

# **Rubidoux Warehouse**

# NOISE IMPACT ANALYSIS CITY OF JURUPA VALLEY

PREPARED BY:

Bill Lawson, PE, INCE blawson@urbanxroads.com (949) 336-5979

Sama Shami sshami@urbanxroads.com (949) 945-4407

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# **LIST OF ABBREVIATED TERMS**

(1) Reference

ADT Average Daily Traffic

ANSI American National Standards Institute

Calveno California Vehicle Noise

CEQA California Environmental Quality Act
CNEL Community Noise Equivalent Level

dBA A-weighted decibels

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

INCE Institute of Noise Control Engineering

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

mph Miles per hour

OPR Office of Planning and Research

PPV Peak particle velocity
Project Rubidoux Warehouse

REMEL Reference Energy Mean Emission Level

RMS Root-mean-square VdB Vibration Decibels



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## **EXECUTIVE SUMMARY**

Urban Crossroads, Inc. has prepared this noise study to determine the potential noise impacts and the necessary noise mitigation measures, if any, for the proposed Rubidoux Warehouse development ("Project"). The Project site is located west of Avalon Street at 26<sup>th</sup> Street in the City of Jurupa Valley. The Project is proposed to consist of the following uses:

- 1,261,904 square feet of High-Cube Fulfillment Center use (Building 1)
- 37,454 square feet of General Light Industrial use (Building 2)

This study has been prepared to satisfy applicable City of Jurupa Valley standards and thresholds of significance based on guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1)

The results of this Rubidoux Warehouse Noise Impact Analysis are summarized below based on the significance criteria in Section 4 of this report consistent with Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (1). Table ES-1 shows the findings of significance for each potential noise and/or vibration impact under CEQA before and after any required mitigation measures.

**TABLE ES-1: SUMMARY OF CEQA SIGNIFICANCE FINDINGS** 

Amalusia	Report Section	Significance Findings		
Analysis		Unmitigated	Mitigated	
Off-Site Traffic Noise	7	Less Than Significant	-	
Operational Noise	9	Less Than Significant	-	
Operational Vibration	7 9	Less Than Significant	-	
Construction Noise	10	Less Than Significant	-	
Construction Vibration	10	Less Than Significant	-	



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# 1 INTRODUCTION

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

#### 1.1 SITE LOCATION

The proposed Rubidoux Warehouse site is located west of Avalon Street at 26<sup>th</sup> Street in the City of Jurupa Valley, as shown on Exhibit 1-A. The Project site is mostly vacant. Existing land uses near the site consist mostly of nearby industrial land uses with some nearby residential homes located south and east of the Project site. California State Route 60 is located approximately 0.5 miles south of the Project site, and the private Flabob Airport is located roughly 1.5 miles south of the Project site.

#### 1.2 PROJECT DESCRIPTION

Exhibit 1-B illustrates the preliminary site plan. As indicated on Exhibit 1-B, the Project is proposed to consist of the following uses:

- 1,261,904 square feet of High-Cube Fulfillment Center use (Building 1)
- 37,454 square feet of General Light Industrial use (Building 2)

At the time this noise analysis was prepared, the future tenants of the proposed Project were unknown. The on-site Project-related noise sources are expected to include: loading dock activity, entry gate & truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity. This noise analysis is intended to describe noise level impacts associated with the expected typical operational activities at the Project site. To present a conservative approach, this report assumes the Project will operate 24-hours daily for seven days per week.

The proposed Project is anticipated to generate a total of 2,874 actual vehicle trip-ends per day with 516 truck trip-ends per day. (2) This noise study relies on the actual Project trips (as opposed to the passenger car equivalents) to accurately account for the effect of individual truck trips on the study area roadway network.



