 2253345.60 | 25.00 | 0.00 |
| | | | | | | | | 6265541.97 | 2253018.75 | 25.00 | 0.00 |
| | | | | | | | | 6265479.33 | 2253018.75 | 25.00 | 0.00 |
| BUILDING | | BUILDING00007 | х | 0 | | 25.00 | а | 6265376.73 | 2252923.42 | 25.00 | 0.00 |
| | | | | | | | | 6265409.42 | 2252923.42 | 25.00 | 0.00 |
| | | | | | | | | 6265407.60 | 2252843.53 | 25.00 | 0.00 |
| | | | | | | | | 6265377.64 | 2252842.62 | 25.00 | 0.00 |
| BUILDING | | BUILDING00008 | х | 0 | | 45.00 | а | 6265783.16 | 2253470.98 | 45.00 | 0.00 |
| | | | | | | | | 6265938.43 | 2253470.12 | 45.00 | 0.00 |
| | | | | | | | | 6265940.15 | 2253414.05 | 45.00 | 0.00 |
| | | | | | | | | 6267066.69 | 2253401.11 | 45.00 | 0.00 |
| | | | | | | | | 6267066.69 | 2253455.46 | 45.00 | 0.00 |
| | | | | | | | | 6267162.43 | 2253454.59 | 45.00 | 0.00 |
| | | | | | | | | 6267158.12 | 2252811.97 | 45.00 | 0.00 |
| | | | | | | | | 6267062.37 | 2252813.69 | 45.00 | 0.00 |
| | | | | | | | | 6267061.51 | 2252867.17 | 45.00 | 0.00 |
| | | | | | | | | 6265935.84 | 2252880.11 | 45.00 | 0.00 |
| | | | | | | | L | 6265937.57 | 2252825.77 | 45.00 | 0.00 |
| | | | | | | | | 6265777.99 | 2252827.50 | 45.00 | 0.00 |



APPENDIX 9.2:

CADNAA OPERATIONAL NOISE MODEL INPUTS (LEQ)





14428 - OLC3

CadnaA Noise Prediction Model: 14428-03_CNEL.cna

Date: 20.01.23
Analyst: B. Lawson

Calculation Configuration

| Configurat | ion |
|--|--------------------------------|
| Parameter | Value |
| General | |
| Max. Error (dB) | 0.00 |
| Max. Search Radius (#(Unit,LEN)) | 2000.01 |
| Min. Dist Src to Rcvr | 0.00 |
| Partition | |
| Raster Factor | 0.50 |
| Max. Length of Section (#(Unit,LEN)) | 999.99 |
| Min. Length of Section (#(Unit,LEN)) | 1.01 |
| Min. Length of Section (%) | 0.00 |
| Proj. Line Sources | On |
| Proj. Area Sources | On |
| Ref. Time | |
| Reference Time Day (min) | 960.00 |
| Reference Time Night (min) | 480.00 |
| Daytime Penalty (dB) | 0.00 |
| Recr. Time Penalty (dB) | 5.00 |
| Night-time Penalty (dB) | 10.00 |
| DTM | |
| Standard Height (m) | 0.00 |
| Model of Terrain | Triangulation |
| Reflection | |
| max. Order of Reflection | 2 |
| Search Radius Src | 100.00 |
| Search Radius Rcvr | 100.00 |
| Max. Distance Source - Rcvr | 1000.00 1000.00 |
| Min. Distance Rvcr - Reflector | 1.00 1.00 |
| Min. Distance Source - Reflector | 0.10 |
| Industrial (ISO 9613) | |
| Lateral Diffraction | some Obj |
| Obst. within Area Src do not shield | On |
| Screening | Incl. Ground Att. over Barrier |
| | Dz with limit (20/25) |
| Barrier Coefficients C1,2,3 | 3.0 20.0 0.0 |
| Temperature (#(Unit,TEMP)) | 10 |
| rel. Humidity (%) | 70 |
| Ground Absorption G | 0.50 |
| | 3.0 |
| Wind Speed for Dir. (#(Unit,SPEED)) | |
| Wind Speed for Dir. (#(Unit,SPEED)) Roads (TNM) | |
| | |
| Roads (TNM) | |

Receiver Noise Levels

| Name | М. | ID | | Level Lr | | Lir | nit. Val | ue | | Land | Use | Height | | C | oordinates | |
|-----------|----|----|-------|----------|-------|-------|----------|-------|------|------|------------|--------|---|------------|------------|------|
| | | | Day | Night | CNEL | Day | Night | CNEL | Туре | Auto | Noise Type | | | Х | Υ | Z |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | | (ft) | | (ft) | (ft) | (ft) |
| RECEIVERS | | R1 | 35.1 | 34.3 | 41.0 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6270637.54 | 2254307.01 | 5.00 |
| RECEIVERS | | R2 | 38.4 | 37.5 | 44.2 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6269538.27 | 2252191.32 | 5.00 |
| RECEIVERS | | R3 | 46.7 | 44.2 | 51.0 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6267368.77 | 2252233.53 | 5.00 |
| RECEIVERS | | R4 | 47.9 | 46.3 | 53.0 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6266601.49 | 2252069.79 | 5.00 |
| RECEIVERS | | R5 | 53.2 | 50.1 | 57.0 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6265247.46 | 2253565.37 | 5.00 |
| RECEIVERS | | R6 | 36.8 | 35.9 | 42.7 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6269576.10 | 2254801.84 | 5.00 |

