Appendix H Noise Assessment

Appendices

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NOISE AND VIBRATION

Interstate 10 is the primary source of noise and vibration in southwest Yucaipa.

Noise is defined as unwanted sound. From the rumbling of trucks on the roadways to the whine of leaf blowers on a quiet morning, noise and vibration can interrupt our conversations, thoughts, and leisure. Many excessive sources of noise (e.g., freeways) are also often accompanied by vibration. Noise and vibration sensitivity varies throughout the day or evening, at different locations, and among receptors. Despite these variations, most people agree that noise and vibration adversely affect health and well-being.

Unlike most cities in southern California, Yucaipa is far from many urban noise sources—airports, railroads, and heavy industry. Yet Yucaipa's noise and vibration environment still varies throughout the community. While the North Bench and Wildwood Canyon have more localized noise sources, commercial centers or business districts experience higher levels of noise from business, roads, and traffic. Interstate 10 is the largest source of noise and vibration, the contours of which extend for some distance from the freeway.

Measuring Noise and Vibration

Noise is a complex subject and can be measured in different ways. Noise is measured by an A-weighted sound pressure level, or dBA, which accounts for sound pressure level, the pitch of sound, and the way the human ear responds to both pressure and pitch. CNEL is the average sound level over a 24-hour period, with a penalty of 5 dB added from 7 pm to 10 pm and a penalty of 10 dB added for the hours of 10 pm to 7 am. Details on noise fundamentals are found in the noise study conducted for the General Plan update.

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but can also be associated with construction equipment such as jackhammers, pile drivers, and hydraulic hammers. Heavy trucks can also generate significant levels of ground borne vibrations. Potholes, pavement joints, and uneven pavement surfaces can increase the vibration from passing vehicles.

Noise and vibration levels do not affect all land uses or people equally. Certain land uses are more sensitive to levels of noise and vibration. For example, residential, school, health care facilities, and open space/recreation areas (where quiet environments are necessary for enjoyment, health, and safety) are more sensitive to noise. Generally, commercial and industrial uses are not considered noise- and vibration-sensitive uses unless the interior level of noise and vibration exceeds state or federal occupational standards.

Land Use Planning and Compatibility

Yucaipa is responsible for protecting residents and visitors from unacceptable noise and vibration. **Table S-3** shows that the City requires specific land uses to achieve an interior noise level of 45–50 dBA and exterior noise level of 60–65 dBA depending on land use. When nontransportation sources are the primary noise source, the City also uses hourly standards. These standards are intended to ensure that land uses within Yucaipa are compatible and do not detract from quality of life due to unacceptable levels of noise.

Table S-3 Land Use–Noise Compatibility Standards

Category	Land Uses	Ldn (or CNEL), dB	
		Interior	Exterior
Residential	Single and Multi-family Duplex	45	60*
	Mobile Home	45	60*
	Hotel, Motel, Lodging	45	60*
Commercial	Commercial Retail, Bank, Restaurant	50	---
	Office Building, R&D, Offices	45	65
	Amphitheater, Auditorium, Theater	45	---
Institutional	Hospital, School, Church, Library	45	65
Open Space	Park and Recreational Areas	---	65

Note: *An exterior noise level up to 65 dBA will be allowed, provided exterior noise levels are substantially mitigated through the reasonable use of best available noise reduction technology and interior noise does not exceed 45 dBA with windows and doors closed.

Under the municipal code, no ground vibration is allowed which can be felt without the aid of instruments at or beyond the lot line, or which produces a particle velocity greater than or equal to two-tenths (0.2) inch per second measured at or beyond the lot line. Construction activities are generally exempt during working days.

Future Noise Levels

Yucaipa's predominant source of noise levels is transportation related. Based on noise measurements, projected noise levels were identified and calculated at buildout of the general plan and then compared with City standards to determine the most noise-impacted areas. Areas having an average day-night sound level (L_{dn}) of 60 dBA (if residential) or 65 dBA or greater (less sensitive uses) were identified. **Figure S-6, Noise Hazard Overlay District**, shows the greatest future sources of noise will be roadways:

+ Sand Canyon
+ Yucaipa Boulevard
+ Avenue E
+ Live Oak Canyon
+ Oak Glen Road
+ Portions of 14th Street
+ Colorado Road
+ County Line Road
+ Calimesa Boulevard
+ Bryant Street
+ Portions of 5th Street
+ Interstate 10

Protecting Our Community

The state and federal government regulate sources of noise from transportation sources or the workplace. Therefore, the City works to control noise through the following programs and policies.

Noise Insulation Standards

Yucaipa enforces State of California Noise Insulation Standards (California Administrative Code, Title 24) and Chapter 35 of the Uniform Building Code. These regulations specify that acoustical studies must be prepared for all new multiple-family projects, condominiums, hotels, and motels proposed for areas within the 60 CNEL contour. In accordance with noise insulation standards, project applicants must demonstrate that building design features can reduce interior noise levels to 45 CNEL or better.

Noise Ordinance and Vibration Standards

The municipal code gives the City authority to regulate noise at its source (except transportation sources), protect noise-sensitive land uses, and regulate the level of vibration. The municipal code also specifies permitted periods for construction and grading activities to exceed specified noise thresholds, vibration thresholds, and exemptions where applicable. Construction activities typically have some level of exemption during working hours. These standards are also applicable to nontransportation sources of noise and vibration and periodic nuisances within the community.

Noise Overlay District

Yucaipa applies a noise hazard overlay district to areas where the L_{dn} is 65 dBA CNEL or greater. For new projects, the 60-dBA CNEL contour represents areas in which proposed noise sensitive land use should be evaluated. Projects should strive to meet the 60-dBA CNEL noise standard. An exterior noise level of up to 65 dBA CNEL will be allowed for new projects, provided exterior noise levels have been substantially mitigated through the reasonable application of the best available noise reduction technology and interior noise exposure does not exceed 45 dBA with windows and doors closed.

Land Use Planning

To ensure land use compatibility, City programs focus on reducing noise and vibration levels by shielding the receiver, thus interrupting the path of noise and vibration. This is achieved by three means: 1) proactive land use planning that separates potentially incompatible uses; 2) building design and site planning; and 3) reducing noise and vibration from the freeway and roadways through appropriate barriers (e.g., walls, landscaping, berms, and other appropriate techniques). Sounds walls should be the last resort after all other practical design-related noise and vibration reduction measures have been undertaken.

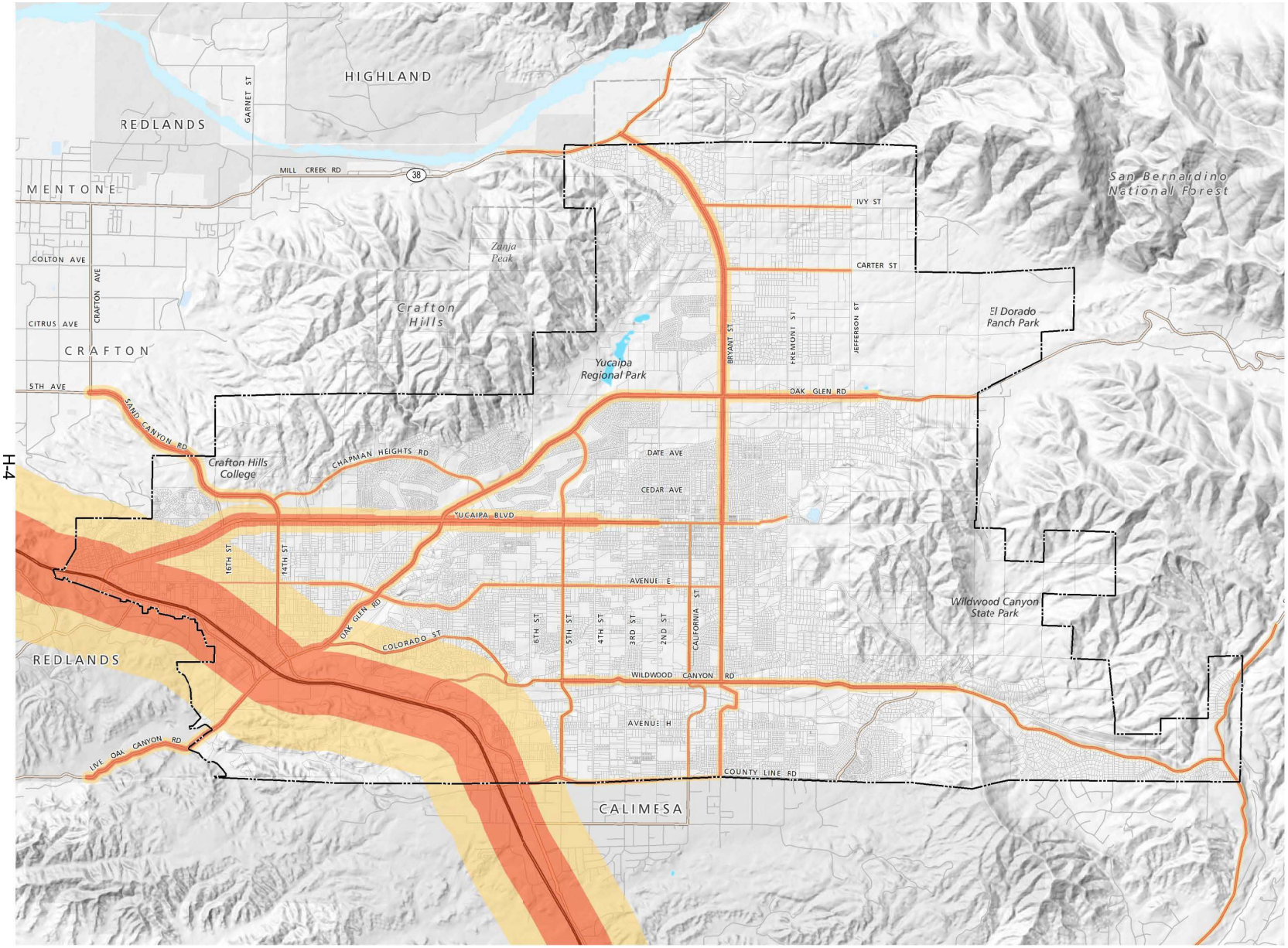

Figure S-6

NOISE HAZARD OVERLAY DISTRICT

City Limits

Yucaipa Sphere of Influence

Overlay Designation

60 dBA future noise level

65+ dBA future noise level

YUCAIPA GENERAL PLAN

0 1,000 2,000 3,000 4,000 Feet

PLACEWORKS

Source: City of Yucaipa, 2014

2/3/2016

GOAL S-6: NOISE AND VIBRATION SAFETY

Appropriate community noise and vibration levels that balance the need for peaceful environments for sensitive land uses with the needs of local businesses and regional land uses.

Policies

S-6.1 **Noise Assessment.** Assess the compatibility of proposed land uses with the noise environment when preparing, revising, or reviewing applications for development projects or land use changes.

S-6.2 **Acoustical Studies.** Require acoustical studies for proposed projects within areas that exceed 60 dBA; discourage siting of new noise-sensitive uses in areas exceeding 65 dBA without appropriate mitigation.

S-6.3 **Noise Insulation and Vibration Standards.** Require new projects to comply with noise insulation and vibration reduction standards in local, regional, state, and federal regulations, as applicable.

S-6.4 **Noise Nuisance Standards.** Regulate the control of residential noise nuisances—such as parties, barking dogs, other animals, and limited agricultural operations—through the City's municipal code.

S-6.5 **Development Patterns.** Locate new development in areas where noise levels are appropriate for the use. Limit development of noise-producing uses adjacent to noise-sensitive receptors and require that noise-producing land uses have adequate mitigation.

S-6.6 **Land Use-Noise Compatibility.** Require mitigation of exterior and interior noise to the levels in Table S-1. Encourage the use of building design, site planning, landscaping, and other features to reduce noise levels.

S-6.7 **Vibration Reduction.** Minimize vibration impacts from construction sites, roadways, and other sources with a combination of setbacks, structural design features, and operational regulations as appropriate.

S-6.8 **Street Improvements to Reduce Noise.** Employ noise mitigation practices and materials when designing or improving streets; emphasize use of natural buffers or setbacks between roads and noise-sensitive areas.

City of Yucaipa Development Code

87.0905 Noise.

(a) Noise Measurement

Noise will be measured with a sound level meter which meets the standards of the American National Standards Institute (ANSI Section SI4-1979, Type 1 or Type 2). Noise levels shall be measured using the "A" weighted sound pressure level scale in decibels (ref. pressure = 20 micronewtons per meter squared). The unit of measure shall be designated as dB(A). The Director of the Community Development Department shall be the noise control officer.

(b) Noise Standards

(1) The following table describes the noise standard for emanations from any source as it affects adjacent properties.

Noise Standards

Affected Land Use (receiving noise)	Noise Level (Ldn)	Time Period
Residential	55 dBA	7am to 10pm
	55 dBA	10pm to 7am
Professional Services	55 dBA	Anytime
Other Commercial	60 dBA	Anytime
Industrial	70 dBA	Anytime

(2) No person shall operate or cause to be operated any source of sound at any location or allow the creation of any noise on property owned, leased, occupied, or otherwise controlled by such person which causes the noise level, when measured on any other property, either incorporated or unincorporated, to exceed any of the following levels.

(A) The noise standard for that receiving land use [as specified in subsection (b) (1) of this section] for a cumulative period of more than 30 minutes in any hour

(B) The noise standard plus 5 dBA for a cumulative period of more than five minutes in any hour

(C) The noise standard plus 10 dBA for a cumulative period of more than five minutes in any hour

(D) The noise standard plus 15 dBA for a cumulative period of more than one minute in any hour

(E) The noise standard plus 20 dBA for any period of time

(c) If the measured ambient level exceeds any of the first four noise limit categories above, the allowable noise exposure standard shall be increased to reflect said ambient noise level. If the ambient noise level exceeds the fifth noise limit category, the maximum allowable noise level under this category shall be increased to reflect the maximum ambient noise level.

(d) If the alleged offense consists entirely of impact noise or simple tone noise, each of the noise levels in subsection (b)(1) of this section shall be reduced by 5 dBA.

(e) Exempt Noises

(1) The following sources of noise are exempt.

(A) Motor vehicles not under the control of the industrial use

(B) Emergency equipment, vehicles, and devices

(C) Temporary construction, repair, or demolition activities between 7am and 7pm, except Sundays and Federal holidays

ARTICLE 4 NOISE HAZARD (NH) OVERLAY DISTRICT

85.020501 Intent.

The Noise Hazard (NH) Overlay District is created to provide greater public safety by establishing land use review procedures and requirements for land uses in areas with identified high noise levels.