JURUPA HILLS

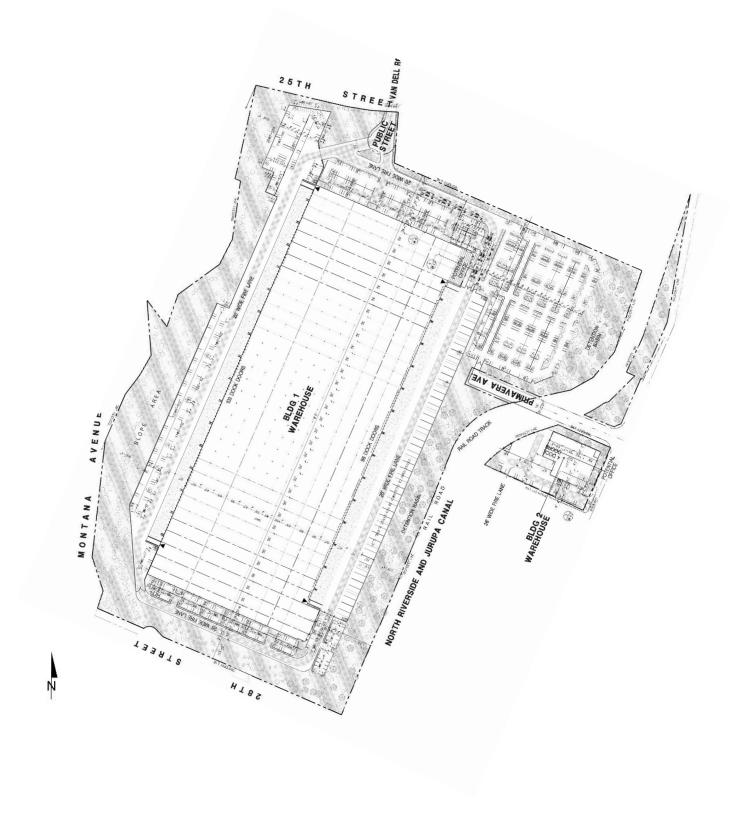
**EXHIBIT 1-A: LOCATION MAP** 





Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS

EXHIBIT 1-B: SITE PLAN





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## 2 FUNDAMENTALS

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

**EXHIBIT 2-A: TYPICAL NOISE LEVELS** 

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

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

#### 2.1 RANGE OF NOISE

Since the range of intensities that the human ear can detect is so large, the scale frequently used to measure intensity is a scale based on multiples of 10, the logarithmic scale. The scale for measuring intensity is the decibel scale. Each interval of 10 decibels indicates a sound energy ten times greater than before, which is perceived by the human ear as being roughly twice as loud. (3) The most common sounds vary between 40 dBA (very quiet) to 100 dBA (very loud). Normal conversation at three feet is roughly at 60 dBA, while loud jet engine noises equate to 110 dBA



at approximately 100 feet, which can cause serious discomfort. (4) Another important aspect of noise is the duration of the sound and the way it is described and distributed in time.

#### 2.2 Noise Descriptors

Environmental noise descriptors are generally based on averages, rather than instantaneous, noise levels. The most used figure is the equivalent level ( $L_{eq}$ ). Equivalent sound levels are not measured directly but are calculated from sound pressure levels typically measured in Aweighted decibels (dBA). The equivalent sound level ( $L_{eq}$ ) represents a steady state sound level containing the same total energy as a time varying signal over a given sample period (typically one hour) and is commonly used to describe the "average" noise levels within the environment.

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

#### 2.3 SOUND PROPAGATION

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

#### 2.3.1 GEOMETRIC SPREADING

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

#### 2.3.2 GROUND ABSORPTION

The propagation path of noise from a highway to a receiver is usually very close to the ground. Noise attenuation from ground absorption and reflective wave canceling adds to the attenuation associated with geometric spreading. Traditionally, the excess attenuation has also been expressed in terms of attenuation per doubling of distance. This approximation is usually



sufficiently accurate for distances of less than 200 ft. For acoustically hard sites (i.e., sites with a reflective surface between the source and the receiver, such as a parking lot or body of water), no excess ground attenuation is assumed. For acoustically absorptive or soft sites (i.e., those sites with an absorptive ground surface between the source and the receiver such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dB per doubling of distance is normally assumed. When added to the cylindrical spreading, the excess ground attenuation results in an overall drop-off rate of 4.5 dB per doubling of distance from a line source. (5)

#### 2.3.3 ATMOSPHERIC EFFECTS

Receivers located downwind from a source can be exposed to increased noise levels relative to calm conditions, whereas locations upwind can have lowered noise levels. Sound levels can be increased at large distances (e.g., more than 500 feet) due to atmospheric temperature inversion (i.e., increasing temperature with elevation). Other factors such as air temperature, humidity, and turbulence can also have significant effects. (3)

#### 2.3.4 SHIELDING

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

#### 2.4 Noise Control

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

# 2.5 Noise Barrier Attenuation

Effective noise barriers can reduce noise levels by up to 10 to 15 dBA, cutting the loudness of traffic noise in half. A noise barrier is most effective when placed close to the noise source or receiver. Noise barriers, however, do have limitations. For a noise barrier to work, it must be high enough and long enough to block the path of the noise source. (5)