Point Source(s)

| Name | M. | ID | R | esult. PW | 'L | | Lw/L | i | Оре | erating Ti | me | Height | t | C | oordinates | |
|-------------|----|------|-------|-----------|-------|------|-------|-------|--------|------------|--------|--------|---|------------|------------|-------|
| | | | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | | | Х | Υ | Z |
| | | | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | (ft) | | (ft) | (ft) | (ft) |
| POINTSOURCE | | AC01 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265462.08 | 2253572.58 | 30.00 |
| POINTSOURCE | | AC02 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265408.51 | 2253573.49 | 30.00 |
| POINTSOURCE | | AC03 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265520.18 | 2253338.34 | 30.00 |
| POINTSOURCE | | AC04 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265520.18 | 2253270.25 | 30.00 |
| POINTSOURCE | | AC05 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265518.37 | 2253186.72 | 30.00 |
| POINTSOURCE | | AC06 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265517.46 | 2253110.45 | 30.00 |
| POINTSOURCE | | AC07 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265515.64 | 2253036.91 | 30.00 |
| POINTSOURCE | | AC08 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265394.89 | 2252907.08 | 30.00 |
| POINTSOURCE | | AC09 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265393.98 | 2252862.59 | 30.00 |
| POINTSOURCE | | AC10 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265899.56 | 2253813.06 | 5.00 |
| POINTSOURCE | | AC11 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6267098.80 | 2253437.20 | 50.00 |
| POINTSOURCE | | AC12 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6267097.34 | 2252850.74 | 50.00 |

| Name | M. | ID | R | esult. PW | L | | Lw/L | i | Оре | erating Ti | me | Height | | Co | oordinates | |
|----------------------------|----|----------------|---------------|---------------|---------------|------|--------------|-------|-----------------|---------------|------------------|--------------|--------|--------------------------|--------------------------|---------------|
| | | | Day | Evening | Night | Туре | Value | | Day | Special | Night | (6) | | X | Υ (6) | Z |
| POINTSOURCE | | AC13 | (dBA) 88.9 | (dBA) 88.9 | (dBA) 88.9 | Lw | 88.9 | dB(A) | (min) 585.00 | (min) 0.00 | (min) 252.00 | (ft) 5.00 | g | (ft) 6265880.55 | (ft) 2252858.05 | (ft) 50.00 |
| POINTSOURCE | | AC14 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | | g | 6265803.04 | 2252860.98 | 50.00 |
| POINTSOURCE | | AC15 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | - | g | 6265898.10 | 2253454.75 | 50.00 |
| POINTSOURCE | | AC16 | 88.9 | 88.9 | 88.9 | Lw | 88.9 | | 585.00 | 0.00 | 252.00 | 5.00 | g | 6265810.35 | 2253454.75 | 50.00 |
| POINTSOURCE | | CAR00 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265689.10 | 2253157.93 | 5.00 |
| POINTSOURCE | | CAR01 | 87.8 | 87.8 | 87.8 | Lw . | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265669.59 | 2253132.16 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR01 CAR02 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265493.85 6265687.70 | 2252991.52 2253099.42 | 5.00 |
| POINTSOURCE | | CAR02 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265410.32 | 2253410.06 | 5.00 |
| POINTSOURCE | | CAR03 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265670.99 | 2253074.35 | 5.00 |
| POINTSOURCE | | CAR03 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265377.64 | 2253431.85 | 5.00 |
| POINTSOURCE | | CAR04 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265691.19 | 2253036.04 | 5.00 |
| POINTSOURCE | | CAR04 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265374.01 | 2253465.45 | 5.00 |
| POINTSOURCE | | CAR05 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265668.90 6265422.13 | 2253015.84 2253475.43 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR06 | 87.8 | 87.8 | 87.8 | LW | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265689.10 | 2252991.46 | 5.00 |
| POINTSOURCE | | CAR06 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265444.82 | 2253517.20 | 5.00 |
| POINTSOURCE | | CAR07 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265669.59 | 2252956.63 | 5.00 |
| POINTSOURCE | | CAR07 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265403.06 | 2253515.38 | 5.00 |
| POINTSOURCE | | CAR08 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265691.19 | 2252931.56 | 5.00 |
| POINTSOURCE | | CAROS | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265524.72 | 2253592.55 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR09 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265668.90 6265564.67 | 2252894.64 2253574.40 | 5.00 |
| POINTSOURCE | | CAR10 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265688.40 | 2252866.78 | 5.00 |
| POINTSOURCE | | CAR10 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265525.63 | 2253548.07 | 5.00 |
| POINTSOURCE | | CAR11 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265670.29 | 2252827.08 | 5.00 |
| POINTSOURCE | | CAR11 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265569.21 | 2253524.46 | 5.00 |