85.020505 Locational Requirements.

(a) The Noise Hazard Overlay should be applied to those areas where the Average Day-Night Sound Level (Ldn) is 65 decibels, 65 dBA, or greater.

(b) The Noise Hazard Overlay District shall be designated by the symbol (NH) on the City of Yucaipa Official Land Use Plan.

85.020510 Development Standards.

When a land use application or development permit is proposed within the Noise Hazard Overlay District, the following standards shall apply with respect to residential uses.

(a) Noise levels shall be identified. An acoustical report shall be performed to identify noise impact, and any recommendation for noise attenuation or other mitigation measures shall be incorporated into the design standards or conditions of approval, as applicable.

(b) Interior noise levels in all single family and multi-family residences and educational institutions shall not exceed 45 dBA Ldn emanating from sources outside of the residential building.

(c) Exterior noise levels in all single family residential land use areas and multi-family residential land use areas should not exceed 65 dBA Ldn. Exterior noise levels shall not exceed 70 dBA for any residential use areas.

(d) Ability to mitigate exterior noises to the levels of 65 dBA Ldn and 70 dBA Ldn shall be considered by the reviewing authority when determining the actual Ldn level with which the land uses must comply.

(e) In areas where noise exceeds the noise standard, measures shall be taken to mitigate noise levels. An acoustical report identifying these mitigation measures shall be required and reviewed by the Community Development Department prior to issuance of any required development permits or approval of land use applications.

(f)All other structures shall be sound attenuated against the combined input of all present and projected exterior noise to not exceed the following criteria.

12-Hour Equivalent Sound Level (Interior)

Typical Uses	dBA Ldn
Educational, Institutions, Libraries, Churches, etc	45 dBA
General Office, Reception, etc.	50 dBA
Retail Stores, Restaurants, etc.	55 dBA
Other Areas for Manufacturing, Assembly, Test, Warehousing, etc.	65 dBA

In addition, the average of the maximum levels on the loudest of intrusive sounds occurring during a 24-hour period shall not exceed 65 dBA interior.

87.0910 Vibration.

(a) Vibration Standard

No ground vibration shall be allowed which can be felt without the aid of instruments at or beyond the lot line, nor will any vibration be permitted which produces a particle velocity greater than or equal to two-tenths (0.2) inches per second measured at or beyond the lot line.

(b) Vibration Measurement

Vibration velocity shall be measured with a seismograph or other instrument capable of measuring and recording displacement and frequency, particle velocity, or acceleration. Readings are to be made at points of maximum vibration along any lot line next to a lot within a residential, commercial, and industrial land use district.

(c) Exempt Vibrations

(1) The following sources of vibration are not regulated by this Code.

(A) Motor vehicles not under the control of the subject use

(B) Temporary construction, maintenance, or demolition activities between 7am and 7pm, except Sundays and Federal holidays

Oak Glen SP

2016 NO PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)	
1	Oak Glen Road	2nd St to Bryant St	5,301	40	48	Soft	4D	**0%**	1
2	Oak Glen Road	Ave E to Yucaipa Blvd	5,811	40	48	Soft	4D	**0%**	2
3	Oak Glen Road	Bryant St to Fremont St	1,647	50	36	Soft	4U	**0%**	3
4	Oak Glen Road	Colorado Rd to Ave E	8,796	45	48	Soft	4D	**0%**	4
5	Oak Glen Road	Chapman Heights Rd to 5th St	6,843	45	48	Soft	4D	**0%**	5
6	Yucaipa Boulevard	1st St to California St	4,596	25	12	Soft	2U	**0%**	6
7	Yucaipa Boulevard	2nd Street to 3rd St	5,960	35	48	Soft	4D	**0%**	7
8	Yucaipa Boulevard	4th St to 3rd St	6,994	35	48	Soft	4D	**0%**	8
9	Yucaipa Boulevard	Oak Glen Road to 10th St	9,643	40	84	Soft	6D	**0%**	9
10	Yucaipa Boulevard	11th St to 10th St	9,105	40	84	Soft	6D	**0%**	10
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	4,516	45	48	Soft	4D	**0%**	11
12	Bryant Street	Fir Avenue to Oak Glen Rd	4,799	50	48	Soft	4D	**0%**	12
13	Bryant Street	Yucaipa Blvd to Date St	2,633	35	12	Soft	2U	**0%**	13
14	Bryant Street	Fir St to Carter St	3,340	45	48	Soft	4D	**0%**	14
15	Bryant Street	Wildwood Canyon Rd to Ave E	2,146	50	48	Soft	4D	**0%**	15
16	Wildwood Canyon Road	5th St to 4th St	4,155	35	12	Soft	2U	**0%**	16
17	Wildwood Canyon Road	Bryant St to Douglas St	2,729	40	12	Soft	2U	**0%**	17
18	5th Street	Wildwood Canyon Rd to Ave E	3,131	40	12	Soft	2U	**0%**	18
19	Date St	2nd St to California St	684	35	12	Soft	2U	**0%**	19
20	Date St	3rd St to Preston Ln	673	25	12	Soft	2U	**0%**	20
21	2nd Street	Date Street to Shasta St	347	25	12	Soft	2U	**0%**	21
22	Avenue E	4th St to 3rd St	2,231	25	12	Soft	2U	**0%**	22
23	Avenue E	1st St to California St	1,898	35	12	Soft	2U	**0%**	23

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra

Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM tc	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Oak Glen SP
2016 NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTANCE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Oak Glen Road	2nd St to Bryant St	5,301	64.9	23	49	105
2	Oak Glen Road	Ave E to Yucaipa Blvd	5,811	65.3	24	52	112
3	Oak Glen Road	Bryant St to Fremont St	1,647	61.8	14	31	66
4	Oak Glen Road	Colorado Rd to Ave E	8,796	68.3	39	83	180
5	Oak Glen Road	Chapman Heights Rd to 5th St	6,843	67.2	33	71	152
6	Yucaipa Boulevard	1st St to California St	4,596	58.7	9	19	41
7	Yucaipa Boulevard	2nd Street to 3rd St	5,960	64.0	20	43	92
8	Yucaipa Boulevard	4th St to 3rd St	6,994	64.7	22	47	102
9	Yucaipa Boulevard	Oak Glen Road to 10th St	9,643	70.6	55	118	254
10	Yucaipa Boulevard	11th St to 10th St	9,105	70.3	53	114	245
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	4,516	65.4	25	54	115
12	Bryant Street	Fir Avenue to Oak Glen Rd	4,799	66.9	31	67	144
13	Bryant Street	Yucaipa Blvd to Date St	2,633	59.6	10	22	47
14	Bryant Street	Fir St to Carter St	3,340	64.1	20	44	94
15	Bryant Street	Wildwood Canyon Rd to Ave E	2,146	63.4	18	39	84
16	Wildwood Canyon Road	5th St to 4th St	4,155	61.6	14	30	64
17	Wildwood Canyon Road	Bryant St to Douglas St	2,729	61.2	13	28	60
18	5th Street	Wildwood Canyon Rd to Ave E	3,131	61.8	14	30	66
19	Date St	2nd St to California St	684	53.8	4	9	19
20	Date St	3rd St to Preston Ln	673	50.4	2	5	11
21	2nd Street	Date Street to Shasta St	347	47.5	2	3	7
22	Avenue E	4th St to 3rd St	2,231	55.6	5	12	25
23	Avenue E	1st St to California St	1,898	58.2	8	18	38

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	2nd St to Bryant St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,301
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	325	6	2	240	5	2	60	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.2	-23.4	-27.4	-7.5	-24.8	-28.7	-13.5	-30.8	-34.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	53.6	54.5	60.6	52.3	53.2	54.6	46.3	47.2
VEHICULAR NOISE	DAY=	63.1	Leq	EVENING=	61.8	Leq	NIGHT=	55.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.2**
					CNEL=	**64.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**44**	**96**
			CNEL:	**23**	**49**	**105**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Ave E to Yucaipa Blvd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,811
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	356	7	3	263	5	2	66	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.8	-23.0	-27.0	-7.1	-24.4	-28.3	-13.1	-30.4	-34.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.3	54.0	54.9	61.0	52.7	53.6	55.0	46.7	47.6
VEHICULAR NOISE	DAY=	63.5	Leq	EVENING=	62.2	Leq	NIGHT=	56.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.6**
					CNEL=	**65.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**22**	**47**	**102**
			CNEL:	**24**	**52**	**112**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Bryant St to Fremont St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	1,647
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	101	2	1	75	1	1	19	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-12.3	-29.5	-33.4	-13.6	-30.8	-34.8	-19.6	-36.8	-40.8
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	49.7	49.9	57.9	48.3	48.6	51.9	42.3	42.6
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.8	Leq	NIGHT=	52.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.2**
					CNEL=	**61.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**13**	**28**	**60**
			CNEL:	**14**	**31**	**66**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Colorado Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	8,796
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	539	10	4	399	8	3	100	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-4.5	-21.8	-25.7	-5.8	-23.1	-27.0	-11.8	-29.1	-33.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	56.6	57.2	64.3	55.3	55.9	58.2	49.3	49.9
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	65.3	Leq	NIGHT=	59.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.7**
					CNEL=	**68.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**35**	**76**	**163**
			CNEL:	**39**	**83**	**180**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Chapman Heights Rd to 5th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,843
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	420	8	3	310	6	2	78	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.6	-22.8	-26.8	-6.9	-24.2	-28.1	-12.9	-30.2	-34.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	55.5	56.1	63.2	54.2	54.8	57.2	48.2	48.8
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.2	Leq	NIGHT=	58.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.6**
					CNEL=	**67.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**30**	**64**	**138**
			CNEL:	**33**	**71**	**152**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,596
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	282	5	2	208	4	2	52	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.8	-22.0	-26.0	-6.1	-23.3	-27.3	-12.1	-29.3	-33.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.6	49.0	51.2	53.3	47.7	49.9	47.3	41.7	43.9
VEHICULAR NOISE	DAY=	57.0	Leq	EVENING=	55.7	Leq	NIGHT=	49.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.1**
					CNEL=	**58.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**8**	**17**	**37**
			CNEL:	**9**	**19**	**41**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	2nd Street to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,960
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	366	7	3	270	5	2	68	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.1	-22.4	-26.3	-6.4	-23.7	-27.6	-12.4	-29.7	-33.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	53.2	54.5	59.4	51.9	53.2	53.4	45.9	47.2
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	60.9	Leq	NIGHT=	54.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.3**
					CNEL=	**64.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**18**	**39**	**83**
			CNEL:	**20**	**43**	**92**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,994
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	429	8	3	317	6	2	79	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.4	-21.7	-25.6	-5.7	-23.0	-26.9	-11.7	-29.0	-32.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	53.9	55.2	60.1	52.6	53.9	54.1	46.6	47.9
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	61.6	Leq	NIGHT=	55.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.0**
					CNEL=	**64.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**20**	**43**	**93**
			CNEL:	**22**	**47**	**102**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,643
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	591	11	4	437	8	3	110	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.6	-20.8	-24.8	-4.9	-22.2	-26.1	-10.9	-28.2	-32.1
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.6	59.3	60.2	66.3	58.0	58.9	60.3	52.0	52.9
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.6	Leq	NIGHT=	61.5	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.0**
					CNEL=	**70.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**50**	**107**	**231**
			CNEL:	**55**	**118**	**254**