#### 2.6 LAND USE COMPATIBILITY WITH NOISE

Some land uses are more tolerant of noise than others. For example, schools, hospitals, churches, and residences are more sensitive to noise intrusion than are commercial or industrial developments and related activities. As ambient noise levels affect the perceived amenity or livability of a development, so too can the mismanagement of noise impacts impair the economic health and growth potential of a community by reducing the area's desirability as a place to live, shop and work. For this reason, land use compatibility with the noise environment is an important consideration in the planning and design process. The FHWA encourages State and Local government to regulate land development in such a way that noise-sensitive land uses are either prohibited from being located adjacent to a highway, or that the developments are planned, designed, and constructed in such a way that noise impacts are minimized. (6)

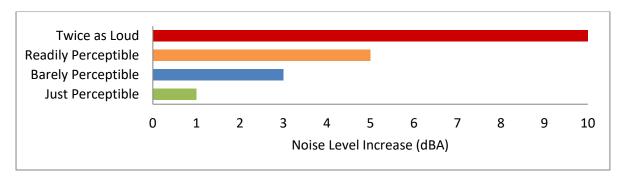
## 2.7 COMMUNITY RESPONSE TO NOISE

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

- Fear associated with noise producing activities;
- Socio-economic status and educational level;
- Perception that those affected are being unfairly treated;
- Attitudes regarding the usefulness of the noise-producing activity;
- Belief that the noise source can be controlled.

Approximately ten percent of the population has a very low tolerance for noise and will object to any noise not of their making. Consequently, even in the quietest environment, some complaints will occur. Twenty-five percent of the population will not complain even in very severe noise environments. Thus, a variety of reactions can be expected from people exposed to any given noise environment. (7) Surveys have shown that about ten percent of the people exposed to traffic noise of 60 dBA will report being highly annoyed with the noise, and each increase of one dBA is associated with approximately two percent more people being highly annoyed. When traffic noise exceeds 60 dBA or aircraft noise exceeds 55 dBA, people may begin to complain. (7) Despite this variability in behavior on an individual level, the population can be expected to exhibit the following responses to changes in noise levels as shown on Exhibit 2-B. A change of 3 dBA are considered *barely perceptible*, and changes of 5 dBA are considered *readily perceptible*. (5)





**EXHIBIT 2-B: NOISE LEVEL INCREASE PERCEPTION** 

#### 2.8 EXPOSURE TO HIGH NOISE LEVELS

The Occupational Safety and Health Administration (OSHA) sets legal limits on noise exposure in the workplace. The permissible exposure limit (PEL) for a worker over an eight-hour day is 90 dBA. The OSHA standard uses a 5 dBA exchange rate. This means that when the noise level is increased by 5 dBA, the amount of time a person can be exposed to a certain noise level to receive the same dose is cut in half. The National Institute for Occupational Safety and Health (NIOSH) has recommended that all worker exposures to noise should be controlled below a level equivalent to 85 dBA for eight hours to minimize occupational noise induced hearing loss. NIOSH also recommends a 3 dBA exchange rate so that every increase by 3 dBA doubles the amount of the noise and halves the recommended amount of exposure time. (8)

OSHA has implemented requirements to protect all workers in general industry (e.g. the manufacturing and the service sectors) for employers to implement a Hearing Conservation Program where workers are exposed to a time weighted average noise level of 85 dBA or higher over an eight-hour work shift. Hearing Conservation Programs require employers to measure noise levels, provide free annual hearing exams and free hearing protection, provide training, and conduct evaluations of the adequacy of the hearing protectors in use unless changes to tools, equipment and schedules are made so that they are less noisy and worker exposure to noise is less than the 85 dBA. This noise study does not evaluate the noise exposure of workers within a project or construction site based on CEQA requirements, and instead, evaluates Project-related operational and construction noise levels at the nearby sensitive receiver locations in the Project study area.

#### 2.9 VIBRATION

Per the Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual* (9), vibration is the periodic oscillation of a medium or object. The rumbling sound caused by the vibration of room surfaces is called structure-borne noise. Sources of ground-borne vibrations include natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human-made causes (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources may be continuous, such as factory machinery, or transient, such as explosions. As is the case with airborne sound, ground-borne vibrations may be described by amplitude and frequency.