| POINTSOURCE | | CAR12 | 87.8 | 87.8 | 87.8 | Lw . | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265629.20 | 2252857.03 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR12 CAR13 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265515.64 6265629.89 | 2253478.16 2252898.12 | 5.00 |
| POINTSOURCE | | CAR13 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265495.67 | 2253450.01 | 5.00 |
| POINTSOURCE | | CAR14 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265630.59 | 2252958.72 | 5.00 |
| POINTSOURCE | | CAR14 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265516.55 | 2253410.97 | 5.00 |
| POINTSOURCE | | CAR15 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265629.89 | 2253018.62 | 5.00 |
| POINTSOURCE | | CAR15 | 87.8 | 87.8 | 87.8 | Lw . | 87.8 | | 900.00 | 0.00 | 270.00 | _ | а | 6265373.10 | 2253052.35 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR16 CAR16 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265630.59 6265374.01 | 2253076.44 2253123.16 | 5.00 |
| POINTSOURCE | | CAR17 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265631.29 | 2253123.10 | 5.00 |
| POINTSOURCE | | CAR17 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265374.01 | 2253190.35 | 5.00 |
| POINTSOURCE | | CAR18 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265630.59 | 2253168.38 | 5.00 |
| POINTSOURCE | | CAR18 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | _ | а | 6265374.01 | 2253255.72 | 5.00 |
| POINTSOURCE | | CAR19 | 87.8 | 87.8 | 87.8 | Lw . | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265629.89 | 2253222.71 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR19 CAR20 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265372.19 6265629.89 | 2253311.10 2253277.04 | 5.00 |
| POINTSOURCE | | CAR20 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265411.23 | 2253341.97 | 5.00 |
| POINTSOURCE | | CAR21 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265629.89 | 2253328.58 | 5.00 |
| POINTSOURCE | | CAR21 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265413.05 | 2253276.60 | 5.00 |
| POINTSOURCE | | CAR22 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | | 270.00 | 5.00 | а | | | 5.00 |
| POINTSOURCE | | CAR22 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265434.84 | 2253249.36 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR23 CAR23 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265631.29 6265410.32 | 2253425.40 2253213.05 | 5.00 |
| POINTSOURCE | | CAR24 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265632.68 | 2253475.55 | 5.00 |
| POINTSOURCE | | CAR24 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265433.93 | 2253185.81 | 5.00 |
| POINTSOURCE | | CAR25 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265406.69 | 2253134.06 | 5.00 |
| POINTSOURCE | | CAR26 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | | 6265431.21 | 2253109.54 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR27 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265405.78 6265432.11 | 2253061.43 2253028.74 | 5.00 |
| POINTSOURCE | | CAR28 CAR29 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | | - | a | 6265432.11 | 2253028.74 | 5.00 |
| POINTSOURCE | | CAR30 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265433.02 | 2252878.03 | 5.00 |
| POINTSOURCE | | CAR31 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265517.46 | 2252948.84 | 5.00 |
| POINTSOURCE | | CAR32 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6265490.22 | 2252929.78 | 5.00 |
| POINTSOURCE | | CAR33 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6265515.64 | 2252884.38 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR34 CAR35 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6265490.22 6265523.81 | 2252862.59 2252819.92 | 5.00 |
| POINTSOURCE | | CAR36 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6267215.70 | 2252659.34 | 5.00 |
| POINTSOURCE | | CAR37 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6267169.86 | 2252660.17 | 5.00 |
| POINTSOURCE | | CAR38 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | - | а | 6267120.69 | 2252661.84 | 5.00 |
| POINTSOURCE | | CAR39 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6267072.35 | 2252662.67 | 5.00 |
| POINTSOURCE | | CAR40 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | | | a | 6267023.18 | | 5.00 |
| POINTSOURCE | | CAR41 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | | | a | 6266957.34 | 2252661.84 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR42 CAR43 | 87.8 87.8 | 87.8 87.8 | 87.8 87.8 | Lw | 87.8 87.8 | | 900.00 | 0.00 | 270.00 270.00 | | a a | 6266900.67 6266849.83 | 2252663.50 2252663.50 | 5.00 |
| POINTSOURCE | | CAR44 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6266803.16 | 2252662.67 | 5.00 |
| POINTSOURCE | | CAR45 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | а | 6266748.16 | 2252662.67 | 5.00 |
| POINTSOURCE | | CAR46 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266701.49 | 2252661.84 | 5.00 |
| POINTSOURCE | | CAR47 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | | a | 6266655.65 | 2252663.50 | 5.00 |
| POINTSOURCE | | CAR48 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266621.48 | 2252600.16 | 5.00 |