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	11th St to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,105
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	558	11	4	413	8	3	103	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.9	-21.1	-25.1	-5.2	-22.4	-26.4	-11.2	-28.4	-32.4
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.4	59.1	60.0	66.1	57.8	58.7	60.1	51.8	52.7
VEHICULAR NOISE	DAY=	68.6	Leq	EVENING=	67.3	Leq	NIGHT=	61.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.7**
					CNEL=	**70.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**48**	**103**	**222**
			CNEL:	**53**	**114**	**245**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Oak Glen Road to Eucalyptus Ave	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,516
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	277	5	2	205	4	2	51	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.4	-24.7	-28.6	-8.7	-26.0	-29.9	-14.7	-32.0	-35.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.7	53.7	54.3	61.4	52.4	53.0	55.4	46.4	47.0
VEHICULAR NOISE	DAY=	63.7	Leq	EVENING=	62.4	Leq	NIGHT=	56.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.8**
			CNEL=	**65.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**23**	**49**	**105**
	CNEL:	**25**	**54**	**115**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir Avenue to Oak Glen Rd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,799
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	294	6	2	218	4	2	54	1	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.6	-24.8	-28.8	-8.9	-26.2	-30.1	-14.9	-32.2	-36.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	54.7	55.0	62.9	53.4	53.7	56.9	47.4	47.6
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.8	Leq	NIGHT=	57.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.2**
			CNEL=	**66.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**61**	**130**
	CNEL:	**31**	**67**	**144**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Yucaipa Blvd to Date St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,633
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	161	3	1	119	2	1	30	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.7	-25.9	-29.9	-10.0	-27.2	-31.2	-16.0	-33.2	-37.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	48.9	50.1	55.1	47.6	48.8	49.1	41.5	42.8
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	56.6	Leq	NIGHT=	50.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.0**
			CNEL=	**59.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**43**
	CNEL:	**10**	**22**	**47**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir St to Carter St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,340
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	205	4	2	151	3	1	38	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.7	-26.0	-29.9	-10.0	-27.3	-31.2	-16.0	-33.3	-37.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.4	52.4	53.0	60.1	51.1	51.7	54.0	45.1	45.6
VEHICULAR NOISE	DAY=	62.4	Leq	EVENING=	61.1	Leq	NIGHT=	55.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.5**
			CNEL=	**64.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**40**	**86**
	CNEL:	**20**	**44**	**94**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,146
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	132	2	1	97	2	1	24	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-11.1	-28.3	-32.3	-12.4	-29.7	-33.6	-18.4	-35.7	-39.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	51.2	51.5	59.5	49.9	50.2	53.4	43.9	44.1
VEHICULAR NOISE	DAY=	61.7	Leq	EVENING=	60.3	Leq	NIGHT=	54.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.8**
			CNEL=	**63.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**16**	**35**	**76**
	CNEL:	**18**	**39**	**84**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	5th St to 4th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,155
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	255	5	2	188	4	1	47	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.7	-23.9	-27.9	-8.0	-25.2	-29.2	-14.0	-31.2	-35.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.4	50.8	52.1	57.1	49.5	50.8	51.0	43.5	44.8
VEHICULAR NOISE	DAY=	59.9	Leq	EVENING=	58.6	Leq	NIGHT=	52.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.0**
			CNEL=	**61.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**27**	**58**
	CNEL:	**14**	**30**	**64**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Bryant St to Douglas St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,729
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	167	3	1	124	2	1	31	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.1	-26.3	-30.3	-10.4	-27.6	-31.6	-16.4	-33.7	-37.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.2	49.9	50.8	56.9	48.6	49.5	50.9	42.6	43.5
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	58.1	Leq	NIGHT=	52.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.5**
			CNEL=	**61.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**54**
	CNEL:	**13**	**28**	**60**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	5th Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,131
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	192	4	1	142	3	1	36	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.5	-25.7	-29.7	-9.8	-27.0	-31.0	-15.8	-33.1	-37.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	50.5	51.4	57.5	49.2	50.1	51.5	43.2	44.1
VEHICULAR NOISE	DAY=	60.0	Leq	EVENING=	58.7	Leq	NIGHT=	52.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.1**
			CNEL=	**61.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**28**	**60**
	CNEL:	**14**	**30**	**66**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	2nd St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	684
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	42	1	0	31	1	0	8	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-14.5	-31.8	-35.7	-15.8	-33.1	-37.0	-21.8	-39.1	-43.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.5	43.0	44.3	49.2	41.7	43.0	43.2	35.7	37.0
VEHICULAR NOISE	DAY=	52.0	Leq	EVENING=	50.7	Leq	NIGHT=	44.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.1**
			CNEL=	**53.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**8**	**17**
	CNEL:	**4**	**9**	**19**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	3rd St to Preston Ln	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	673
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	41	1	0	31	1	0	8	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-13.1	-30.4	-34.3	-14.4	-31.7	-35.6	-20.5	-37.7	-41.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	40.7	42.9	44.9	39.4	41.5	38.9	33.3	35.5
VEHICULAR NOISE	DAY=	48.6	Leq	EVENING=	47.3	Leq	NIGHT=	41.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.7**
			CNEL=	**50.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**2**	**5**	**10**
	CNEL:	**2**	**5**	**11**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	2nd Street	Analyst:	NJF
Segment:	Date Street to Shasta St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	347
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	21	0	0	16	0	0	4	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-16.0	-33.2	-37.2	-17.3	-34.6	-38.5	-23.3	-40.6	-44.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.4	37.8	40.0	42.1	36.5	38.7	36.1	30.5	32.7
VEHICULAR NOISE	DAY=	45.8	Leq	EVENING=	44.5	Leq	NIGHT=	38.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**46.9**
			CNEL=	**47.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**1**	**3**	**7**
	CNEL:	**2**	**3**	**7**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,231
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	137	3	1	101	2	1	25	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-7.9	-25.2	-29.1	-9.2	-26.5	-30.4	-15.2	-32.5	-36.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.5	45.9	48.1	50.1	44.6	46.8	44.1	38.5	40.7
VEHICULAR NOISE	DAY=	53.8	Leq	EVENING=	52.5	Leq	NIGHT=	46.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**54.9**
			CNEL=	**55.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**23**
	CNEL:	**5**	**12**	**25**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 NO PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	1,898
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	116	2	1	86	2	1	22	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-10.1	-27.3	-31.3	-11.4	-28.6	-32.6	-17.4	-34.6	-38.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	47.4	48.7	53.7	46.1	47.4	47.6	40.1	41.4
VEHICULAR NOISE	DAY=	56.5	Leq	EVENING=	55.2	Leq	NIGHT=	49.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**58.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**7**	**16**	**34**
	CNEL:	**8**	**18**	**38**

Oak Glen SP

2016 PLUS PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)	
1	Oak Glen Road	2nd St to Bryant St	5,511	40	48	Soft	4D	**0%**	1
2	Oak Glen Road	Ave E to Yucaipa Blvd	7,493	40	48	Soft	4D	**0%**	2
3	Oak Glen Road	Bryant St to Fremont St	1,857	50	36	Soft	4U	**0%**	3
4	Oak Glen Road	Colorado Rd to Ave E	10,478	45	48	Soft	4D	**0%**	4
5	Oak Glen Road	Chapman Heights Rd to 5th St	9,365	45	48	Soft	4D	**0%**	5
6	Yucaipa Boulevard	1st St to California St	5,016	25	12	Soft	2U	**0%**	6
7	Yucaipa Boulevard	2nd Street to 3rd St	6,590	35	48	Soft	4D	**0%**	7
8	Yucaipa Boulevard	4th St to 3rd St	7,624	35	48	Soft	4D	**0%**	8
9	Yucaipa Boulevard	Oak Glen Road to 10th St	10,483	40	84	Soft	6D	**0%**	9
10	Yucaipa Boulevard	11th St to 10th St	9,945	40	84	Soft	6D	**0%**	10
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	5,778	45	48	Soft	4D	**0%**	11
12	Bryant Street	Fir Avenue to Oak Glen Rd	5,009	50	48	Soft	4D	**0%**	12
13	Bryant Street	Yucaipa Blvd to Date St	3,685	35	12	Soft	2U	**0%**	13
14	Bryant Street	Fir St to Carter St	3,550	45	48	Soft	4D	**0%**	14
15	Bryant Street	Wildwood Canyon Rd to Ave E	2,356	50	48	Soft	4D	**0%**	15
16	Wildwood Canyon Road	5th St to 4th St	4,365	35	12	Soft	2U	**0%**	16
17	Wildwood Canyon Road	Bryant St to Douglas St	2,939	40	12	Soft	2U	**0%**	17
18	5th Street	Wildwood Canyon Rd to Ave E	3,971	40	12	Soft	2U	**0%**	18
19	Date St	2nd St to California St	894	35	12	Soft	2U	**0%**	19
20	Date St	3rd St to Preston Ln	883	25	12	Soft	2U	**0%**	20
21	2nd Street	Date Street to Shasta St	557	25	12	Soft	2U	**0%**	21
22	Avenue E	4th St to 3rd St	2,441	25	12	Soft	2U	**0%**	22
23	Avenue E	1st St to California St	2,108	35	12	Soft	2U	**0%**	23

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra

Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM tc	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Oak Glen SP
2016 PLUS PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTANCE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Oak Glen Road	2nd St to Bryant St	5,511	65.0	23	50	108
2	Oak Glen Road	Ave E to Yucaipa Blvd	7,493	66.4	29	62	133
3	Oak Glen Road	Bryant St to Fremont St	1,857	62.4	15	33	72
4	Oak Glen Road	Colorado Rd to Ave E	10,478	69.1	44	94	202
5	Oak Glen Road	Chapman Heights Rd to 5th St	9,365	68.6	40	87	188
6	Yucaipa Boulevard	1st St to California St	5,016	59.1	9	20	43
7	Yucaipa Boulevard	2nd Street to 3rd St	6,590	64.4	21	46	98
8	Yucaipa Boulevard	4th St to 3rd St	7,624	65.0	23	50	108
9	Yucaipa Boulevard	Oak Glen Road to 10th St	10,483	71.0	58	125	269
10	Yucaipa Boulevard	11th St to 10th St	9,945	70.7	56	120	259
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	5,778	66.5	29	63	136
12	Bryant Street	Fir Avenue to Oak Glen Rd	5,009	67.1	32	69	148
13	Bryant Street	Yucaipa Blvd to Date St	3,685	61.1	13	27	59
14	Bryant Street	Fir St to Carter St	3,550	64.4	21	46	98
15	Bryant Street	Wildwood Canyon Rd to Ave E	2,356	63.8	19	41	89
16	Wildwood Canyon Road	5th St to 4th St	4,365	61.8	14	31	66
17	Wildwood Canyon Road	Bryant St to Douglas St	2,939	61.5	14	29	63
18	5th Street	Wildwood Canyon Rd to Ave E	3,971	62.8	17	36	77
19	Date St	2nd St to California St	894	54.9	5	11	23
20	Date St	3rd St to Preston Ln	883	51.5	3	6	14
21	2nd Street	Date Street to Shasta St	557	49.5	2	5	10
22	Avenue E	4th St to 3rd St	2,441	56.0	6	12	27
23	Avenue E	1st St to California St	2,108	58.6	9	19	41

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	2nd St to Bryant St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,511
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	338	6	3	250	5	2	63	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.0	-23.3	-27.2	-7.3	-24.6	-28.5	-13.4	-30.6	-34.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	53.8	54.7	60.8	52.5	53.4	54.7	46.5	47.4
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	62.0	Leq	NIGHT=	56.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.4**
					CNEL=	**65.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**46**	**98**
			CNEL:	**23**	**50**	**108**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Ave E to Yucaipa Blvd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,493
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	460	9	3	340	6	3	85	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.7	-21.9	-25.9	-6.0	-23.3	-27.2	-12.0	-29.3	-33.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.4	55.1	56.0	62.1	53.8	54.7	56.1	47.8	48.7
VEHICULAR NOISE	DAY=	64.6	Leq	EVENING=	63.3	Leq	NIGHT=	57.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.7**
					CNEL=	**66.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**26**	**56**	**121**
			CNEL:	**29**	**62**	**133**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Bryant St to Fremont St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	1,857
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	114	2	1	84	2	1	21	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-11.7	-29.0	-32.9	-13.0	-30.3	-34.2	-19.1	-36.3	-40.2
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.7	50.2	50.4	58.4	48.9	49.1	52.4	42.8	43.1
VEHICULAR NOISE	DAY=	60.6	Leq	EVENING=	59.3	Leq	NIGHT=	53.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.7**
					CNEL=	**62.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**14**	**30**	**65**
			CNEL:	**15**	**33**	**72**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Colorado Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	10,478
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	643	12	5	475	9	4	119	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.8	-21.0	-25.0	-5.1	-22.3	-26.3	-11.1	-28.3	-32.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	57.4	57.9	65.0	56.1	56.6	59.0	50.0	50.6
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	66.1	Leq	NIGHT=	60.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.5**
					CNEL=	**69.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**40**	**85**	**184**
			CNEL:	**44**	**94**	**202**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Chapman Heights Rd to 5th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,365
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	574	11	4	425	8	3	106	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-4.2	-21.5	-25.4	-5.6	-22.8	-26.8	-11.6	-28.8	-32.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	56.9	57.4	64.5	55.6	56.1	58.5	49.6	50.1
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.6	Leq	NIGHT=	59.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.0**
					CNEL=	**68.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**37**	**79**	**170**
			CNEL:	**40**	**87**	**188**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,016
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	308	6	2	227	4	2	57	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.4	-21.6	-25.6	-5.7	-23.0	-26.9	-11.7	-29.0	-32.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	49.4	51.6	53.7	48.1	50.3	47.7	42.1	44.3
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.1	Leq	NIGHT=	50.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.5**
					CNEL=	**59.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**9**	**18**	**39**
			CNEL:	**9**	**20**	**43**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	2nd Street to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,590
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	404	8	3	299	6	2	75	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.7	-21.9	-25.9	-6.0	-23.2	-27.2	-12.0	-29.2	-33.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	53.7	54.9	59.9	52.3	53.6	53.9	46.3	47.6
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	61.4	Leq	NIGHT=	55.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.8**
					CNEL=	**64.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**19**	**41**	**89**
			CNEL:	**21**	**46**	**98**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,624
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	468	9	4	346	7	3	87	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.0	-21.3	-25.2	-5.4	-22.6	-26.6	-11.4	-28.6	-32.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	54.3	55.6	60.5	53.0	54.2	54.5	47.0	48.2
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	62.0	Leq	NIGHT=	56.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.4**
					CNEL=	**65.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**46**	**98**
			CNEL:	**23**	**50**	**108**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	10,483
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	643	12	5	475	9	4	119	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-20.5	-24.4	-4.6	-21.8	-25.8	-10.6	-27.8	-31.8
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.0	59.7	60.6	66.7	58.4	59.3	60.7	52.4	53.3
VEHICULAR NOISE	DAY=	69.2	Leq	EVENING=	67.9	Leq	NIGHT=	61.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.3**
					CNEL=	**71.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**53**	**113**	**244**
			CNEL:	**58**	**125**	**269**