There are several different methods that are used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings but is not always suitable for evaluating human response (annoyance) because it takes some time for the human body to respond to vibration signals. Instead, the human body responds to average vibration amplitude often described as the root mean square (RMS). The RMS amplitude is defined as the average of the squared amplitude of the signal and is most frequently used to describe the effect of vibration on the human body. Decibel notation (VdB) is commonly used to measure RMS. Decibel notation (VdB) serves to reduce the range of numbers used to describe human response to vibration. Typically, ground-borne vibration generated by man-made activities attenuates rapidly with distance from the source of the vibration. Sensitive receivers for vibration include structures (especially older masonry structures), people (especially residents, the elderly, and sick), and vibration-sensitive equipment and/or activities

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



Velocity Typical Sources Level\* (50 ft from source) Human/Structural Response 100 Threshold, minor cosmetic damage Blasting from construction projects fragile buildings Bulldozers and other heavy tracked construction equipment Difficulty with tasks such as 90 reading a VDT screen Commuter rail, upper range 80 Residential annoyance, infrequent Rapid transit, upper range events (e.g. commuter rail) Commuter rail, typical Residential annoyance, frequent Bus or truck over bump events (e.g. rapid transit) Rapid transit, typical Limit for vibration sensitive equipment. Approx. threshold for Bus or truck, typical human perception of vibration 60 Typical background vibration 50

**EXHIBIT 2-C: TYPICAL LEVELS OF GROUND-BORNE VIBRATION** 

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

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



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# 3 REGULATORY SETTING

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

# 3.1 STATE OF CALIFORNIA NOISE REQUIREMENTS

The State of California regulates freeway noise, sets standards for sound transmission, provides occupational noise control criteria, identifies noise standards, and provides guidance for local land use compatibility. State law requires that each county and city adopt a General Plan that includes a Noise Element which is to be prepared per guidelines adopted by the Governor's Office of Planning and Research (OPR). (10) The purpose of the Noise Element is to *limit the exposure of the community to excessive noise levels*. In addition, the California Environmental Quality Act (CEQA) requires that all known environmental effects of a project be analyzed, including environmental noise impacts.

#### 3.2 CITY OF JURUPA VALLEY GENERAL PLAN

The City of Jurupa Valley adopted the General Plan on September 7, 2017 (11) The Noise Element identifies several polices to minimize the impacts of excessive noise levels throughout the community and establishes noise level compatibility guidelines for all land uses.

#### 3.2.1 POLICIES AND PROGRAMS

To protect City of Jurupa Valley residents from excessive noise, the Noise Element contains the following policies and programs related to the Project:

- NE 1.1 Utilize the Land Use/Noise Compatibility Matrix, Figure 7-3, to determine the compatibility of proposed development, including General Plan amendments, specific plan amendments, town center plans, and rezoning's, with existing land uses and/or noise exposure due to transportation sources.
- NE 1.3 New or Modified Stationary Noise Sources. Noise created by new stationary noise sources, or by existing stationary noise sources that undergo modifications that may increase noise levels, shall be mitigated so as not exceed the noise level standards of Figure 7-3. This policy does not apply to noise levels associated with agricultural operations existing in 2017.
- NE 1.4 Acoustical Assessment. Require an acoustical assessment for proposed General Plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix.



- NE 1.5 Noise-Sensitive Uses. Consider the following uses noise sensitive and discourage these uses in areas in excess of 65 CNEL: schools, hospitals, assisted living facilities, mental care facilities, residential uses, libraries, passive recreational uses, and places of worship.
- NE 3.1 Noise Analysis. Require that a noise analysis be conducted by an acoustical specialist for all proposed development projects that have the potential to generate significant noise near a noise-sensitive land use, or on or near land designated for noise-sensitive land uses, and ensure that recommended mitigation measures are implemented.
- NE 3.5 Construction Noise. Limit commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.

To ensure noise-sensitive land uses are protected from high levels of noise (NE 1.1), Figure 7-3 of the Noise Element identifies guidelines to evaluate proposed developments based on exterior and interior noise level limits for land uses and requires a noise analysis to determine needed mitigation measures if necessary. The Noise Element requires an acoustical assessment for proposed General Plan amendments and rezones that exceed the "Normally Acceptable" thresholds of the Land Use/Noise Compatibility Matrix (NE 1.4) and identifies residential use as a noise-sensitive land use (NE 1.5) discouraging new development in areas with transportation related levels more than 65 dBA CNEL. To control stationary noise sources from Industrial, commercial, and manufacturing facilities that may affect sensitive land uses, Policy (NE 3.1) requires that a noise analysis be conducted by an acoustical specialist for all proposed development projects. Maximum noise exposure levels from stationary sources for noisesensitive uses are regulated by the Municipal Code. To prevent high levels of construction noise from impacting noise-sensitive land uses, Policy NE 3.5 limits construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noisegenerating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.