Urban Crossroads, Inc.

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| Name | M. | ID | R | esult. PW | 'L | | Lw/L | i | Ope | erating Ti | me | Height | : | Co | oordinates | |
|----------------------------|----|------------------|--------------|--------------|--------------|------|--------------|-------|--------|------------|----------------|--------|---|--------------------------|--------------------------|------|
| | | | Day | Evening | Night | Туре | Value | | Day | Special | Night | - 0 | | Х | Υ | Z |
| | | | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | (ft) | | (ft) | (ft) | (ft) |
| POINTSOURCE | | CAR49 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266658.98 | 2252586.00 | 5.00 |
| POINTSOURCE | | CAR50 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266622.31 | 2252562.66 | 5.00 |
| POINTSOURCE | | CAR51 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266619.81 | 2252518.49 | 5.00 |
| POINTSOURCE | | CAR52 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266769.83 | 2252508.49 | 5.00 |
| POINTSOURCE | | CAR53 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266824.83 | 2252507.66 | 5.00 |
| POINTSOURCE | | CAR54 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266893.17 | 2252506.82 | 5.00 |
| POINTSOURCE | | CAR55 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267047.35 | 2252505.16 | 5.00 |
| POINTSOURCE | | CAR56 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267111.52 | 2252506.82 | 5.00 |
| POINTSOURCE | | CAR57 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267173.20 | 2252505.99 | 5.00 |
| POINTSOURCE | | CAR58 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266849.83 | 2252470.15 | 5.00 |
| POINTSOURCE | | CAR59 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266933.18 | 2252470.15 | 5.00 |
| POINTSOURCE | | CAR60 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267017.35 | 2252470.99 | 5.00 |
| POINTSOURCE | | CAR61 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267069.85 | 2252423.48 | 5.00 |
| POINTSOURCE | | CAR62 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267024.02 | 2252403.48 | 5.00 |
| POINTSOURCE | | CAR63 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266989.85 | 2252444.32 | 5.00 |
| POINTSOURCE | | CAR64 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266929.01 | 2252405.98 | 5.00 |
| POINTSOURCE | | CAR65 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266899.84 | 2252444.32 | 5.00 |
| POINTSOURCE | | CAR66 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266854.00 | 2252405.15 | 5.00 |
| POINTSOURCE | | CAR67 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6266809.83 | 2252442.65 | 5.00 |
| POINTSOURCE | | CAR68 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267230.99 | 2252856.46 | 5.00 |
| POINTSOURCE | | CAR69 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267230.47 | 2252827.30 | 5.00 |
| POINTSOURCE | | CAR70 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267229.43 | 2252926.44 | 5.00 |
| POINTSOURCE | | CAR71 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267230.99 | 2252899.36 | 5.00 |
| POINTSOURCE | | CAR72 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267231.39 | 2252968.10 | 5.00 |
| POINTSOURCE | | CAR73 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267230.87 | 2252996.75 | 5.00 |
| POINTSOURCE | | CAR74 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267231.92 | 2253030.72 | 5.00 |
| POINTSOURCE | | CAR75 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267232.44 | 2253107.69 | 5.00 |
| POINTSOURCE | | CAR76 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267233.14 | 2253061.35 | 5.00 |
| POINTSOURCE | | CAR77 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267234.00 | 2253176.44 | 5.00 |
| POINTSOURCE | | CAR78 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267233.48 | 2253212.37 | 5.00 |
| POINTSOURCE | | CAR79 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267234.52 | 2253247.79 | 5.00 |
| POINTSOURCE | | CAR80 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267233.48 | 2253281.12 | 5.00 |
| POINTSOURCE | | CAR81 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267236.08 | 2253315.50 | 5.00 |
| POINTSOURCE | | CAR82 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267236.08 | 2253355.08 | 5.00 |
| POINTSOURCE | | CAR83 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267234.52 | 2253383.21 | 5.00 |
| POINTSOURCE | | CAR84 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267234.52 | 2253420.19 | 5.00 |
| POINTSOURCE | | CAR85 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267235.04 | 2253451.44 | 5.00 |
| POINTSOURCE | | CAR86 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267235.04 | 2253494.15 | 5.00 |
| POINTSOURCE | | CAR87 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267235.56 | 2253521.75 | 5.00 |
| POINTSOURCE | | CAR88 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6267237.99 | 2253582.96 | 5.00 |
| POINTSOURCE | | CAR89 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265693.97 | 2253470.67 | 5.00 |
| POINTSOURCE | | CAR90 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265693.28 | 2253435.85 | 5.00 |
| POINTSOURCE | | CAR91 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265674.47 | 2253417.04 | 5.00 |
| POINTSOURCE | | CAR92 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265693.97 | 2253398.24 | 5.00 |
| POINTSOURCE | | CAR93 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265674.47 | 2253355.05 | 5.00 |
| POINTSOURCE | _ | CAR94 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | а | 6265693.28 | 2253333.46 | 5.00 |
| POINTSOURCE | | CAR95 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6265673.08 | 2253296.54 | 5.00 |
| POINTSOURCE | | CAR96 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6265689.79 | 2253274.25 | 5.00 |
| POINTSOURCE | | CAR97 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | | 270.00 | 5.00 | a | 6265669.59 | 2253242.91 | 5.00 |
| POINTSOURCE | | CAR98 | 87.8 | 87.8 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | | | a | 6265691.88 | 2253222.01 | 5.00 |
| POINTSOURCE POINTSOURCE | | CAR99 | 87.8 | 87.8 83.2 | 87.8 | Lw | 87.8 | | 900.00 | 0.00 | | 5.00 | a | 6265671.68 | 2253198.33 | 5.00 |
| POINTSOURCE | | DT01 DT02 | 83.2 83.2 | 83.2 | 83.2 83.2 | Lw | 83.2 83.2 | | 900.00 | 0.00 | | 5.00 | _ | 6265373.10 6265487.50 | 2252938.86 2253568.95 | 5.00 |
| | | | 83.2 | 83.2 | | | | | | | | 5.00 | _ | 6266619.81 | | |
| POINTSOURCE POINTSOURCE | | DT03 PICKLE01 | 88.8 | 88.8 | 83.2 88.8 | Lw | 83.2 88.8 | | 900.00 | 0.00 | 270.00 0.00 | 5.00 | a | 6265623.59 | 2252444.32 2252743.83 | 5.00 |
| POINTSOURCE | | PICKLE01 | 88.8 | 88.8 | 88.8 | Lw | 88.8 | | 900.00 | 0.00 | 0.00 | 5.00 | a | 6265575.28 | 2252743.83 | 5.00 |
| POINTSOURCE | | PICKLE02 | 88.8 | 88.8 | 88.8 | Lw | 88.8 | | 900.00 | 0.00 | 0.00 | 5.00 | a | 6265756.24 | 2253583.45 | 5.00 |
| POINTSOURCE | | PICKLE03 | 88.8 | 88.8 | 88.8 | Lw | 88.8 | | 900.00 | 0.00 | 0.00 | 5.00 | a | 6265697.74 | 2253583.45 | 5.00 |
| POINTSOURCE | | TRASH01 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | 0.00 | 270.00 | 5.00 | a | 6265527.44 | 2253583.45 | 5.00 |
| POINTSOURCE | | TRASH02 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | 0.00 | | 5.00 | a | 6265412.14 | 2252994.24 | 5.00 |
| POINTSOURCE | | TRASH02 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | 0.00 | | 5.00 | a | 6265433.93 | 2253291.13 | 5.00 |
| POINTSOURCE | | TRASH04 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | 0.00 | | 5.00 | a | 6265567.39 | 2253493.59 | 5.00 |
| POINTSOURCE | | TRASH05 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | 0.00 | | 5.00 | _ | 6267224.03 | 2252602.66 | 5.00 |
| POINTSOURCE | | TRASH05 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | 0.00 | | 5.00 | _ | 6266666.48 | 2252611.00 | 5.00 |
| POINTSOURCE | | TRASH07 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | 0.00 | 270.00 | 5.00 | _ | 6265943.29 | 2252704.79 | 5.00 |
| POINTSOURCE | | TRASH08 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | 0.00 | | | _ | 6267047.24 | 2252704.79 | 5.00 |
| POINTSOURCE | | TRASH09 | 89.0 | 89.0 | 89.0 | Lw | 89 | | 900.00 | | 270.00 | | _ | 6265950.75 | 2253589.49 | 5.00 |
| . OHTISOUNCE | | .11/13/103 | 05.0 | 33.0 | 09.0 | L4V | 0.5 | | 500.00 | 5.00 | 2,0.00 | 5.00 | u | 5205550.75 | | 5.00 |