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	11th St to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,945
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	610	12	5	451	9	3	113	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.5	-20.7	-24.7	-4.8	-22.0	-26.0	-10.8	-28.0	-32.0
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	59.5	60.4	66.5	58.2	59.1	60.4	52.2	53.0
VEHICULAR NOISE	DAY=	69.0	Leq	EVENING=	67.7	Leq	NIGHT=	61.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.1**
					CNEL=	**70.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**51**	**109**	**236**
			CNEL:	**56**	**120**	**259**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Oak Glen Road to Eucalyptus Ave	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,778
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	354	7	3	262	5	2	66	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.3	-23.6	-27.5	-7.7	-24.9	-28.9	-13.7	-30.9	-34.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.7	54.8	55.4	62.4	53.5	54.0	56.4	47.5	48.0
VEHICULAR NOISE	DAY=	64.8	Leq	EVENING=	63.5	Leq	NIGHT=	57.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.9**
			CNEL=	**66.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**27**	**57**	**123**
	CNEL:	**29**	**63**	**136**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir Avenue to Oak Glen Rd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,009
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	307	6	2	227	4	2	57	1	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.4	-24.7	-28.6	-8.7	-26.0	-29.9	-14.7	-32.0	-35.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	54.9	55.2	63.1	53.6	53.8	57.1	47.6	47.8
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	64.0	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.4**
			CNEL=	**67.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**62**	**134**
	CNEL:	**32**	**69**	**148**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Yucaipa Blvd to Date St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,685
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	226	4	2	167	3	1	42	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.2	-24.4	-28.4	-8.5	-25.8	-29.7	-14.5	-31.8	-35.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	57.8	50.3	51.6	56.5	49.0	50.3	50.5	43.0	44.3
VEHICULAR NOISE	DAY=	59.4	Leq	EVENING=	58.0	Leq	NIGHT=	52.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.4**
			CNEL=	**61.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**54**
	CNEL:	**13**	**27**	**59**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir St to Carter St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,550
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	218	4	2	161	3	1	40	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.5	-25.7	-29.7	-9.8	-27.0	-31.0	-15.8	-33.0	-37.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	52.7	53.2	60.3	51.4	51.9	54.3	45.3	45.9
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	61.4	Leq	NIGHT=	55.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.8**
			CNEL=	**64.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**41**	**89**
	CNEL:	**21**	**46**	**98**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,356
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	145	3	1	107	2	1	27	1	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-10.7	-27.9	-31.9	-12.0	-29.2	-33.2	-18.0	-35.3	-39.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	51.6	51.9	59.9	50.3	50.6	53.8	44.3	44.6
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	60.8	Leq	NIGHT=	54.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.2**
			CNEL=	**63.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**38**	**81**
	CNEL:	**19**	**41**	**89**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	5th St to 4th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,365
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	268	5	2	198	4	2	50	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.5	-23.7	-27.7	-7.8	-25.0	-29.0	-13.8	-31.0	-35.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	51.1	52.3	57.3	49.7	51.0	51.3	43.7	45.0
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.8	Leq	NIGHT=	52.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.2**
			CNEL=	**61.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**28**	**60**
	CNEL:	**14**	**31**	**66**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Bryant St to Douglas St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,939
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	180	3	1	133	3	1	33	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.8	-26.0	-30.0	-10.1	-27.3	-31.3	-16.1	-33.3	-37.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.5	50.2	51.1	57.2	48.9	49.8	51.2	42.9	43.8
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	58.5	Leq	NIGHT=	52.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.9**
			CNEL=	**61.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**27**	**57**
	CNEL:	**14**	**29**	**63**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	5th Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,971
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	244	5	2	180	3	1	45	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.5	-24.7	-28.7	-8.8	-26.0	-30.0	-14.8	-32.0	-36.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.8	51.6	52.4	58.5	50.2	51.1	52.5	44.2	45.1
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	59.8	Leq	NIGHT=	53.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.2**
			CNEL=	**62.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**70**
	CNEL:	**17**	**36**	**77**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	2nd St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	894
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	55	1	0	41	1	0	10	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-13.4	-30.6	-34.6	-14.7	-31.9	-35.9	-20.7	-37.9	-41.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.7	44.2	45.4	50.4	42.9	44.1	44.4	36.9	38.1
VEHICULAR NOISE	DAY=	53.2	Leq	EVENING=	51.9	Leq	NIGHT=	45.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**54.3**
			CNEL=	**54.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**10**	**21**
	CNEL:	**5**	**11**	**23**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	3rd St to Preston Ln	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	883
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	54	1	0	40	1	0	10	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-11.9	-29.2	-33.1	-13.3	-30.5	-34.5	-19.3	-36.5	-40.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.4	41.8	44.0	46.1	40.5	42.7	40.1	34.5	36.7
VEHICULAR NOISE	DAY=	49.8	Leq	EVENING=	48.5	Leq	NIGHT=	42.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.9**
			CNEL=	**51.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**6**	**12**
	CNEL:	**3**	**6**	**14**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	2nd Street	Analyst:	NJF
Segment:	Date Street to Shasta St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	557
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	34	1	0	25	0	0	6	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-13.9	-31.2	-35.1	-15.3	-32.5	-36.5	-21.3	-38.5	-42.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	45.4	39.8	42.0	44.1	38.5	40.7	38.1	32.5	34.7
VEHICULAR NOISE	DAY=	47.8	Leq	EVENING=	46.5	Leq	NIGHT=	40.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**48.9**
			CNEL=	**49.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**2**	**4**	**9**
	CNEL:	**2**	**5**	**10**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,441
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	150	3	1	111	2	1	28	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-7.5	-24.8	-28.7	-8.8	-26.1	-30.0	-14.9	-32.1	-36.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.8	46.3	48.5	50.5	44.9	47.1	44.5	38.9	41.1
VEHICULAR NOISE	DAY=	54.2	Leq	EVENING=	52.9	Leq	NIGHT=	46.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.3**
			CNEL=	**56.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**24**
	CNEL:	**6**	**12**	**27**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2016 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,108
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	129	2	1	96	2	1	24	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.6	-26.9	-30.8	-10.9	-28.2	-32.1	-17.0	-34.2	-38.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.4	47.9	49.2	54.1	46.6	47.9	48.1	40.6	41.8
VEHICULAR NOISE	DAY=	56.9	Leq	EVENING=	55.6	Leq	NIGHT=	49.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.0**
			CNEL=	**58.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**9**	**19**	**41**

Oak Glen SP

2018 NO PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)	
1	Oak Glen Road	2nd St to Bryant St	5,407	40	48	Soft	4D	**0%**	1
2	Oak Glen Road	Ave E to Yucaipa Blvd	5,894	40	48	Soft	4D	**0%**	2
3	Oak Glen Road	Bryant St to Fremont St	1,660	50	36	Soft	4U	**0%**	3
4	Oak Glen Road	Colorado Rd to Ave E	8,936	45	48	Soft	4D	**0%**	4
5	Oak Glen Road	Chapman Heights Rd to 5th St	6,843	45	48	Soft	4D	**0%**	5
6	Yucaipa Boulevard	1st St to California St	4,625	25	12	Soft	2U	**0%**	6
7	Yucaipa Boulevard	2nd Street to 3rd St	6,080	35	48	Soft	4D	**0%**	7
8	Yucaipa Boulevard	4th St to 3rd St	7,135	35	48	Soft	4D	**0%**	8
9	Yucaipa Boulevard	Oak Glen Road to 10th St	9,801	40	84	Soft	6D	**0%**	9
10	Yucaipa Boulevard	11th St to 10th St	9,250	40	84	Soft	6D	**0%**	10
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	4,847	45	48	Soft	4D	**0%**	11
12	Bryant Street	Fir Avenue to Oak Glen Rd	4,936	50	48	Soft	4D	**0%**	12
13	Bryant Street	Yucaipa Blvd to Date St	2,797	35	12	Soft	2U	**0%**	13
14	Bryant Street	Fir St to Carter St	3,531	45	48	Soft	4D	**0%**	14
15	Bryant Street	Wildwood Canyon Rd to Ave E	2,380	50	48	Soft	4D	**0%**	15
16	Wildwood Canyon Road	5th St to 4th St	4,344	35	12	Soft	2U	**0%**	16
17	Wildwood Canyon Road	Bryant St to Douglas St	2,757	40	12	Soft	2U	**0%**	17
18	5th Street	Wildwood Canyon Rd to Ave E	3,140	40	12	Soft	2U	**0%**	18
19	Date St	2nd St to California St	697	35	12	Soft	2U	**0%**	19
20	Date St	3rd St to Preston Ln	678	25	12	Soft	2U	**0%**	20
21	2nd Street	Date Street to Shasta St	358	25	12	Soft	2U	**0%**	21
22	Avenue E	4th St to 3rd St	2,363	25	12	Soft	2U	**0%**	22
23	Avenue E	1st St to California St	1,936	35	12	Soft	2U	**0%**	23

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra
Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM tc	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Oak Glen SP
2018 NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTANCE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Oak Glen Road	2nd St to Bryant St	5,407	64.9	23	50	107
2	Oak Glen Road	Ave E to Yucaipa Blvd	5,894	65.3	24	53	113
3	Oak Glen Road	Bryant St to Fremont St	1,660	61.9	14	31	67
4	Oak Glen Road	Colorado Rd to Ave E	8,936	68.4	39	84	182
5	Oak Glen Road	Chapman Heights Rd to 5th St	6,843	67.2	33	71	152
6	Yucaipa Boulevard	1st St to California St	4,625	58.7	9	19	41
7	Yucaipa Boulevard	2nd Street to 3rd St	6,080	64.1	20	43	93
8	Yucaipa Boulevard	4th St to 3rd St	7,135	64.7	22	48	104
9	Yucaipa Boulevard	Oak Glen Road to 10th St	9,801	70.7	55	119	257
10	Yucaipa Boulevard	11th St to 10th St	9,250	70.4	53	115	247
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	4,847	65.8	26	56	121
12	Bryant Street	Fir Avenue to Oak Glen Rd	4,936	67.0	32	68	146
13	Bryant Street	Yucaipa Blvd to Date St	2,797	59.9	11	23	49
14	Bryant Street	Fir St to Carter St	3,531	64.4	21	45	98
15	Bryant Street	Wildwood Canyon Rd to Ave E	2,380	63.8	19	42	90
16	Wildwood Canyon Road	5th St to 4th St	4,344	61.8	14	31	66
17	Wildwood Canyon Road	Bryant St to Douglas St	2,757	61.2	13	28	60
18	5th Street	Wildwood Canyon Rd to Ave E	3,140	61.8	14	31	66
19	Date St	2nd St to California St	697	53.8	4	9	19
20	Date St	3rd St to Preston Ln	678	50.4	2	5	11
21	2nd Street	Date Street to Shasta St	358	47.6	2	3	7
22	Avenue E	4th St to 3rd St	2,363	55.8	6	12	26
23	Avenue E	1st St to California St	1,936	58.3	8	18	38

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	2nd St to Bryant St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,407
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	332	6	3	245	5	2	61	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.1	-23.4	-27.3	-7.4	-24.7	-28.6	-13.4	-30.7	-34.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.0	53.7	54.6	60.7	52.4	53.3	54.7	46.4	47.3
VEHICULAR NOISE	DAY=	63.2	Leq	EVENING=	61.9	Leq	NIGHT=	55.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.3**
					CNEL=	**64.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**45**	**97**
			CNEL:	**23**	**50**	**107**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Ave E to Yucaipa Blvd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,894
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	361	7	3	267	5	2	67	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.7	-23.0	-26.9	-7.1	-24.3	-28.3	-13.1	-30.3	-34.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.4	54.1	55.0	61.0	52.8	53.7	55.0	46.8	47.6
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.3	Leq	NIGHT=	56.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.7**
					CNEL=	**65.3**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**22**	**48**	**103**
			CNEL:	**24**	**53**	**113**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Bryant St to Fremont St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	1,660
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	102	2	1	75	1	1	19	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-12.2	-29.5	-33.4	-13.5	-30.8	-34.7	-19.5	-36.8	-40.7
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.2	49.7	50.0	57.9	48.4	48.6	51.9	42.4	42.6
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.8	Leq	NIGHT=	52.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.2**
					CNEL=	**61.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**13**	**28**	**60**
			CNEL:	**14**	**31**	**67**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Colorado Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	8,936
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	548	10	4	405	8	3	101	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-4.4	-21.7	-25.6	-5.8	-23.0	-27.0	-11.8	-29.0	-33.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.6	56.7	57.2	64.3	55.4	55.9	58.3	49.4	49.9
VEHICULAR NOISE	DAY=	66.7	Leq	EVENING=	65.4	Leq	NIGHT=	59.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.8**
					CNEL=	**68.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**36**	**77**	**165**
			CNEL:	**39**	**84**	**182**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Chapman Heights Rd to 5th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,843
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	420	8	3	310	6	2	78	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.6	-22.8	-26.8	-6.9	-24.2	-28.1	-12.9	-30.2	-34.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	55.5	56.1	63.2	54.2	54.8	57.2	48.2	48.8
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.2	Leq	NIGHT=	58.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.6**
					CNEL=	**67.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**30**	**64**	**138**
			CNEL:	**33**	**71**	**152**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,625
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	284	5	2	210	4	2	53	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.8	-22.0	-26.0	-6.1	-23.3	-27.3	-12.1	-29.3	-33.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.6	49.0	51.2	53.3	47.7	49.9	47.3	41.7	43.9
VEHICULAR NOISE	DAY=	57.0	Leq	EVENING=	55.7	Leq	NIGHT=	49.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.1**
					CNEL=	**58.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**8**	**17**	**37**
			CNEL:	**9**	**19**	**41**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	2nd Street to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,080
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	373	7	3	276	5	2	69	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.0	-22.3	-26.2	-6.3	-23.6	-27.5	-12.4	-29.6	-33.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	53.3	54.6	59.5	52.0	53.3	53.5	46.0	47.2
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	61.0	Leq	NIGHT=	55.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
					CNEL=	**64.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**18**	**39**	**85**
			CNEL:	**20**	**43**	**93**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,135
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	438	8	3	323	6	2	81	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.3	-21.6	-25.5	-5.6	-22.9	-26.8	-11.7	-28.9	-32.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.5	54.0	55.3	60.2	52.7	54.0	54.2	46.7	47.9
VEHICULAR NOISE	DAY=	63.0	Leq	EVENING=	61.7	Leq	NIGHT=	55.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.1**
					CNEL=	**64.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**20**	**44**	**94**
			CNEL:	**22**	**48**	**104**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,801
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	601	11	5	444	8	3	111	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.5	-20.8	-24.7	-4.8	-22.1	-26.0	-10.9	-28.1	-32.1
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.7	59.4	60.3	66.4	58.1	59.0	60.4	52.1	53.0
VEHICULAR NOISE	DAY=	68.9	Leq	EVENING=	67.6	Leq	NIGHT=	61.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.0**
					CNEL=	**70.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**50**	**108**	**233**
			CNEL:	**55**	**119**	**257**