#### 3.2.2 LAND USE COMPATIBILITY

The noise criteria identified in the City of Jurupa Valley Noise Element (Figure 7-3) are guidelines to evaluate the land use compatibility of transportation related noise. The compatibility criteria, shown on Exhibit 3-A, provides the city with a planning tool to gauge the compatibility of land uses relative to existing and future exterior noise levels. The Land Use/Noise Compatibility Matrix describes categories of compatibility and not specific noise standards. The warehouse/industrial use of the Project is considered normally acceptable with unmitigated exterior noise levels of less than 75 dBA CNEL based on the Industrial, Manufacturing, Utilities, Agriculture land use compatibility criteria shown on Exhibit 3-A.

Residential designated land uses in the Project study area are considered *normally acceptable* with exterior noise levels below 60 dBA CNEL, and *conditionally acceptable* with exterior noise levels of up to 70 dBA CNEL. For *conditionally acceptable* exterior noise levels, of up to 80 dBA CNEL for Project land uses, *new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and the needed noise insulation features are included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. (11)* 

#### 3.3 OPERATIONAL NOISE STANDARDS

To analyze noise impacts originating from a designated fixed location or private property such as Rubidoux Warehouse Project, stationary-source (operational) noise such as the expected loading dock activity, entry gate & truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity are typically evaluated against standards established under a jurisdiction's Municipal Code.

However, Section 11.05.010 of the City of Jurupa Valley Municipal Code (12) indicates that this chapter is not intended to establish city-wide standards regulating noise. Therefore, potential Project related stationary-source (operational) noise impacts are limited to the generation of a substantial temporary or permanent relative increase in the ambient noise levels. The City of Jurupa Valley Municipal Code is included in Appendix 3.1

#### 3.4 Construction Noise Standards

To control noise impacts associated with the construction of the proposed Project, the City of Jurupa Valley Municipal Code has established limits to the hours of operation. Section 11.05.020 indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. (12) In addition, City of Jurupa Valley General Plan Noise Element Policy NE 3.5 limits commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., as well as limiting high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m. (11)



COMMUNITY NOISE EXPOSURE Ldn or CNEL, dB LAND USE CATEGORY 55 60 65 70 75 80 Residential - Low Density Single Family, Duplex, Mobile Homes Residential - Multi Family Transient Lodging - Motels, Hotels Schools, Libraries, Churches, Hospitals, Nursing Homes Auditoriums, Concert Halls, **Amphitheatres** Sports Arena, Outdoor Spectator Sports Playgrounds, Neighborhood Parks Golf Courses, Riding Stables, Water Recreation, Cemeteries Office Buildings, Business Commercial and Professional Industrial, Manufacturing Utilities, Agriculture

EXHIBIT 3-A: LAND USE/NOISE COMPATIBILITY MATRIX



Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

#### CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air sup systems or air conditioning will normally suffice.

#### NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise reduction features included in the design.

#### ■ CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

Source: Jurupa Valley General Plan, 2017 Figure 7-3.



Neither the General Plan nor Municipal Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers for CEQA analysis purposes. Therefore, this analysis relies on a numerical daytime construction threshold based on Federal Transit Administration (FTA) *Transit Noise and Vibration Impact Assessment Manual.* According to the FTA, local noise ordinances are typically not very useful in evaluating construction noise. They usually relate to nuisance and hours of allowed activity, and sometimes specify limits in terms of maximum levels, but are generally not practical for assessing the impact of a construction project. Project construction noise criteria should account for the existing noise environment, the absolute noise levels during construction activities, the duration of the construction, and the adjacent land use. Due to the lack of standardized construction noise thresholds, the FTA provides guidelines that can be considered reasonable criteria for construction noise assessment. The FTA considers a daytime exterior construction noise level of 80 dBA Leg as a reasonable threshold for noise sensitive land use. (9 p. 179)