Line Source(s)

| | | -1-, | | | | | | | | | | | | | | | | | | |
|------------|----|---------|-------|-----------|-------|-------|-----------|-------|------|-------|-------|-------|-----------|-------|-----|---------|---------|-------|-------|----|
| Name | M. | ID | R | esult. PW | 'L | R | esult. PW | L' | | Lw/L | i | Op | erating T | me | | Moving | Pt. Src | | Heigl | nt |
| | | | Day | Evening | Night | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | | Number | | Speed | | |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | Day | Evening | Night | (mph) | (ft) | |
| LINESOURCE | | TRUCK01 | 89.7 | 89.7 | 89.7 | 76.3 | 76.3 | 76.3 | Lw | 89.7 | | | | | | | | | 8 | а |
| LINESOURCE | | TRUCK02 | 89.7 | 89.7 | 89.7 | 74.4 | 74.4 | 74.4 | Lw | 89.7 | | | | | | | | | 8 | а |
| LINESOURCE | | TRUCK03 | 89.7 | 89.7 | 89.7 | 65.1 | 65.1 | 65.1 | Lw | 89.7 | | | | | | | | | 8 | а |
| LINESOURCE | | TRUCK04 | 89.7 | 89.7 | 89.7 | 74.9 | 74.9 | 74.9 | Lw | 89.7 | | | | | | | | | 8 | а |

| Name | M. | ID | R | esult. PW | 'L | R | esult. PW | L' | | Lw/L | i | Оре | erating Ti | me | | Moving | Pt. Src | | Heigl | nt |
|------------|----|---------|-------|-----------|-------|-------|-----------|-------|------|-------|-------|-------|------------|-------|-----|---------|---------|-------|-------|----|
| | | | Day | Evening | Night | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | | Number | | Speed | | П |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | Day | Evening | Night | (mph) | (ft) | |
| LINESOURCE | | TRUCK05 | 89.7 | 89.7 | 89.7 | 65.1 | 65.1 | 65.1 | Lw | 89.7 | | | | | | | | | 8 | а |

| Name | ID | H | lei | ght | | Coordinat | es | |
|------------|---------|-------|-----|------|------------|------------|------|--------|
| | | Begin | | End | х | у | z | Ground |
| | | (ft) | | (ft) | (ft) | (ft) | (ft) | (ft) |
| LINESOURCE | TRUCK01 | 8.00 | а | | 6266949.41 | 2253538.61 | 8.00 | 0.00 |
| | | | | | 6266949.38 | 2253609.86 | 8.00 | 0.00 |
| LINESOURCE | TRUCK02 | 8.00 | а | | 6265941.13 | 2253519.29 | 8.00 | 0.00 |
| | | | | | 6265830.61 | 2253521.01 | 8.00 | 0.00 |
| LINESOURCE | TRUCK03 | 8.00 | а | | 6265934.95 | 2252784.33 | 8.00 | 0.00 |
| | | | | | 6265803.00 | 2252786.09 | 8.00 | 0.00 |
| | | | | | 6265792.59 | 2252787.75 | 8.00 | 0.00 |
| | | | | | 6265782.60 | 2252791.14 | 8.00 | 0.00 |
| | | | | | 6265773.33 | 2252796.17 | 8.00 | 0.00 |
| | | | | | 6265765.03 | 2252802.68 | 8.00 | 0.00 |
| | | | | | 6265757.95 | 2252810.50 | 8.00 | 0.00 |
| | | | | | 6265752.29 | 2252819.40 | 8.00 | 0.00 |
| | | | | | 6265748.21 | 2252829.12 | 8.00 | 0.00 |
| | | | | | 6265745.83 | 2252839.39 | 8.00 | 0.00 |
| | | | | | 6265745.21 | 2252849.92 | 8.00 | 0.00 |
| | | | | | 6265752.97 | 2253484.78 | 8.00 | 0.00 |
| | | | | | 6265762.96 | 2253495.72 | 8.00 | 0.00 |
| | | | | | 6265774.54 | 2253504.95 | 8.00 | 0.00 |
| | | | | | 6265787.42 | 2253512.26 | 8.00 | 0.00 |
| | | | | | 6265801.29 | 2253517.44 | 8.00 | 0.00 |
| | | | | | 6265815.81 | 2253520.39 | 8.00 | 0.00 |
| | | | | | 6265830.61 | 2253521.01 | 8.00 | 0.00 |
| LINESOURCE | TRUCK04 | 8.00 | а | | 6265830.61 | 2253521.01 | 8.00 | 0.00 |
| | | | | | 6265832.33 | 2253620.21 | 8.00 | 0.00 |
| LINESOURCE | TRUCK05 | 8.00 | а | | 6267060.62 | 2252771.39 | 8.00 | 0.00 |
| | | | | | 6267148.63 | 2252773.15 | 8.00 | 0.00 |
| | | | | | 6267158.65 | 2252778.14 | 8.00 | 0.00 |
| | | | | | 6267167.72 | 2252784.68 | 8.00 | 0.00 |
| | | | | | 6267175.61 | 2252792.60 | 8.00 | 0.00 |
| | | | | | 6267182.11 | 2252801.70 | 8.00 | 0.00 |
| | | | | | 6267187.05 | 2252811.74 | 8.00 | 0.00 |
| | | | | | 6267190.30 | 2252822.44 | 8.00 | 0.00 |
| | | | | | 6267191.76 | 2252833.53 | 8.00 | 0.00 |
| | | | | | 6267196.94 | 2253458.04 | 8.00 | 0.00 |
| | | | | | 6267195.56 | 2253466.46 | 8.00 | 0.00 |
| | | | | | 6267192.84 | 2253474.54 | 8.00 | 0.00 |
| | | | | | 6267188.85 | 2253482.07 | 8.00 | 0.00 |
| | | | | | 6267183.69 | 2253488.86 | 8.00 | 0.00 |
| | | | | | 6267177.51 | 2253494.73 | 8.00 | 0.00 |
| | | | | | 6267170.46 | 2253499.52 | 8.00 | 0.00 |
| | | | | | 6267162.73 | 2253503.11 | 8.00 | 0.00 |
| | | | | | 6267154.52 | 2253505.41 | 8.00 | 0.00 |
| | | | | | 6267146.04 | 2253506.35 | 8.00 | 0.00 |
| | | | | | 6267066.15 | 2253506.35 | 8.00 | 0.00 |