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	11th St to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,250
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	567	11	4	419	8	3	105	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.8	-21.0	-25.0	-5.1	-22.3	-26.3	-11.1	-28.4	-32.3
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.4	59.2	60.1	66.1	57.9	58.7	60.1	51.8	52.7
VEHICULAR NOISE	DAY=	68.7	Leq	EVENING=	67.4	Leq	NIGHT=	61.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.8**
					CNEL=	**70.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**48**	**104**	**225**
			CNEL:	**53**	**115**	**247**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Oak Glen Road to Eucalyptus Ave	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,847
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	297	6	2	220	4	2	55	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-7.1	-24.3	-28.3	-8.4	-25.7	-29.6	-14.4	-31.7	-35.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	54.0	54.6	61.7	52.7	53.3	55.7	46.7	47.3
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.7	Leq	NIGHT=	56.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.1**
			CNEL=	**65.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**24**	**51**	**110**
	CNEL:	**26**	**56**	**121**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir Avenue to Oak Glen Rd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,936
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	303	6	2	224	4	2	56	1	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.5	-24.7	-28.7	-8.8	-26.0	-30.0	-14.8	-32.0	-36.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	54.8	55.1	63.1	53.5	53.8	57.1	47.5	47.8
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	64.0	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.4**
			CNEL=	**67.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**62**	**133**
	CNEL:	**32**	**68**	**146**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Yucaipa Blvd to Date St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,797
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	172	3	1	127	2	1	32	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.4	-25.6	-29.6	-9.7	-27.0	-30.9	-15.7	-33.0	-36.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.6	49.1	50.4	55.3	47.8	49.1	49.3	41.8	43.1
VEHICULAR NOISE	DAY=	58.2	Leq	EVENING=	56.8	Leq	NIGHT=	50.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.2**
			CNEL=	**59.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**10**	**21**	**45**
	CNEL:	**11**	**23**	**49**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir St to Carter St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,531
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	217	4	2	160	3	1	40	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.5	-25.7	-29.7	-9.8	-27.0	-31.0	-15.8	-33.0	-37.0
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	52.6	53.2	60.3	51.3	51.9	54.3	45.3	45.9
VEHICULAR NOISE	DAY=	62.7	Leq	EVENING=	61.3	Leq	NIGHT=	55.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.7**
			CNEL=	**64.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**41**	**89**
	CNEL:	**21**	**45**	**98**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,380
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	146	3	1	108	2	1	27	1	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-10.7	-27.9	-31.8	-12.0	-29.2	-33.2	-18.0	-35.2	-39.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.2	51.7	51.9	59.9	50.3	50.6	53.9	44.3	44.6
VEHICULAR NOISE	DAY=	62.1	Leq	EVENING=	60.8	Leq	NIGHT=	54.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.2**
			CNEL=	**63.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**38**	**82**
	CNEL:	**19**	**42**	**90**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	5th St to 4th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,344
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	266	5	2	197	4	1	49	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.5	-23.7	-27.7	-7.8	-25.0	-29.0	-13.8	-31.1	-35.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	51.0	52.3	57.2	49.7	51.0	51.2	43.7	45.0
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.8	Leq	NIGHT=	52.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.2**
			CNEL=	**61.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**28**	**60**
	CNEL:	**14**	**31**	**66**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Bryant St to Douglas St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,757
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	169	3	1	125	2	1	31	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-9.0	-26.3	-30.2	-10.4	-27.6	-31.6	-16.4	-33.6	-37.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.3	50.0	50.9	56.9	48.7	49.5	50.9	42.6	43.5
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	58.2	Leq	NIGHT=	52.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.6**
			CNEL=	**61.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**25**	**55**
	CNEL:	**13**	**28**	**60**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	5th Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,140
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	193	4	1	142	3	1	36	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.5	-25.7	-29.7	-9.8	-27.0	-31.0	-15.8	-33.0	-37.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	50.5	51.4	57.5	49.2	50.1	51.5	43.2	44.1
VEHICULAR NOISE	DAY=	60.1	Leq	EVENING=	58.7	Leq	NIGHT=	52.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.2**
			CNEL=	**61.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**28**	**60**
	CNEL:	**14**	**31**	**66**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	2nd St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	697
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	43	1	0	32	1	0	8	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-14.4	-31.7	-35.6	-15.8	-33.0	-36.9	-21.8	-39.0	-43.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	50.6	43.1	44.4	49.3	41.8	43.0	43.3	35.8	37.0
VEHICULAR NOISE	DAY=	52.1	Leq	EVENING=	50.8	Leq	NIGHT=	44.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**53.2**
			CNEL=	**53.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**8**	**18**
	CNEL:	**4**	**9**	**19**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	3rd St to Preston Ln	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	678
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	42	1	0	31	1	0	8	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-13.1	-30.3	-34.3	-14.4	-31.6	-35.6	-20.4	-37.7	-41.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.3	40.7	42.9	45.0	39.4	41.6	39.0	33.4	35.6
VEHICULAR NOISE	DAY=	48.7	Leq	EVENING=	47.4	Leq	NIGHT=	41.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.8**
			CNEL=	**50.4**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**2**	**5**	**10**
	CNEL:	**2**	**5**	**11**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	2nd Street	Analyst:	NJF
Segment:	Date Street to Shasta St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	358
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	22	0	0	16	0	0	4	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-15.9	-33.1	-37.1	-17.2	-34.4	-38.4	-23.2	-40.4	-44.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	43.5	37.9	40.1	42.2	36.6	38.8	36.2	30.6	32.8
VEHICULAR NOISE	DAY=	45.9	Leq	EVENING=	44.6	Leq	NIGHT=	38.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**47.0**
			CNEL=	**47.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**1**	**3**	**7**
	CNEL:	**2**	**3**	**7**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,363
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	145	3	1	107	2	1	27	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-7.7	-24.9	-28.9	-9.0	-26.2	-30.2	-15.0	-32.2	-36.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.7	46.1	48.3	50.4	44.8	47.0	44.4	38.8	41.0
VEHICULAR NOISE	DAY=	54.1	Leq	EVENING=	52.8	Leq	NIGHT=	46.8	Leq

RESULTS

NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.2**
			CNEL=	**55.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**24**
	CNEL:	**6**	**12**	**26**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 NO PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	1,936
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	119	2	1	88	2	1	22	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-10.0	-27.2	-31.2	-11.3	-28.6	-32.5	-17.3	-34.6	-38.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.1	47.5	48.8	53.7	46.2	47.5	47.7	40.2	41.5
VEHICULAR NOISE	DAY=	56.6	Leq	EVENING=	55.2	Leq	NIGHT=	49.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**57.6**
			CNEL=	**58.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**16**	**35**
	CNEL:	**8**	**18**	**38**

Oak Glen SP

2018 PLUS PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)	
1	Oak Glen Road	2nd St to Bryant St	5,617	40	48	Soft	4D	**0%**	1
2	Oak Glen Road	Ave E to Yucaipa Blvd	7,574	40	48	Soft	4D	**0%**	2
3	Oak Glen Road	Bryant St to Fremont St	1,870	50	36	Soft	4U	**0%**	3
4	Oak Glen Road	Colorado Rd to Ave E	10,617	45	48	Soft	4D	**0%**	4
5	Oak Glen Road	Chapman Heights Rd to 5th St	9,365	45	48	Soft	4D	**0%**	5
6	Yucaipa Boulevard	1st St to California St	5,045	25	12	Soft	2U	**0%**	6
7	Yucaipa Boulevard	2nd Street to 3rd St	6,710	35	48	Soft	4D	**0%**	7
8	Yucaipa Boulevard	4th St to 3rd St	7,765	35	48	Soft	4D	**0%**	8
9	Yucaipa Boulevard	Oak Glen Road to 10th St	10,641	40	84	Soft	6D	**0%**	9
10	Yucaipa Boulevard	11th St to 10th St	10,092	40	84	Soft	6D	**0%**	10
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	6,109	45	48	Soft	4D	**0%**	11
12	Bryant Street	Fir Avenue to Oak Glen Rd	5,146	50	48	Soft	4D	**0%**	12
13	Bryant Street	Yucaipa Blvd to Date St	3,847	35	12	Soft	2U	**0%**	13
14	Bryant Street	Fir St to Carter St	3,741	45	48	Soft	4D	**0%**	14
15	Bryant Street	Wildwood Canyon Rd to Ave E	2,590	50	48	Soft	4D	**0%**	15
16	Wildwood Canyon Road	5th St to 4th St	4,554	35	12	Soft	2U	**0%**	16
17	Wildwood Canyon Road	Bryant St to Douglas St	2,967	40	12	Soft	2U	**0%**	17
18	5th Street	Wildwood Canyon Rd to Ave E	3,980	40	12	Soft	2U	**0%**	18
19	Date St	2nd St to California St	908	35	12	Soft	2U	**0%**	19
20	Date St	3rd St to Preston Ln	888	25	12	Soft	2U	**0%**	20
21	2nd Street	Date Street to Shasta St	568	25	12	Soft	2U	**0%**	21
22	Avenue E	4th St to 3rd St	2,573	25	12	Soft	2U	**0%**	22
23	Avenue E	1st St to California St	2,146	35	12	Soft	2U	**0%**	23

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra
Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM tc	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Oak Glen SP
2018 PLUS PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTANCE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Oak Glen Road	2nd St to Bryant St	5,617	65.1	24	51	110
2	Oak Glen Road	Ave E to Yucaipa Blvd	7,574	66.4	29	62	134
3	Oak Glen Road	Bryant St to Fremont St	1,870	62.4	16	33	72
4	Oak Glen Road	Colorado Rd to Ave E	10,617	69.2	44	95	204
5	Oak Glen Road	Chapman Heights Rd to 5th St	9,365	68.6	40	87	188
6	Yucaipa Boulevard	1st St to California St	5,045	59.1	9	20	44
7	Yucaipa Boulevard	2nd Street to 3rd St	6,710	64.5	21	46	99
8	Yucaipa Boulevard	4th St to 3rd St	7,765	65.1	24	51	110
9	Yucaipa Boulevard	Oak Glen Road to 10th St	10,641	71.0	58	126	271
10	Yucaipa Boulevard	11th St to 10th St	10,092	70.8	56	122	262
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	6,109	66.8	30	65	141
12	Bryant Street	Fir Avenue to Oak Glen Rd	5,146	67.2	32	70	150
13	Bryant Street	Yucaipa Blvd to Date St	3,847	61.3	13	28	61
14	Bryant Street	Fir St to Carter St	3,741	64.6	22	47	102
15	Bryant Street	Wildwood Canyon Rd to Ave E	2,590	64.2	21	44	95
16	Wildwood Canyon Road	5th St to 4th St	4,554	62.0	15	32	68
17	Wildwood Canyon Road	Bryant St to Douglas St	2,967	61.5	14	29	63
18	5th Street	Wildwood Canyon Rd to Ave E	3,980	62.8	17	36	77
19	Date St	2nd St to California St	908	55.0	5	11	23
20	Date St	3rd St to Preston Ln	888	51.6	3	6	14
21	2nd Street	Date Street to Shasta St	568	49.6	2	5	10
22	Avenue E	4th St to 3rd St	2,573	56.2	6	13	28
23	Avenue E	1st St to California St	2,146	58.7	9	19	41

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	2nd St to Bryant St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,617
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	345	7	3	255	5	2	64	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-6.0	-23.2	-27.1	-7.3	-24.5	-28.5	-13.3	-30.5	-34.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.2	53.9	54.8	60.8	52.6	53.4	54.8	46.5	47.4
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	62.1	Leq	NIGHT=	56.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.5**
					CNEL=	**65.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**46**	**100**
			CNEL:	**24**	**51**	**110**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Ave E to Yucaipa Blvd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,574
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	465	9	4	343	6	3	86	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.7	-21.9	-25.9	-6.0	-23.2	-27.2	-12.0	-29.2	-33.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.5	55.2	56.1	62.1	53.9	54.7	56.1	47.8	48.7
VEHICULAR NOISE	DAY=	64.7	Leq	EVENING=	63.4	Leq	NIGHT=	57.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.8**
					CNEL=	**66.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**26**	**56**	**122**
			CNEL:	**29**	**62**	**134**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Bryant St to Fremont St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	1,870
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	115	2	1	85	2	1	21	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-11.7	-28.9	-32.9	-13.0	-30.3	-34.2	-19.0	-36.3	-40.2
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.8	50.2	50.5	58.5	48.9	49.2	52.4	42.9	43.1
VEHICULAR NOISE	DAY=	60.7	Leq	EVENING=	59.3	Leq	NIGHT=	53.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.8**
					CNEL=	**62.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**14**	**30**	**65**
			CNEL:	**16**	**33**	**72**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Colorado Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	10,617
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	651	12	5	481	9	4	121	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.7	-20.9	-24.9	-5.0	-22.3	-26.2	-11.0	-28.3	-32.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	57.4	58.0	65.1	56.1	56.7	59.1	50.1	50.7
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	66.1	Leq	NIGHT=	60.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.5**
					CNEL=	**69.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**40**	**86**	**185**
			CNEL:	**44**	**95**	**204**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Chapman Heights Rd to 5th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,365
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	574	11	4	425	8	3	106	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-4.2	-21.5	-25.4	-5.6	-22.8	-26.8	-11.6	-28.8	-32.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	56.9	57.4	64.5	55.6	56.1	58.5	49.6	50.1
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.6	Leq	NIGHT=	59.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.0**
					CNEL=	**68.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**37**	**79**	**170**
			CNEL:	**40**	**87**	**188**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,045
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	309	6	2	229	4	2	57	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.4	-21.6	-25.6	-5.7	-22.9	-26.9	-11.7	-28.9	-32.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.0	49.4	51.6	53.7	48.1	50.3	47.7	42.1	44.3
VEHICULAR NOISE	DAY=	57.4	Leq	EVENING=	56.1	Leq	NIGHT=	50.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.5**
					CNEL=	**59.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**9**	**18**	**40**
			CNEL:	**9**	**20**	**44**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	2nd Street to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,710
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	412	8	3	304	6	2	76	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.6	-21.8	-25.8	-5.9	-23.2	-27.1	-11.9	-29.2	-33.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.3	53.7	55.0	59.9	52.4	53.7	53.9	46.4	47.7
VEHICULAR NOISE	DAY=	62.8	Leq	EVENING=	61.4	Leq	NIGHT=	55.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.9**
					CNEL=	**64.5**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**19**	**42**	**90**
			CNEL:	**21**	**46**	**99**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,765
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	476	9	4	352	7	3	88	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.0	-21.2	-25.2	-5.3	-22.5	-26.5	-11.3	-28.5	-32.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	54.4	55.6	60.6	53.1	54.3	54.6	47.0	48.3
VEHICULAR NOISE	DAY=	63.4	Leq	EVENING=	62.1	Leq	NIGHT=	56.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.5**
					CNEL=	**65.1**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**46**	**100**
			CNEL:	**24**	**51**	**110**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	10,641
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	653	12	5	482	9	4	121	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.2	-20.4	-24.4	-4.5	-21.7	-25.7	-10.5	-27.7	-31.7
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.1	59.8	60.7	66.7	58.5	59.4	60.7	52.4	53.3
VEHICULAR NOISE	DAY=	69.3	Leq	EVENING=	68.0	Leq	NIGHT=	62.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.4**
					CNEL=	**71.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**53**	**114**	**247**
			CNEL:	**58**	**126**	**271**