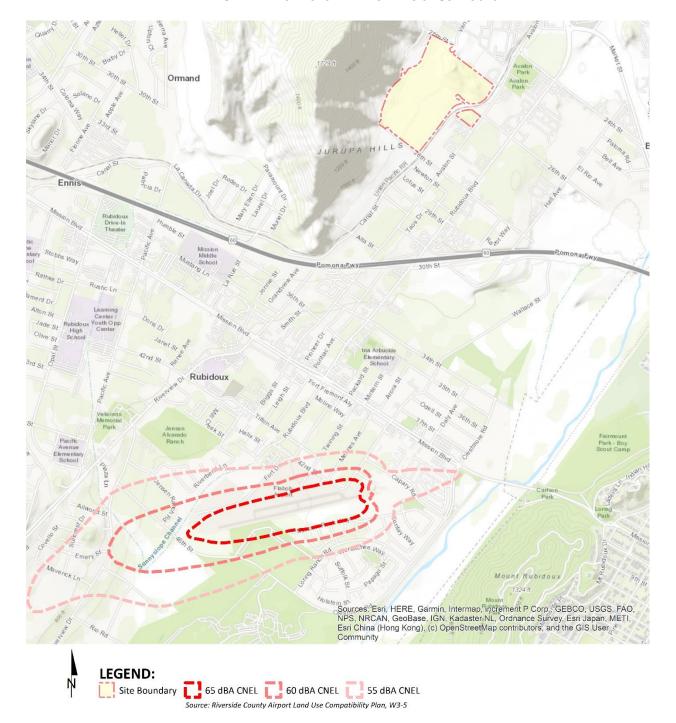
#### 3.5 CONSTRUCTION VIBRATION STANDARDS

To analyze vibration impacts originating from the operation and construction of the Rubidoux Warehouse, vibration-generating activities are evaluated against standards identified by the City of Jurupa Valley as a threshold of 0.2 inches per second (in/sec) peak-particle-velocity (PPV) during either long-term operation or construction of the Project. (13) This analysis focuses on the potential ground-borne vibration associated with vehicular traffic and construction activities. Ground-borne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of ground-borne vibration and the short duration of the associated events, vehicular traffic-induced ground-borne vibration is rarely perceptible beyond the roadway right-of-way, and rarely results in vibration levels that cause damage to buildings in the vicinity.

#### 3.6 FLABOB AIRPORT LAND USE COMPATIBILITY

The Flabob Airport is located approximately 1.5 miles south of the Project site. The *Riverside County Airport Land Use Compatibility Plan Policy Document* includes policies for determining the land use compatibility of the Project. The Flabob Airport Compatibility, Map FL-1, indicates that the Project site is located outside the Airport Influence Area Boundaries. Therefore, airport noise level impacts are considered *less than significant*.





**EXHIBIT 3-B: FLABOB FUTURE AIRPORT NOISE CONTOURS** 



# 4 SIGNIFICANCE CRITERIA

The following significance criteria are based on currently adopted guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines. (10) For the purposes of this report, impacts would be potentially significant if the Project results in or causes:

- (Threshold A) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?
- (Threshold B) Generation of excessive ground-borne vibration or ground-borne noise levels.
- (Threshold C) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels.

# 4.1 Noise Level Increase (Threshold A)

Noise level increases resulting from the Project are evaluated based on the Appendix G CEQA Guidelines described above at the closest sensitive receiver locations. Under CEQA, consideration must be given to the magnitude of the increase, the existing ambient noise levels, and the location of noise-sensitive receivers to determine if a noise increase represents a significant adverse environmental impact. According to the City of Jurupa Valley, a noticeable increase of 3 dBA or more than City standards is considered a significant impact. (13) The City of Jurupa Valley noise related CEQA thresholds guidance is provided in Appendix 4.1.

# 4.2 VIBRATION (THRESHOLD B)

As described in Section 3.5, the vibration impacts originating from the construction of the Rubidoux Warehouse, vibration-generating activities are appropriately evaluated the thresholds of significance identified by the City of Jurupa Valley. The City of Jurupa Valley maintains a 0.2 inches per second (in/sec) peak-particle-velocity (PPV) vibration threshold during Project construction.

# 4.3 CEQA GUIDELINES NOT FURTHER ANALYZED (THRESHOLD C)

As previously indicated in Section 3.6, the noise contour boundaries of Flabob Airport are presented on Exhibit 3-B of this report and show that the Project site is located outside the Airport Influence Area Boundaries. Therefore, airport noise level impacts are considered *less than significant*, and no further noise analysis is provided under Guideline C.