Area Source(s)

| Name | M. | ID | R | esult. PW | 'L | Re | esult. PW | L" | | Lw/L | i | Op | erating Ti | me | Heigh | t |
|------------|----|--------|-------|-----------|-------|-------|-----------|-------|------|-------|-------|-------|------------|-------|-------|---|
| | | | Day | Evening | Night | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | (ft) | П |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | | П |
| AREASOURCE | | DOCK01 | 111.5 | 111.5 | 111.5 | 68.9 | 68.9 | 68.9 | Lw | 111.5 | | | | | 8 | a |
| AREASOURCE | | DOCK02 | 111.5 | 111.5 | 111.5 | 68.7 | 68.7 | 68.7 | Lw | 111.5 | | | | | 8 | а |

| Name | ID | ŀ | lei | ght | | Coordinat | es | |
|------------|--------|-------|-----|------|------------|------------|------|--------|
| | | Begin | | End | х | у | Z | Ground |
| | | (ft) | | (ft) | (ft) | (ft) | (ft) | (ft) |
| AREASOURCE | DOCK01 | 8.00 | а | | 6265944.67 | 2253596.41 | 8.00 | 0.00 |
| | | | | | 6266898.52 | 2253585.81 | 8.00 | 0.00 |
| | | | | | 6266897.17 | 2253536.65 | 8.00 | 0.00 |
| | | | | | 6267063.96 | 2253534.61 | 8.00 | 0.00 |
| | | | | | 6267065.76 | 2253455.46 | 8.00 | 0.00 |
| | | | | | 6267067.00 | 2253401.11 | 8.00 | 0.00 |
| | | | | | 6265942.32 | 2253418.40 | 8.00 | 0.00 |
| AREASOURCE | DOCK02 | 8.00 | а | | 6265940.59 | 2252877.62 | 8.00 | 0.00 |
| | | | | | 6267061.51 | 2252867.17 | 8.00 | 0.00 |
| | | | | | 6267057.50 | 2252685.71 | 8.00 | 0.00 |
| | | | | | 6265935.47 | 2252696.70 | 8.00 | 0.00 |

Barrier(s)

| Name | Sel. | M. | ID | Abso | rption | Z-Ext. | Canti | ilever | F | lei | ght | | Coordinat | es | |
|-----------------|------|----|----|------|--------|--------|-------|--------|-------|-----|------|------------|------------|-------|--------|
| | | | | left | right | | horz. | vert. | Begin | | End | х | у | Z | Ground |
| | | | | | | (ft) | (ft) | (ft) | (ft) | | (ft) | (ft) | (ft) | (ft) | (ft) |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6265938.43 | 2253470.12 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265940.94 | 2253498.53 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6265941.32 | 2253539.16 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265941.88 | 2253599.51 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6266901.93 | 2253588.29 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6266899.35 | 2253539.13 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6266926.95 | 2253538.84 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6266967.54 | 2253538.42 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267065.82 | 2253537.40 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267065.95 | 2253525.33 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | a | | 6267066.34 | 2253488.24 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267066.69 | 2253455.46 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6267062.37 | 2252813.69 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267060.83 | 2252793.83 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6267060.42 | 2252749.86 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6267059.79 | 2252681.72 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265934.12 | 2252694.66 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265934.77 | 2252765.31 | 14.00 | 0.00 |
| BARRIEREXISTING | | | 0 | | | | | | 14.00 | а | | 6265935.12 | 2252802.51 | 14.00 | 0.00 |
| | | | | | | | | | | | | 6265937.57 | 2252825.77 | 14.00 | 0.00 |

Building(s)

| Name | Sel. | ID | RB | Residents | Absorption | Height | : | | Coordinates | | | |
|----------|------|---------------|----|-----------|------------|--------|---|------------|-------------|-------|--------|--|
| | | | | | | Begin | | х | у | Z | Ground | |
| | | | | | | (ft) | | (ft) | (ft) | (ft) | (ft) | |
| BUILDING | | BUILDING00001 | х | 0 | | 25.00 | а | 6266675.65 | 2252628.50 | 25.00 | 0.00 | |
| | | | | | | | | 6266940.68 | 2252626.83 | 25.00 | 0.00 | |
| | | | | | | | | 6266940.68 | 2252560.99 | 25.00 | 0.00 | |
| | | | | | | | | 6266676.49 | 2252562.66 | 25.00 | 0.00 | |
| BUILDING | | BUILDING00002 | х | 0 | | 25.00 | а | 6266975.68 | 2252625.17 | 25.00 | 0.00 | |
| | | | | | | | | 6267217.37 | 2252621.83 | 25.00 | 0.00 | |
| | | | | | | | | 6267216.53 | 2252550.16 | 25.00 | 0.00 | |
| | | | | | | | | 6266974.01 | 2252554.33 | 25.00 | 0.00 | |
| BUILDING | | BUILDING00003 | х | 0 | | 25.00 | а | 6267121.53 | 2252446.82 | 25.00 | 0.00 | |
| | | | | | | | | 6267199.03 | 2252445.98 | 25.00 | 0.00 | |
| | | | | | | | | 6267200.70 | 2252397.65 | 25.00 | 0.00 | |
| | | | | | | | | 6267178.20 | 2252387.65 | 25.00 | 0.00 | |
| | | | | | | | | 6267104.02 | 2252390.15 | 25.00 | 0.00 | |
| | | | | | | | | 6267106.52 | 2252431.82 | 25.00 | 0.00 | |
| BUILDING | | BUILDING00004 | х | 0 | | 25.00 | а | 6266628.15 | 2252445.15 | 25.00 | 0.00 | |
| | | | | | | | | 6266718.99 | 2252445.15 | 25.00 | 0.00 | |
| | | | | | | | | 6266718.16 | 2252410.98 | 25.00 | 0.00 | |
| | | | | | | | | 6266628.98 | 2252410.15 | 25.00 | 0.00 | |
| BUILDING | | BUILDING00005 | х | 0 | | 25.00 | а | 6265392.17 | 2253589.83 | 25.00 | 0.00 | |
| | | | | | | | | 6265473.88 | 2253590.74 | 25.00 | 0.00 | |
| | | | | | | | | 6265474.79 | 2253553.51 | 25.00 | 0.00 | |
| | | | | | | | | 6265389.44 | 2253552.61 | 25.00 | 0.00 | |
| BUILDING | | BUILDING00006 | х | 0 | | 25.00 | а | 6265485.68 | 2253345.60 | 25.00 | 0.00 | |
| | | | | | | | | 6265544.70 | 2253345.60 | 25.00 | 0.00 | |
| | | | | | | | | 6265541.97 | 2253018.75 | 25.00 | 0.00 | |
| | | | | | | | | 6265479.33 | 2253018.75 | 25.00 | 0.00 | |
| BUILDING | | BUILDING00007 | х | 0 | | 25.00 | а | 6265376.73 | 2252923.42 | 25.00 | 0.00 | |
| | | | | | | | | 6265409.42 | 2252923.42 | 25.00 | 0.00 | |
| | | | | | | | | 6265407.60 | 2252843.53 | 25.00 | 0.00 | |
| | | | | | | | | 6265377.64 | 2252842.62 | 25.00 | 0.00 | |
| BUILDING | | BUILDING00008 | х | 0 | | 45.00 | а | 6265783.16 | 2253470.98 | 45.00 | 0.00 | |
| | | | | | | | | 6265938.43 | 2253470.12 | 45.00 | 0.00 | |
| | | | | | | | | 6265940.15 | 2253414.05 | 45.00 | 0.00 | |
| | | | | | | | | 6267066.69 | 2253401.11 | 45.00 | 0.00 | |
| | | | | | | | | 6267066.69 | 2253455.46 | 45.00 | 0.00 | |
| | | | | | | | | 6267162.43 | 2253454.59 | 45.00 | 0.00 | |
| | | | | | | | | 6267158.12 | 2252811.97 | 45.00 | 0.00 | |
| | | | | | | | | 6267062.37 | 2252813.69 | 45.00 | 0.00 | |
| | | | | | | | | 6267061.51 | 2252867.17 | 45.00 | 0.00 | |
| | | | | | | | | 6265935.84 | 2252880.11 | 45.00 | 0.00 | |
| | | | | | | | L | 6265937.57 | 2252825.77 | 45.00 | 0.00 | |
| | | | | | | | | 6265777.99 | 2252827.50 | 45.00 | 0.00 | |