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	11th St to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	10,092
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	619	12	5	458	9	3	115	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.4	-20.6	-24.6	-4.7	-22.0	-25.9	-10.7	-28.0	-31.9
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.8	59.5	60.4	66.5	58.2	59.1	60.5	52.2	53.1
VEHICULAR NOISE	DAY=	69.1	Leq	EVENING=	67.8	Leq	NIGHT=	61.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.2**
					CNEL=	**70.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**51**	**110**	**238**
			CNEL:	**56**	**122**	**262**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Oak Glen Road to Eucalyptus Ave	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,109
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	375	7	3	277	5	2	69	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-6.1	-23.3	-27.3	-7.4	-24.7	-28.6	-13.4	-30.7	-34.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	55.0	55.6	62.7	53.7	54.3	56.7	47.7	48.3
VEHICULAR NOISE	DAY=	65.0	Leq	EVENING=	63.7	Leq	NIGHT=	57.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.1**
			CNEL=	**66.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**28**	**59**	**128**
	CNEL:	**30**	**65**	**141**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir Avenue to Oak Glen Rd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,146
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	316	6	2	233	4	2	58	1	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-7.3	-24.5	-28.5	-8.6	-25.9	-29.8	-14.6	-31.9	-35.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.6	55.0	55.3	63.3	53.7	54.0	57.2	47.7	47.9
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.1	Leq	NIGHT=	58.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.6**
			CNEL=	**67.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**63**	**137**
	CNEL:	**32**	**70**	**150**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Yucaipa Blvd to Date St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,847
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	236	4	2	174	3	1	44	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-7.0	-24.3	-28.2	-8.3	-25.6	-29.5	-14.3	-31.6	-35.5
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.0	50.5	51.8	56.7	49.2	50.5	50.7	43.2	44.5
VEHICULAR NOISE	DAY=	59.5	Leq	EVENING=	58.2	Leq	NIGHT=	52.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.6**
			CNEL=	**61.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**26**	**55**
	CNEL:	**13**	**28**	**61**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir St to Carter St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,741
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	229	4	2	170	3	1	42	1	0
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-8.2	-25.5	-29.4	-9.5	-26.8	-30.7	-15.6	-32.8	-36.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.9	52.9	53.5	60.5	51.6	52.2	54.5	45.6	46.1
VEHICULAR NOISE	DAY=	62.9	Leq	EVENING=	61.6	Leq	NIGHT=	55.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.0**
			CNEL=	**64.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**20**	**43**	**92**
	CNEL:	**22**	**47**	**102**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,590
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	159	3	1	117	2	1	29	1	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-10.3	-27.5	-31.5	-11.6	-28.8	-32.8	-17.6	-34.8	-38.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.6	52.0	52.3	60.3	50.7	51.0	54.3	44.7	45.0
VEHICULAR NOISE	DAY=	62.5	Leq	EVENING=	61.2	Leq	NIGHT=	55.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.6**
			CNEL=	**64.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**19**	**40**	**86**
	CNEL:	**21**	**44**	**95**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	5th St to 4th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,554
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	279	5	2	206	4	2	52	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-6.3	-23.5	-27.5	-7.6	-24.8	-28.8	-13.6	-30.8	-34.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	51.2	52.5	57.5	49.9	51.2	51.4	43.9	45.2
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	59.0	Leq	NIGHT=	52.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.4**
			CNEL=	**62.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**29**	**62**
	CNEL:	**15**	**32**	**68**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Bryant St to Douglas St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,967
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	182	3	1	135	3	1	34	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.7	-26.0	-29.9	-10.0	-27.3	-31.2	-16.1	-33.3	-37.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.6	50.3	51.2	57.3	49.0	49.9	51.3	43.0	43.9
VEHICULAR NOISE	DAY=	59.8	Leq	EVENING=	58.5	Leq	NIGHT=	52.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**60.9**
			CNEL=	**61.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**12**	**27**	**58**
	CNEL:	**14**	**29**	**63**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	5th Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,980
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	244	5	2	180	3	1	45	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.5	-24.7	-28.6	-8.8	-26.0	-30.0	-14.8	-32.0	-36.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.9	51.6	52.5	58.5	50.3	51.1	52.5	44.2	45.1
VEHICULAR NOISE	DAY=	61.1	Leq	EVENING=	59.8	Leq	NIGHT=	53.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.2**
			CNEL=	**62.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**70**
	CNEL:	**17**	**36**	**77**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	2nd St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	908
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	56	1	0	41	1	0	10	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-13.3	-30.5	-34.5	-14.6	-31.8	-35.8	-20.6	-37.9	-41.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.8	44.2	45.5	50.5	42.9	44.2	44.4	36.9	38.2
VEHICULAR NOISE	DAY=	53.3	Leq	EVENING=	52.0	Leq	NIGHT=	45.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**54.4**
			CNEL=	**55.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**10**	**21**
	CNEL:	**5**	**11**	**23**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	3rd St to Preston Ln	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	888
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	54	1	0	40	1	0	10	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-11.9	-29.2	-33.1	-13.2	-30.5	-34.4	-19.2	-36.5	-40.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.5	41.9	44.1	46.1	40.6	42.8	40.1	34.5	36.7
VEHICULAR NOISE	DAY=	49.8	Leq	EVENING=	48.5	Leq	NIGHT=	42.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.9**
			CNEL=	**51.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**6**	**12**
	CNEL:	**3**	**6**	**14**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	2nd Street	Analyst:	NJF
Segment:	Date Street to Shasta St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	568
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	35	1	0	26	0	0	6	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-13.9	-31.1	-35.1	-15.2	-32.4	-36.4	-21.2	-38.4	-42.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	45.5	39.9	42.1	44.2	38.6	40.8	38.2	32.6	34.8
VEHICULAR NOISE	DAY=	47.9	Leq	EVENING=	46.6	Leq	NIGHT=	40.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**49.0**
			CNEL=	**49.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**2**	**4**	**9**
	CNEL:	**2**	**5**	**10**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,573
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	158	3	1	117	2	1	29	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-7.3	-24.5	-28.5	-8.6	-25.9	-29.8	-14.6	-31.9	-35.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.1	46.5	48.7	50.8	45.2	47.4	44.8	39.2	41.4
VEHICULAR NOISE	DAY=	54.5	Leq	EVENING=	53.2	Leq	NIGHT=	47.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.6**
			CNEL=	**56.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**12**	**25**
	CNEL:	**6**	**13**	**28**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2018 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,146
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	132	2	1	97	2	1	24	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.6	-26.8	-30.7	-10.9	-28.1	-32.1	-16.9	-34.1	-38.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.5	48.0	49.2	54.2	46.7	47.9	48.2	40.7	41.9
VEHICULAR NOISE	DAY=	57.0	Leq	EVENING=	55.7	Leq	NIGHT=	49.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.1**
			CNEL=	**58.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**9**	**19**	**41**

Oak Glen SP

2040 NO PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)	
1	Oak Glen Road	2nd St to Bryant St	6,731	40	48	Soft	4D	**0%**	1
2	Oak Glen Road	Ave E to Yucaipa Blvd	6,899	40	48	Soft	4D	**0%**	2
3	Oak Glen Road	Bryant St to Fremont St	1,808	50	36	Soft	4U	**0%**	3
4	Oak Glen Road	Colorado Rd to Ave E	10,645	45	48	Soft	4D	**0%**	4
5	Oak Glen Road	Chapman Heights Rd to 5th St	6,843	45	48	Soft	4D	**0%**	5
6	Yucaipa Boulevard	1st St to California St	4,959	25	12	Soft	2U	**0%**	6
7	Yucaipa Boulevard	2nd Street to 3rd St	7,568	35	48	Soft	4D	**0%**	7
8	Yucaipa Boulevard	4th St to 3rd St	8,881	35	48	Soft	4D	**0%**	8
9	Yucaipa Boulevard	Oak Glen Road to 10th St	11,728	40	84	Soft	6D	**0%**	9
10	Yucaipa Boulevard	11th St to 10th St	11,031	40	84	Soft	6D	**0%**	10
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	10,565	45	48	Soft	4D	**0%**	11
12	Bryant Street	Fir Avenue to Oak Glen Rd	6,735	50	48	Soft	4D	**0%**	12
13	Bryant Street	Yucaipa Blvd to Date St	5,428	35	12	Soft	2U	**0%**	13
14	Bryant Street	Fir St to Carter St	6,526	45	48	Soft	4D	**0%**	14
15	Bryant Street	Wildwood Canyon Rd to Ave E	7,408	50	48	Soft	4D	**0%**	15
16	Wildwood Canyon Road	5th St to 4th St	7,106	35	12	Soft	2U	**0%**	16
17	Wildwood Canyon Road	Bryant St to Douglas St	3,110	40	12	Soft	2U	**0%**	17
18	5th Street	Wildwood Canyon Rd to Ave E	3,236	40	12	Soft	2U	**0%**	18
19	Date St	2nd St to California St	869	35	12	Soft	2U	**0%**	19
20	Date St	3rd St to Preston Ln	733	25	12	Soft	2U	**0%**	20
21	2nd Street	Date Street to Shasta St	515	25	12	Soft	2U	**0%**	21
22	Avenue E	4th St to 3rd St	4,471	25	12	Soft	2U	**0%**	22
23	Avenue E	1st St to California St	2,410	35	12	Soft	2U	**0%**	23

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra

Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM tc	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Oak Glen SP
2040 NO PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTANCE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Oak Glen Road	2nd St to Bryant St	6,731	65.9	27	57	124
2	Oak Glen Road	Ave E to Yucaipa Blvd	6,899	66.0	27	58	126
3	Oak Glen Road	Bryant St to Fremont St	1,808	62.2	15	33	70
4	Oak Glen Road	Colorado Rd to Ave E	10,645	69.2	44	95	204
5	Oak Glen Road	Chapman Heights Rd to 5th St	6,843	67.2	33	71	152
6	Yucaipa Boulevard	1st St to California St	4,959	59.0	9	20	43
7	Yucaipa Boulevard	2nd Street to 3rd St	7,568	65.0	23	50	108
8	Yucaipa Boulevard	4th St to 3rd St	8,881	65.7	26	56	120
9	Yucaipa Boulevard	Oak Glen Road to 10th St	11,728	71.4	62	134	290
10	Yucaipa Boulevard	11th St to 10th St	11,031	71.2	60	129	278
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	10,565	69.1	44	94	203
12	Bryant Street	Fir Avenue to Oak Glen Rd	6,735	68.3	39	84	180
13	Bryant Street	Yucaipa Blvd to Date St	5,428	62.8	16	35	76
14	Bryant Street	Fir St to Carter St	6,526	67.0	32	68	147
15	Bryant Street	Wildwood Canyon Rd to Ave E	7,408	68.8	41	89	192
16	Wildwood Canyon Road	5th St to 4th St	7,106	63.9	20	42	91
17	Wildwood Canyon Road	Bryant St to Douglas St	3,110	61.7	14	30	65
18	5th Street	Wildwood Canyon Rd to Ave E	3,236	61.9	14	31	67
19	Date St	2nd St to California St	869	54.8	5	10	22
20	Date St	3rd St to Preston Ln	733	50.7	3	6	12
21	2nd Street	Date Street to Shasta St	515	49.2	2	4	10
22	Avenue E	4th St to 3rd St	4,471	58.6	9	19	40
23	Avenue E	1st St to California St	2,410	59.2	10	21	44

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	2nd St to Bryant St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,731
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	413	8	3	305	6	2	76	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.2	-22.4	-26.4	-6.5	-23.7	-27.7	-12.5	-29.7	-33.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.9	54.7	55.5	61.6	53.3	54.2	55.6	47.3	48.2
VEHICULAR NOISE	DAY=	64.2	Leq	EVENING=	62.9	Leq	NIGHT=	56.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.3**
					CNEL=	**65.9**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**24**	**52**	**112**
			CNEL:	**27**	**57**	**124**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Ave E to Yucaipa Blvd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,899
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	423	8	3	313	6	2	78	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.1	-22.3	-26.3	-6.4	-23.6	-27.6	-12.4	-29.6	-33.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.0	54.8	55.7	61.7	53.4	54.3	55.7	47.4	48.3
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	63.0	Leq	NIGHT=	57.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.4**
					CNEL=	**66.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**25**	**53**	**114**
			CNEL:	**27**	**58**	**126**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Bryant St to Fremont St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	1,808
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	111	2	1	82	2	1	21	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-11.8	-29.1	-33.0	-13.2	-30.4	-34.4	-19.2	-36.4	-40.4
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.6	50.1	50.3	58.3	48.7	49.0	52.3	42.7	43.0
VEHICULAR NOISE	DAY=	60.5	Leq	EVENING=	59.2	Leq	NIGHT=	53.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.6**
					CNEL=	**62.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**14**	**30**	**64**
			CNEL:	**15**	**33**	**70**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Colorado Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	10,645
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	653	12	5	483	9	4	121	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.7	-20.9	-24.9	-5.0	-22.2	-26.2	-11.0	-28.3	-32.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	57.4	58.0	65.1	56.1	56.7	59.1	50.1	50.7
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	66.1	Leq	NIGHT=	60.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.5**
					CNEL=	**69.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**40**	**86**	**186**
			CNEL:	**44**	**95**	**204**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Chapman Heights Rd to 5th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,843
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	420	8	3	310	6	2	78	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.6	-22.8	-26.8	-6.9	-24.2	-28.1	-12.9	-30.2	-34.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.5	55.5	56.1	63.2	54.2	54.8	57.2	48.2	48.8
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.2	Leq	NIGHT=	58.2	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.6**
					CNEL=	**67.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**30**	**64**	**138**
			CNEL:	**33**	**71**	**152**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,959
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	304	6	2	225	4	2	56	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.5	-21.7	-25.6	-5.8	-23.0	-27.0	-11.8	-29.0	-33.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.9	49.3	51.5	53.6	48.0	50.2	47.6	42.0	44.2
VEHICULAR NOISE	DAY=	57.3	Leq	EVENING=	56.0	Leq	NIGHT=	50.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.4**
					CNEL=	**59.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**8**	**18**	**39**
			CNEL:	**9**	**20**	**43**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	2nd Street to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,568
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	464	9	4	343	6	3	86	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.1	-21.3	-25.3	-5.4	-22.6	-26.6	-11.4	-28.6	-32.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	61.8	54.3	55.5	60.5	52.9	54.2	54.5	46.9	48.2
VEHICULAR NOISE	DAY=	63.3	Leq	EVENING=	62.0	Leq	NIGHT=	56.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.4**
					CNEL=	**65.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**21**	**45**	**98**
			CNEL:	**23**	**50**	**108**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	8,881
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	545	10	4	403	8	3	101	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.4	-20.6	-24.6	-4.7	-21.9	-25.9	-10.7	-27.9	-31.9
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.5	55.0	56.2	61.2	53.6	54.9	55.1	47.6	48.9
VEHICULAR NOISE	DAY=	64.0	Leq	EVENING=	62.7	Leq	NIGHT=	56.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.1**
					CNEL=	**65.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**23**	**51**	**109**
			CNEL:	**26**	**56**	**120**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	11,728
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	719	14	5	532	10	4	133	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.8	-20.0	-24.0	-4.1	-21.3	-25.3	-10.1	-27.3	-31.3
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.5	60.2	61.1	67.2	58.9	59.8	61.2	52.9	53.8
VEHICULAR NOISE	DAY=	69.7	Leq	EVENING=	68.4	Leq	NIGHT=	62.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.8**
					CNEL=	**71.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**57**	**122**	**263**
			CNEL:	**62**	**134**	**290**