## 4.4 SIGNIFICANCE CRITERIA SUMMARY

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

**TABLE 4-1: SIGNIFICANCE CRITERIA SUMMARY** 

A sa a la sa i a	Receiving	Condition(s)	Significance Criteria		
Analysis	Land Use	Condition(s)	Daytime	Nighttime	
Off-Site	Noise-Sensitive If ambient is < 65 dBA CNEL <sup>1</sup>		Dise-Sensitive If ambient is $< 65 \text{ dBA CNEL}^1$ Project plus ambient $> 65 \text{ dBA CNEL}^1$ and a $\geq 3 \text{ dBA CNEL Project increase}$		
OII-Site	Non-Noise- Sensitive	If ambient is < 70 dBA CNEL <sup>1</sup>	Project plus ambient > 70 dBA CNEL and a $\geq$ 3 dBA CNEL Project increase <sup>2</sup>		
		Exterior Noise Level Standards <sup>2</sup>	65 dBA L <sub>eq</sub>	45 dBA L <sub>eq</sub>	
Operational	Noise-Sensitive	If ambient is > 65 dBA L <sub>eq</sub> <sup>1</sup>	≥ 3 dBA L <sub>eq</sub> Project increase <sup>2</sup>		
		Vibration Level Threshold <sup>2</sup>	0.2 in/s	sec PPV	
Construction	Noise-Sensitive	Limit typical construction activities to weekdays between 7:00 a.m. and 6:00 p.m. Limit grading, demolition, pile driving to weekdays between 9:00 a.m. and 3:00 p.m. <sup>3</sup>			
		Noise Level Threshold <sup>4</sup>	80 dBA L <sub>eq</sub>	70 dBA L <sub>eq</sub>	
		Vibration Level Threshold <sup>2</sup>	0.2 in/sec PPV		

<sup>&</sup>lt;sup>1</sup> City of Jurupa Valley General Plan Noise Element Policy NE 1.5 and Figure 7-3 *normally acceptable* noise exposure.



<sup>&</sup>lt;sup>2</sup> City of Jurupa Valley noise related CEQA thresholds guidance for noise sensitive receivers (Appendix 4.1).

<sup>&</sup>lt;sup>3</sup> City of Jurupa Valley Municipal Code, Section 11.05.020.(9).

<sup>&</sup>lt;sup>4</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.

<sup>&</sup>quot;Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.; "PPV" = Peak Particle Velocity

## 5 EXISTING NOISE LEVEL MEASUREMENTS

To assess the existing noise level environment, 24-hour noise level measurements were taken at six locations in the Project study area. The receiver locations were selected to describe and document the existing noise environment within the Project study area. Exhibit 5-A provides the boundaries of the Project study area and the noise level measurement locations. To fully describe the existing noise conditions, noise level measurements were collected by Urban Crossroads, Inc. on Wednesday, February 12<sup>th</sup>, 2020. Appendix 5.1 includes study area photos.

#### 5.1 Measurement Procedure and Criteria

To describe the existing noise environment, the hourly noise levels were measured during typical weekday conditions over a 24-hour period. By collecting individual hourly noise level measurements, it is possible to describe the daytime and nighttime hourly noise levels and calculate the 24-hour CNEL. The long-term noise readings were recorded using Piccolo Type 2 integrating sound level meter and dataloggers. The Piccolo sound level meters were calibrated using a Larson-Davis calibrator, Model CAL 150. All noise meters were programmed in "slow" mode to record noise levels in "A" weighted form. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (14)

#### **5.2** Noise Measurement Locations

The long-term noise level measurements were positioned as close to the nearest sensitive receiver locations as possible to assess the existing ambient hourly noise levels surrounding the Project site. Both Caltrans and the FTA recognize that it is not reasonable to collect noise level measurements that can fully represent every part of a private yard, patio, deck, or balcony normally used for human activity when estimating impacts for new development projects. This is demonstrated in the Caltrans general site location guidelines which indicate that, sites must be free of noise contamination by sources other than sources of interest. Avoid sites located near sources such as barking dogs, lawnmowers, pool pumps, and air conditioners unless it is the express intent of the analyst to measure these sources. (3) Further, FTA guidance states, that it is not necessary nor recommended that existing noise exposure be determined by measuring at every noise-sensitive location in the project area. Rather, the recommended approach is to characterize the noise environment for clusters of sites based on measurements or estimates at representative locations in the community. (9)

Based on recommendations of Caltrans and the FTA, it is not necessary to collect measurements at each individual building or residence, because each receiver measurement represents a group of buildings that share acoustical equivalence. (9) In other words, the area represented by the receiver shares similar shielding, terrain, and geometric relationship to the reference noise source. Receivers represent a location of noise sensitive areas and are used to estimate the future noise level impacts. Collecting reference ambient noise level measurements at the nearby sensitive receiver locations allows for a comparison of the before and after Project noise levels