APPENDIX 10.1:

CADNAA CONSTRUCTION NOISE MODEL INPUTS





14428 - OLC3

CadnaA Noise Prediction Model: 14428-02_construction.cna

Date: 10.11.22 Analyst: B. Lawson

Calculation Configuration

| Configurat | ion |
|--------------------------------------|--------------------------------|
| Parameter | Value |
| General | |
| Max. Error (dB) | 0.00 |
| Max. Search Radius (#(Unit,LEN)) | 2000.01 |
| Min. Dist Src to Rcvr | 0.00 |
| Partition | |
| Raster Factor | 0.50 |
| Max. Length of Section (#(Unit,LEN)) | 999.99 |
| Min. Length of Section (#(Unit,LEN)) | 1.01 |
| Min. Length of Section (%) | 0.00 |
| Proj. Line Sources | On |
| Proj. Area Sources | On |
| Ref. Time | |
| Reference Time Day (min) | 960.00 |
| Reference Time Night (min) | 480.00 |
| Daytime Penalty (dB) | 0.00 |
| Recr. Time Penalty (dB) | 5.00 |
| Night-time Penalty (dB) | 10.00 |
| DTM | |
| Standard Height (m) | 0.00 |
| Model of Terrain | Triangulation |
| Reflection | |
| max. Order of Reflection | 2 |
| Search Radius Src | 100.00 |
| Search Radius Rcvr | 100.00 |
| Max. Distance Source - Rcvr | 1000.00 1000.00 |
| Min. Distance Rvcr - Reflector | 1.00 1.00 |
| Min. Distance Source - Reflector | 0.10 |
| Industrial (ISO 9613) | |
| Lateral Diffraction | some Obj |
| Obst. within Area Src do not shield | On |
| Screening | Incl. Ground Att. over Barrier |
| | Dz with limit (20/25) |
| Barrier Coefficients C1,2,3 | 3.0 20.0 0.0 |
| Temperature (#(Unit,TEMP)) | 10 |
| rel. Humidity (%) | 70 |
| Ground Absorption G | 0.50 |
| Wind Speed for Dir. (#(Unit,SPEED)) | 3.0 |
| Roads (TNM) | |
| Railways (FTA/FRA) | |
| Aircraft (???) | |
| Strictly acc. to AzB | |

Receiver Noise Levels

| Name | M. | ID | | Level Lr | | Lir | nit. Val | ue | | Land | Use | Height | | C | oordinates | |
|-----------|----|----|-------|----------|-------|-------|----------|-------|------|------|------------|--------|---|------------|------------|------|
| | | | Day | Night | CNEL | Day | Night | CNEL | Туре | Auto | Noise Type | | | Х | Υ | Z |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | | (ft) | | (ft) | (ft) | (ft) |
| RECEIVERS | | R1 | 61.6 | 61.6 | 68.3 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6270637.54 | 2254307.01 | 5.00 |
| RECEIVERS | | R2 | 65.1 | 65.1 | 71.7 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6269538.27 | 2252191.32 | 5.00 |
| RECEIVERS | | R3 | 76.2 | 76.2 | 82.9 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6267368.77 | 2252233.53 | 5.00 |
| RECEIVERS | | R4 | 76.0 | 76.0 | 82.7 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6266601.49 | 2252069.79 | 5.00 |
| RECEIVERS | | R5 | 78.6 | 78.6 | 85.2 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6265247.46 | 2253565.37 | 5.00 |
| RECEIVERS | | R6 | 63.8 | 63.8 | 70.5 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6269576.10 | 2254801.84 | 5.00 |