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	11th St to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	11,031
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	677	13	5	500	9	4	125	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-3.0	-20.3	-24.2	-4.3	-21.6	-25.5	-10.3	-27.6	-31.5
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.2	59.9	60.8	66.9	58.6	59.5	60.9	52.6	53.5
VEHICULAR NOISE	DAY=	69.5	Leq	EVENING=	68.1	Leq	NIGHT=	62.1	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.5**
					CNEL=	**71.2**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**54**	**117**	**253**
			CNEL:	**60**	**129**	**278**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Oak Glen Road to Eucalyptus Ave	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	10,565
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	648	12	5	479	9	4	120	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.7	-21.0	-24.9	-5.0	-22.3	-26.2	-11.0	-28.3	-32.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.4	57.4	58.0	65.1	56.1	56.7	59.0	50.1	50.6
VEHICULAR NOISE	DAY=	67.4	Leq	EVENING=	66.1	Leq	NIGHT=	60.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.5**
			CNEL=	**69.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**40**	**86**	**185**
	CNEL:	**44**	**94**	**203**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir Avenue to Oak Glen Rd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,735
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	413	8	3	305	6	2	76	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.1	-23.4	-27.3	-7.4	-24.7	-28.6	-13.5	-30.7	-34.7
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.7	56.2	56.4	64.4	54.9	55.1	58.4	48.8	49.1
VEHICULAR NOISE	DAY=	66.6	Leq	EVENING=	65.3	Leq	NIGHT=	59.3	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.7**
			CNEL=	**68.3**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**35**	**76**	**164**
	CNEL:	**39**	**84**	**180**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Yucaipa Blvd to Date St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,428
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	333	6	3	246	5	2	62	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-5.5	-22.8	-26.7	-6.8	-24.1	-28.0	-12.8	-30.1	-34.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.5	52.0	53.3	58.2	50.7	52.0	52.2	44.7	45.9
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	59.7	Leq	NIGHT=	53.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.1**
			CNEL=	**62.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**32**	**69**
	CNEL:	**16**	**35**	**76**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir St to Carter St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,526
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	400	8	3	296	6	2	74	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.8	-23.1	-27.0	-7.1	-24.4	-28.3	-13.1	-30.4	-34.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.3	55.3	55.9	63.0	54.0	54.6	57.0	48.0	48.6
VEHICULAR NOISE	DAY=	65.3	Leq	EVENING=	64.0	Leq	NIGHT=	58.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.4**
			CNEL=	**67.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**62**	**134**
	CNEL:	**32**	**68**	**147**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,408
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	454	9	3	336	6	3	84	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.7	-23.0	-26.9	-7.0	-24.3	-28.2	-13.0	-30.3	-34.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.1	56.6	56.9	64.8	55.3	55.5	58.8	49.3	49.5
VEHICULAR NOISE	DAY=	67.0	Leq	EVENING=	65.7	Leq	NIGHT=	59.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.1**
			CNEL=	**68.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**38**	**81**	**174**
	CNEL:	**41**	**89**	**192**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	5th St to 4th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,106
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	436	8	3	322	6	2	81	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.4	-21.6	-25.5	-5.7	-22.9	-26.9	-11.7	-28.9	-32.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.7	53.2	54.4	59.4	51.9	53.1	53.4	45.9	47.1
VEHICULAR NOISE	DAY=	62.2	Leq	EVENING=	60.9	Leq	NIGHT=	54.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.3**
			CNEL=	**63.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**38**	**83**
	CNEL:	**20**	**42**	**91**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Bryant St to Douglas St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,110
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	191	4	1	141	3	1	35	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.5	-25.8	-29.7	-9.8	-27.1	-31.0	-15.8	-33.1	-37.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	58.8	50.5	51.4	57.5	49.2	50.1	51.5	43.2	44.1
VEHICULAR NOISE	DAY=	60.0	Leq	EVENING=	58.7	Leq	NIGHT=	52.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.1**
			CNEL=	**61.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**28**	**59**
	CNEL:	**14**	**30**	**65**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	5th Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,236
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	198	4	2	147	3	1	37	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.3	-25.6	-29.5	-9.7	-26.9	-30.9	-15.7	-32.9	-36.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.0	50.7	51.6	57.6	49.4	50.2	51.6	43.3	44.2
VEHICULAR NOISE	DAY=	60.2	Leq	EVENING=	58.9	Leq	NIGHT=	52.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.3**
			CNEL=	**61.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**28**	**61**
	CNEL:	**14**	**31**	**67**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	2nd St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	869
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA

	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	53	1	0	39	1	0	10	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-13.5	-30.7	-34.7	-14.8	-32.0	-36.0	-20.8	-38.0	-42.0
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	51.6	44.1	45.3	50.3	42.7	44.0	44.2	36.7	38.0
VEHICULAR NOISE	DAY=	53.1	Leq	EVENING=	51.8	Leq	NIGHT=	45.8	Leq

RESULTS

NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA): **Ldn= 54.2**
CNEL= 54.8

NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**4**	**9**	**20**
	CNEL:	**5**	**10**	**22**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	3rd St to Preston Ln	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	733
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	45	1	0	33	1	0	8	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-12.8	-30.0	-34.0	-14.1	-31.3	-35.3	-20.1	-37.3	-41.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.6	41.0	43.2	45.3	39.7	41.9	39.3	33.7	35.9
VEHICULAR NOISE	DAY=	49.0	Leq	EVENING=	47.7	Leq	NIGHT=	41.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.1**
			CNEL=	**50.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**2**	**5**	**11**
	CNEL:	**3**	**6**	**12**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	2nd Street	Analyst:	NJF
Segment:	Date Street to Shasta St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	515
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	32	1	0	23	0	0	6	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-14.3	-31.5	-35.5	-15.6	-32.8	-36.8	-21.6	-38.9	-42.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	45.1	39.5	41.7	43.8	38.2	40.4	37.8	32.2	34.4
VEHICULAR NOISE	DAY=	47.5	Leq	EVENING=	46.2	Leq	NIGHT=	40.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**48.6**
			CNEL=	**49.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**2**	**4**	**9**
	CNEL:	**2**	**4**	**10**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,471
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	274	5	2	203	4	2	51	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.9	-22.1	-26.1	-6.2	-23.5	-27.4	-12.2	-29.5	-33.4
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.5	48.9	51.1	53.2	47.6	49.8	47.2	41.6	43.8
VEHICULAR NOISE	DAY=	56.9	Leq	EVENING=	55.6	Leq	NIGHT=	49.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.0**
			CNEL=	**58.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**17**	**37**
	CNEL:	**9**	**19**	**40**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 NO PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,410
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	148	3	1	109	2	1	27	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-9.0	-26.3	-30.2	-10.4	-27.6	-31.6	-16.4	-33.6	-37.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.0	48.5	49.7	54.7	47.2	48.4	48.7	41.2	42.4
VEHICULAR NOISE	DAY=	57.5	Leq	EVENING=	56.2	Leq	NIGHT=	50.2	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.6**
			CNEL=	**59.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**19**	**40**
	CNEL:	**10**	**21**	**44**

Oak Glen SP
2040 PLUS PROJECT CONDITIONS NOISE CONTOURS RESULT SUMMARY TABLE

#	ROADWAY	SEGMENT	DAILY TRAFFIC VOLUMES	NOISE LEVEL AT 50 FT. (dBA CNEL)	DISTANCE TO NOISE CONTOUR (FT.)		
					70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Oak Glen Road	2nd St to Bryant St	6,941	66.0	27	59	126
2	Oak Glen Road	Ave E to Yucaipa Blvd	8,580	67.0	31	68	145
3	Oak Glen Road	Bryant St to Fremont St	2,019	62.7	16	35	76
4	Oak Glen Road	Colorado Rd to Ave E	12,327	69.8	49	105	225
5	Oak Glen Road	Chapman Heights Rd to 5th St	9,365	68.6	40	87	188
6	Yucaipa Boulevard	1st St to California St	5,379	59.4	10	21	46
7	Yucaipa Boulevard	2nd Street to 3rd St	8,198	65.4	24	53	114
8	Yucaipa Boulevard	4th St to 3rd St	9,511	66.0	27	58	126
9	Yucaipa Boulevard	Oak Glen Road to 10th St	12,568	71.7	65	141	303
10	Yucaipa Boulevard	11th St to 10th St	11,871	71.5	63	136	292
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	11,826	69.6	47	102	219
12	Bryant Street	Fir Avenue to Oak Glen Rd	6,945	68.5	40	85	184
13	Bryant Street	Yucaipa Blvd to Date St	6,480	63.5	19	40	86
14	Bryant Street	Fir St to Carter St	6,736	67.2	32	70	151
15	Bryant Street	Wildwood Canyon Rd to Ave E	7,618	68.9	42	91	195
16	Wildwood Canyon Road	5th St to 4th St	7,316	64.1	20	43	93
17	Wildwood Canyon Road	Bryant St to Douglas St	3,320	62.0	15	32	68
18	5th Street	Wildwood Canyon Rd to Ave E	4,077	62.9	17	36	78
19	Date St	2nd St to California St	1,079	55.7	6	12	26
20	Date St	3rd St to Preston Ln	944	51.8	3	7	14
21	2nd Street	Date Street to Shasta St	725	50.7	3	6	12
22	Avenue E	4th St to 3rd St	4,681	58.8	9	19	42
23	Avenue E	1st St to California St	2,620	59.6	10	22	47

Oak Glen SP

2040 PLUS PROJECT

#	ROADWAY	SEGMENT	ADT	POSTED SPEED LIMIT	LANE DISTANCE	SITE CONDITION	LANES	GRADE (%)	
1	Oak Glen Road	2nd St to Bryant St	6,941	40	48	Soft	4D	**0%**	1
2	Oak Glen Road	Ave E to Yucaipa Blvd	8,580	40	48	Soft	4D	**0%**	2
3	Oak Glen Road	Bryant St to Fremont St	2,019	50	36	Soft	4U	**0%**	3
4	Oak Glen Road	Colorado Rd to Ave E	12,327	45	48	Soft	4D	**0%**	4
5	Oak Glen Road	Chapman Heights Rd to 5th St	9,365	45	48	Soft	4D	**0%**	5
6	Yucaipa Boulevard	1st St to California St	5,379	25	12	Soft	2U	**0%**	6
7	Yucaipa Boulevard	2nd Street to 3rd St	8,198	35	48	Soft	4D	**0%**	7
8	Yucaipa Boulevard	4th St to 3rd St	9,511	35	48	Soft	4D	**0%**	8
9	Yucaipa Boulevard	Oak Glen Road to 10th St	12,568	40	84	Soft	6D	**0%**	9
10	Yucaipa Boulevard	11th St to 10th St	11,871	40	84	Soft	6D	**0%**	10
11	Bryant Street	Oak Glen Road to Eucalyptus Ave	11,826	45	48	Soft	4D	**0%**	11
12	Bryant Street	Fir Avenue to Oak Glen Rd	6,945	50	48	Soft	4D	**0%**	12
13	Bryant Street	Yucaipa Blvd to Date St	6,480	35	12	Soft	2U	**0%**	13
14	Bryant Street	Fir St to Carter St	6,736	45	48	Soft	4D	**0%**	14
15	Bryant Street	Wildwood Canyon Rd to Ave E	7,618	50	48	Soft	4D	**0%**	15
16	Wildwood Canyon Road	5th St to 4th St	7,316	35	12	Soft	2U	**0%**	16
17	Wildwood Canyon Road	Bryant St to Douglas St	3,320	40	12	Soft	2U	**0%**	17
18	5th Street	Wildwood Canyon Rd to Ave E	4,077	40	12	Soft	2U	**0%**	18
19	Date St	2nd St to California St	1,079	35	12	Soft	2U	**0%**	19
20	Date St	3rd St to Preston Ln	944	25	12	Soft	2U	**0%**	20
21	2nd Street	Date Street to Shasta St	725	25	12	Soft	2U	**0%**	21
22	Avenue E	4th St to 3rd St	4,681	25	12	Soft	2U	**0%**	22
23	Avenue E	1st St to California St	2,620	35	12	Soft	2U	**0%**	23

ANALYST
NJF

ROAD CLASSIFICATION	SPEED	LANE DISTANCE		
2U	40	12	73.6	75.55%
4U	40	36	13.6	13.96%
4D	45	48	10.22	10.49%
6D	45	84		
2D	40	24		

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.42%	DAY	75.5%
% MT	1.84%	EVENING	14.0%
% HT	0.74%	NIGHT	10.5%

Source: Riverside, County of, Department of Public Health, Office of Industrial Hygiene. 2009, November. For Determining and Mitigating Tra

Riverside County Fleet Mix: Secondary, Collectors, or Smaller

Vehicle	Overall %	Day (7 AM tc	Evening (7	Night (10 PM to 7 AM)
Auto	97%	73.60	13.60	10.22
Medium Truck	2%	0.90	0.04	0.90
Heavy Truck	1%	0.35	0.04	0.35
		74.85	13.68	11.47

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	2nd St to Bryant St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,941
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	426	8	3	315	6	2	79	1	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-5.0	-22.3	-26.2	-6.3	-23.6	-27.5	-12.4	-29.6	-33.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	63.1	54.8	55.7	61.8	53.5	54.4	55.7	47.5	48.4
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	63.0	Leq	NIGHT=	57.0	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.4**
					CNEL=	**66.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**25**	**53**	**115**
			CNEL:	**27**	**59**	**126**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Ave E to Yucaipa Blvd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	8,580
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	526	10	4	389	7	3	97	2	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-4.1	-21.4	-25.3	-5.4	-22.7	-26.6	-11.4	-28.7	-32.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.0	55.7	56.6	62.7	54.4	55.3	56.7	48.4	49.3
VEHICULAR NOISE	DAY=	65.2	Leq	EVENING=	63.9	Leq	NIGHT=	57.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.3**
					CNEL=	**67.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**28**	**61**	**132**
			CNEL:	**31**	**68**	**145**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Bryant St to Fremont St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,019
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	36
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	124	2	1	92	2	1	23	0	0
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-11.4	-28.6	-32.6	-12.7	-29.9	-33.9	-18.7	-35.9	-39.9
Distance	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3	0.3
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.1	50.5	50.8	58.8	49.2	49.5	52.8	43.2	43.5
VEHICULAR NOISE	DAY=	61.0	Leq	EVENING=	59.7	Leq	NIGHT=	53.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.1**
					CNEL=	**62.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**15**	**32**	**69**
			CNEL:	**16**	**35**	**76**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Colorado Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	12,327
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	756	14	6	559	11	4	140	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.1	-20.3	-24.2	-4.4	-21.6	-25.6	-10.4	-27.6	-31.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	67.0	58.1	58.6	65.7	56.8	57.3	59.7	50.8	51.3
VEHICULAR NOISE	DAY=	68.1	Leq	EVENING=	66.8	Leq	NIGHT=	60.8	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.2**
					CNEL=	**69.8**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**44**	**95**	**205**
			CNEL:	**49**	**105**	**225**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Oak Glen Road	Analyst:	NJF
Segment:	Chapman Heights Rd to 5th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,365
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	574	11	4	425	8	3	106	2	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-4.2	-21.5	-25.4	-5.6	-22.8	-26.8	-11.6	-28.8	-32.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.8	56.9	57.4	64.5	55.6	56.1	58.5	49.6	50.1
VEHICULAR NOISE	DAY=	66.9	Leq	EVENING=	65.6	Leq	NIGHT=	59.6	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.0**
					CNEL=	**68.6**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**37**	**79**	**170**
			CNEL:	**40**	**87**	**188**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	5,379
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	330	6	3	244	5	2	61	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.1	-21.3	-25.3	-5.4	-22.7	-26.6	-11.4	-28.7	-32.6
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	55.3	49.7	51.9	54.0	48.4	50.6	48.0	42.4	44.6
VEHICULAR NOISE	DAY=	57.7	Leq	EVENING=	56.4	Leq	NIGHT=	50.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.8**
					CNEL=	**59.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**9**	**19**	**41**
			CNEL:	**10**	**21**	**46**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	2nd Street to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	8,198
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	503	9	4	372	7	3	93	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.7	-21.0	-24.9	-5.0	-22.3	-26.2	-11.1	-28.3	-32.3
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.1	54.6	55.9	60.8	53.3	54.6	54.8	47.3	48.5
VEHICULAR NOISE	DAY=	63.6	Leq	EVENING=	62.3	Leq	NIGHT=	56.3	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**64.7**
					CNEL=	**65.4**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**22**	**48**	**103**
			CNEL:	**24**	**53**	**114**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	9,511
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	583	11	4	431	8	3	108	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-3.1	-20.3	-24.3	-4.4	-21.6	-25.6	-10.4	-27.7	-31.6
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	62.8	55.3	56.5	61.5	53.9	55.2	55.4	47.9	49.2
VEHICULAR NOISE	DAY=	64.3	Leq	EVENING=	63.0	Leq	NIGHT=	56.9	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**65.4**
					CNEL=	**66.0**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**25**	**53**	**114**
			CNEL:	**27**	**58**	**126**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	Oak Glen Road to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	12,568
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	771	15	6	570	11	4	143	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.5	-19.7	-23.7	-3.8	-21.0	-25.0	-9.8	-27.0	-31.0
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.8	60.5	61.4	67.5	59.2	60.1	61.5	53.2	54.1
VEHICULAR NOISE	DAY=	70.0	Leq	EVENING=	68.7	Leq	NIGHT=	62.7	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**71.1**
					CNEL=	**71.7**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**59**	**128**	**275**
			CNEL:	**65**	**141**	**303**

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Yucaipa Boulevard	Analyst:	NJF
Segment:	11th St to 10th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	11,871
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	84
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	728	14	6	538	10	4	135	3	1
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-2.7	-19.9	-23.9	-4.0	-21.3	-25.2	-10.0	-27.3	-31.2
Distance	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	68.5	60.2	61.1	67.2	58.9	59.8	61.2	52.9	53.8
VEHICULAR NOISE	DAY=	69.8	Leq	EVENING=	68.5	Leq	NIGHT=	62.4	Leq

RESULTS						
NOISE LEVELS AT	50	FEET FROM CENTERLINE (dBA):			**Ldn=**	**70.9**
					CNEL=	**71.5**
NOISE CONTOUR:				*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):			**Ldn:**	**57**	**123**	**265**
			CNEL:	**63**	**136**	**292**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Oak Glen Road to Eucalyptus Ave	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	11,826
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	725	14	6	536	10	4	134	3	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-3.2	-20.5	-24.4	-4.5	-21.8	-25.7	-10.6	-27.8	-31.8
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.9	57.9	58.5	65.5	56.6	57.2	59.5	50.6	51.1
VEHICULAR NOISE	DAY=	67.9	Leq	EVENING=	66.6	Leq	NIGHT=	60.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**69.0**
			CNEL=	**69.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**43**	**92**	**199**
	CNEL:	**47**	**102**	**219**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir Avenue to Oak Glen Rd	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,945
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	426	8	3	315	6	2	79	1	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-6.0	-23.2	-27.2	-7.3	-24.6	-28.5	-13.3	-30.6	-34.5
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	65.9	56.3	56.6	64.6	55.0	55.3	58.5	49.0	49.2
VEHICULAR NOISE	DAY=	66.8	Leq	EVENING=	65.4	Leq	NIGHT=	59.4	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**67.9**
			CNEL=	**68.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**36**	**77**	**167**
	CNEL:	**40**	**85**	**184**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Yucaipa Blvd to Date St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,480
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	397	8	3	294	6	2	74	1	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.8	-22.0	-25.9	-6.1	-23.3	-27.3	-12.1	-29.3	-33.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.3	52.8	54.0	59.0	51.5	52.7	53.0	45.5	46.7
VEHICULAR NOISE	DAY=	61.8	Leq	EVENING=	60.5	Leq	NIGHT=	54.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.9**
			CNEL=	**63.5**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**17**	**36**	**78**
	CNEL:	**19**	**40**	**86**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Fir St to Carter St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	6,736
SPEED (mph)	45
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	413	8	3	305	6	2	76	1	1
Speed in MPH	45	45	45	45	45	45	45	45	45
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	69.3	77.6	82.1	69.3	77.6	82.1	69.3	77.6	82.1
ADJUSTMENTS									
Flow	-5.7	-22.9	-26.9	-7.0	-24.2	-28.2	-13.0	-30.2	-34.2
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	64.4	55.5	56.0	63.1	54.1	54.7	57.1	48.1	48.7
VEHICULAR NOISE	DAY=	65.5	Leq	EVENING=	64.1	Leq	NIGHT=	58.1	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**66.6**
			CNEL=	**67.2**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**29**	**63**	**137**
	CNEL:	**32**	**70**	**151**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Bryant Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,618
SPEED (mph)	50
ROAD NEAR-FAR LN. DIST.	48
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	467	9	4	345	7	3	87	2	1
Speed in MPH	50	50	50	50	50	50	50	50	50
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	71.1	78.8	83.0	71.1	78.8	83.0	71.1	78.8	83.0
ADJUSTMENTS									
Flow	-5.6	-22.8	-26.8	-6.9	-24.2	-28.1	-12.9	-30.2	-34.1
Distance	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7	0.7
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	66.3	56.7	57.0	65.0	55.4	55.7	58.9	49.4	49.6
VEHICULAR NOISE	DAY=	67.2	Leq	EVENING=	65.8	Leq	NIGHT=	59.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**68.3**
			CNEL=	**68.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**38**	**82**	**178**
	CNEL:	**42**	**91**	**195**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	5th St to 4th St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	7,316
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	449	8	3	332	6	3	83	2	1
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-4.2	-21.5	-25.4	-5.5	-22.8	-26.7	-11.6	-28.8	-32.7
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.8	53.3	54.6	59.5	52.0	53.3	53.5	46.0	47.2
VEHICULAR NOISE	DAY=	62.3	Leq	EVENING=	61.0	Leq	NIGHT=	55.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**63.4**
			CNEL=	**64.1**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**18**	**39**	**85**
	CNEL:	**20**	**43**	**93**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Wildwood Canyon Road	Analyst:	NJF
Segment:	Bryant St to Douglas St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	3,320
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	204	4	2	151	3	1	38	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-8.2	-25.5	-29.4	-9.6	-26.8	-30.7	-15.6	-32.8	-36.8
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	59.1	50.8	51.7	57.8	49.5	50.4	51.7	43.5	44.3
VEHICULAR NOISE	DAY=	60.3	Leq	EVENING=	59.0	Leq	NIGHT=	53.0	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**61.4**
			CNEL=	**62.0**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**13**	**29**	**62**
	CNEL:	**15**	**32**	**68**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	5th Street	Analyst:	NJF
Segment:	Wildwood Canyon Rd to Ave E	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,077
SPEED (mph)	40
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	250	5	2	185	3	1	46	1	0
Speed in MPH	40	40	40	40	40	40	40	40	40
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	67.4	76.3	81.2	67.4	76.3	81.2	67.4	76.3	81.2
ADJUSTMENTS									
Flow	-7.3	-24.6	-28.5	-8.7	-25.9	-29.9	-14.7	-31.9	-35.9
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	60.0	51.7	52.6	58.6	50.4	51.2	52.6	44.3	45.2
VEHICULAR NOISE	DAY=	61.2	Leq	EVENING=	59.9	Leq	NIGHT=	53.9	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**62.3**
			CNEL=	**62.9**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**15**	**33**	**71**
	CNEL:	**17**	**36**	**78**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	2nd St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	1,079
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	66	1	1	49	1	0	12	0	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-12.5	-29.8	-33.7	-13.9	-31.1	-35.0	-19.9	-37.1	-41.1
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	52.5	45.0	46.3	51.2	43.7	44.9	45.2	37.7	38.9
VEHICULAR NOISE	DAY=	54.0	Leq	EVENING=	52.7	Leq	NIGHT=	46.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**55.1**
			CNEL=	**55.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**5**	**11**	**24**
	CNEL:	**6**	**12**	**26**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Date St	Analyst:	NJF
Segment:	3rd St to Preston Ln	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	944
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	58	1	0	43	1	0	11	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-11.7	-28.9	-32.9	-13.0	-30.2	-34.2	-19.0	-36.2	-40.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	47.7	42.1	44.3	46.4	40.8	43.0	40.4	34.8	37.0
VEHICULAR NOISE	DAY=	50.1	Leq	EVENING=	48.8	Leq	NIGHT=	42.8	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**51.2**
			CNEL=	**51.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**3**	**6**	**13**
	CNEL:	**3**	**7**	**14**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	2nd Street	Analyst:	NJF
Segment:	Date Street to Shasta St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	725
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	44	1	0	33	1	0	8	0	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-12.8	-30.0	-34.0	-14.1	-31.4	-35.3	-20.1	-37.4	-41.3
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	46.6	41.0	43.2	45.3	39.7	41.9	39.3	33.7	35.9
VEHICULAR NOISE	DAY=	49.0	Leq	EVENING=	47.7	Leq	NIGHT=	41.6	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**50.1**
			CNEL=	**50.7**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**2**	**5**	**11**
	CNEL:	**3**	**6**	**12**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	4th St to 3rd St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	4,681
SPEED (mph)	25
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	287	5	2	212	4	2	53	1	0
Speed in MPH	25	25	25	25	25	25	25	25	25
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	59.4	71.1	77.2	59.4	71.1	77.2	59.4	71.1	77.2
ADJUSTMENTS									
Flow	-4.7	-21.9	-25.9	-6.0	-23.3	-27.2	-12.0	-29.3	-33.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	54.7	49.1	51.3	53.4	47.8	50.0	47.4	41.8	44.0
VEHICULAR NOISE	DAY=	57.1	Leq	EVENING=	55.8	Leq	NIGHT=	49.7	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**58.2**
			CNEL=	**58.8**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**8**	**18**	**38**
	CNEL:	**9**	**19**	**42**

FHWA RD-77-108 NOISE PREDICTION MODEL

Scenario:	2040 PLUS PROJECT	Project:	Oak Glen SP
Roadway:	Avenue E	Analyst:	NJF
Segment:	1st St to California St	Date:	20-Jul-16

ROADWAY INPUTS	
ADT	2,620
SPEED (mph)	35
ROAD NEAR-FAR LN. DIST.	12
DISTANCE ROAD CL (ft)	50
SOFT/HARD CONDITIONS	Soft
GRADE (%)	0%
LEFT VIEW	-90
RIGHT VIEW	90

VEHICLE MIX INPUTS			
DAILY		HOURLY	
% A	97.4%	DAY	75.5%
% MT	1.8%	EVENING	14.0%
% HT	0.7%	NIGHT	10.5%

CALCULATION AREA									
	DAYTIME			EVENING			NIGHT		
	AUTOS	MT	HT	AUTOS	MT	HT	AUTOS	MT	HT
Vehicles per hour	161	3	1	119	2	1	30	1	0
Speed in MPH	35	35	35	35	35	35	35	35	35
Left angle	-90	-90	-90	-90	-90	-90	-90	-90	-90
Right angle	90	90	90	90	90	90	90	90	90
Reference levels (dBA)	65.1	74.8	80.0	65.1	74.8	80.0	65.1	74.8	80.0
ADJUSTMENTS									
Flow	-8.7	-25.9	-29.9	-10.0	-27.2	-31.2	-16.0	-33.2	-37.2
Distance	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1	-0.1
Finite Roadway	0	0	0	0	0	0	0	0	0
Barrier	0	0	0	0	0	0	0	0	0
Grade	0	0	0	0	0	0	0	0	0
LEQ	56.4	48.8	50.1	55.1	47.5	48.8	49.0	41.5	42.8
VEHICULAR NOISE	DAY=	57.9	Leq	EVENING=	56.6	Leq	NIGHT=	50.5	Leq

RESULTS				
NOISE LEVELS AT 50 FEET FROM CENTERLINE (dBA):			**Ldn=**	**59.0**
			CNEL=	**59.6**
NOISE CONTOUR:		*70 dBA*	*65 dBA*	*60 dBA*
ROAD CENTERLINE DISTANCE TO NOISE CONTOUR (FEET):	**Ldn:**	**9**	**20**	**43**
	CNEL:	**10**	**22**	**47**