Area Source(s)

| Name | M. | ID | R | esult. PW | 'L | Re | esult. PW | L" | | Lw/L | i | Ор | erating Ti | ime | Height | : |
|--------------|----|--------------|-------|-----------|-------|-------|-----------|-------|------|-------|-------|-------|------------|-------|--------|---|
| | | | Day | Evening | Night | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | (ft) | |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | | П |
| SITEBOUNDARY | | CONSTRUCTION | 137.7 | 137.7 | 137.7 | 85.0 | 85.0 | 85.0 | Lw" | 85 | | | | | 8 | а |

| Name | H | lei | ght | | Coordinat | es | |
|--------------|-------|-----|------|------------|------------|------|--------|
| | Begin | | End | х | у | Z | Ground |
| | (ft) | | (ft) | (ft) | (ft) | (ft) | (ft) |
| SITEBOUNDARY | 8.00 | а | | 6266604.53 | 2252684.08 | 8.00 | 0.00 |
| | | | | 6265343.87 | 2252702.08 | 8.00 | 0.00 |
| | | | | 6265352.81 | 2253598.70 | 8.00 | 0.00 |
| | | | | 6265376.12 | 2253623.37 | 8.00 | 0.00 |
| | | | | 6267278.63 | 2253606.72 | 8.00 | 0.00 |
| | | | | 6267266.02 | 2252372.08 | 8.00 | 0.00 |
| | | | | 6266599.80 | 2252377.64 | 8.00 | 0.00 |

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APPENDIX 10.2:

CADNAA CONCRETE POUR NOISE MODEL INPUTS





14428 - OLC3

CadnaA Noise Prediction Model: 14428-02_concrete.cna

Date: 10.11.22 Analyst: B. Lawson

Calculation Configuration

| Configurat | ion |
|--------------------------------------|--------------------------------|
| Parameter | Value |
| General | |
| Max. Error (dB) | 0.00 |
| Max. Search Radius (#(Unit,LEN)) | 2000.01 |
| Min. Dist Src to Rcvr | 0.00 |
| Partition | |
| Raster Factor | 0.50 |
| Max. Length of Section (#(Unit,LEN)) | 999.99 |
| Min. Length of Section (#(Unit,LEN)) | 1.01 |
| Min. Length of Section (%) | 0.00 |
| Proj. Line Sources | On |
| Proj. Area Sources | On |
| Ref. Time | |
| Reference Time Day (min) | 960.00 |
| Reference Time Night (min) | 480.00 |
| Daytime Penalty (dB) | 0.00 |
| Recr. Time Penalty (dB) | 5.00 |
| Night-time Penalty (dB) | 10.00 |
| DTM | |
| Standard Height (m) | 0.00 |
| Model of Terrain | Triangulation |
| Reflection | |
| max. Order of Reflection | 2 |
| Search Radius Src | 100.00 |
| Search Radius Rcvr | 100.00 |
| Max. Distance Source - Rcvr | 1000.00 1000.00 |
| Min. Distance Rvcr - Reflector | 1.00 1.00 |
| Min. Distance Source - Reflector | 0.10 |
| Industrial (ISO 9613) | |
| Lateral Diffraction | some Obj |
| Obst. within Area Src do not shield | On |
| Screening | Incl. Ground Att. over Barrier |
| | Dz with limit (20/25) |
| Barrier Coefficients C1,2,3 | 3.0 20.0 0.0 |
| Temperature (#(Unit,TEMP)) | 10 |
| rel. Humidity (%) | 70 |
| Ground Absorption G | 0.50 |
| Wind Speed for Dir. (#(Unit,SPEED)) | 3.0 |
| Roads (TNM) | |
| Railways (FTA/FRA) | |
| Aircraft (???) | |
| Strictly acc. to AzB | |

Receiver Noise Levels

| Name | M. | ID | | Level Lr | | Lir | nit. Valı | ue | | Land | Use | Height | | C | oordinates | |
|-----------|----|----|-------|----------|-------|-------|-----------|-------|------|------|------------|--------|---|------------|------------|------|
| | | | Day | Night | CNEL | Day | Night | CNEL | Туре | Auto | Noise Type | | | Х | Υ | Z |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | | (ft) | | (ft) | (ft) | (ft) |
| RECEIVERS | | R1 | 55.3 | 55.3 | 62.0 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6270637.54 | 2254307.01 | 5.00 |
| RECEIVERS | | R2 | 58.5 | 58.5 | 65.1 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6269538.27 | 2252191.32 | 5.00 |
| RECEIVERS | | R3 | 67.7 | 67.7 | 74.4 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6267368.77 | 2252233.53 | 5.00 |
| RECEIVERS | | R4 | 68.6 | 68.6 | 75.2 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6266601.49 | 2252069.79 | 5.00 |
| RECEIVERS | | R5 | 68.4 | 68.4 | 75.1 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6265247.46 | 2253565.37 | 5.00 |
| RECEIVERS | | R6 | 57.6 | 57.6 | 64.2 | 80.0 | 60.0 | 0.0 | | | | 5.00 | а | 6269576.10 | 2254801.84 | 5.00 |

Area Source(s)

| Name | M. | ID | R | esult. PW | /L | Re | esult. PW | L" | | Lw/L | i | Ор | erating Ti | me | Height | :] |
|----------|----|----------|-------|-----------|-------|-------|-----------|-------|------|-------|-------|-------|------------|-------|--------|-----|
| | | | Day | Evening | Night | Day | Evening | Night | Туре | Value | norm. | Day | Special | Night | (ft) | |
| | | | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | (dBA) | | | dB(A) | (min) | (min) | (min) | | П |
| CONCRETE | | CONCRETE | 131.2 | 131.2 | 131.2 | 82.0 | 82.0 | 82.0 | Lw" | 82 | | | | | 8 | а |

| Name | H | lei | ght | | Coordinat | es | |
|----------|-------|-----|------|------------|------------|------|--------|
| | Begin | | End | х | у | z | Ground |
| | (ft) | | (ft) | (ft) | (ft) | (ft) | (ft) |
| CONCRETE | 8.00 | а | | 6265776.49 | 2253478.28 | 8.00 | 0.00 |
| | | | | 6267150.21 | 2253463.85 | 8.00 | 0.00 |
| | | | | 6267145.40 | 2252819.47 | 8.00 | 0.00 |
| | | | | 6265758.85 | 2252824.28 | 8.00 | 0.00 |