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

#### 5.3 Noise Measurement Results

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

- Location L1 represents the noise levels north of the Project site on 25th Street near existing single-family residential home at 6041 25th Street. The noise levels at this location consist primarily of traffic noise from 25<sup>th</sup> Street and activity from R&S Madrigal Grading Construction. The noise level measurements collected show an overall 24-hour exterior noise level of 74.8 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 68.2 dBA L<sub>eq</sub> with an average nighttime noise level of 68.3 dBA L<sub>eq</sub>.
- Location L2 represents the noise levels Located east of the Project site on Avalon Street near Avalon Park. Noise levels at this location account for traffic on Avalon Street as well as activity from Avalon Park. The noise level measurements collected show an overall 24-hour exterior noise level of 67.4 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 62.7 dBA L<sub>eq</sub> with an average nighttime noise level of 60.5 dBA L<sub>eq</sub>.
- Location L3 represents the noise levels east of the Project site near existing single-family home at 2562 Avalon Street. The 24-hour CNEL indicates that the overall exterior noise level is 70.1 dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 65.5 dBA L<sub>eq</sub> with an average nighttime noise level of 63.2 dBA L<sub>eq</sub>. Traffic from Avalon Street and activity from Sierra Pacific Electrical represent the primary source of noise at this location.
- Location L4 represents the noise levels southeast of the Project site on 26th Street near
  existing single-family homes at 5638 26th Street. The noise level measurements collected
  show an overall 24-hour exterior noise level of 63.1 dBA CNEL. The energy (logarithmic)
  average daytime noise level was calculated at 57.0 dBA L<sub>eq</sub> with an average nighttime noise
  level of 56.4 dBA L<sub>eq</sub>. The noise levels at this location consist primarily of traffic noise from
  Avalon Street.
- Location L5 represents the noise levels south of the Project site on 28th Street near existing single-family homes at 5769 28th Street. The 24-hour CNEL indicates that the overall exterior noise level is 66.3dBA CNEL. The energy (logarithmic) average daytime noise level was calculated at 62.3 dBA L<sub>eq</sub> with an average nighttime noise level of 58.8 dBA L<sub>eq</sub>. Traffic on 28th Street represents the primary source of noise at this location.
- Location L6 represents the noise levels near the southern boundary of the Project site on the
  intersection of Canal Street and 28th Street. The 24-hour CNEL indicates that the overall
  exterior noise level is 64.6dBA CNEL. The energy (logarithmic) average daytime noise level
  was calculated at 56.1 dBA L<sub>eq</sub> with an average nighttime noise level of 58.3 dBA L<sub>eq</sub>. Traffic
  on 28th Street and Canal Street represents the primary source of noise at this location.



Table 5-1 provides the (energy average) noise levels used to describe the daytime and nighttime ambient conditions. These daytime and nighttime energy average noise levels represent the average of all hourly noise levels observed during these time periods expressed as a single number. Appendix 5.2 provides summary worksheets of the noise levels for each hour as well as the minimum, maximum, L<sub>1</sub>, L<sub>2</sub>, L<sub>5</sub>, L<sub>8</sub>, L<sub>25</sub>, L<sub>50</sub>, L<sub>90</sub>, L<sub>95</sub>, and L<sub>99</sub> percentile noise levels observed during the daytime and nighttime periods.

The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with surface streets as well as activity from surrounding industrial uses. The 24-hour existing noise level measurement results are shown on Table 5-1.

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

Location <sup>1</sup>	Description	Energy Average Noise Level (dBA L <sub>eq</sub> ) <sup>2</sup>		CNEL
		Daytime	Nighttime	
L1	Located north of the Project site on 25th Street near existing single-family residential home at 6041 25th Street.		68.3	74.8
L2 Located east of the Project site on Avalon Street near Avalon Park.		62.7	60.5	67.4
L3	Located east of the Project site near existing single-family home at 2562 Avalon Street.	65.5	63.2	70.1
L4	Located southeast of the Project site on 26th Street near existing single-family homes at 5638 26th Street.	57.0	56.4	63.1
L5	Located south of the Project site on 28th Street near existing single-family homes at 5769 28th Street.	62.3	58.8	66.3
L6	Located near the southern boundary of the Project site on the intersection of Canal Street and 28th Street.	56.1	58.3	64.6

<sup>&</sup>lt;sup>1</sup> See Exhibit 5-A for the noise level measurement locations.



 $<sup>^{2}</sup>$  Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.

<sup>&</sup>quot;Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

**LEGEND:** Measurement Locations

**EXHIBIT 5-A: NOISE MEASUREMENT LOCATIONS** 



Site Boundary

# 6 METHODS AND PROCEDURES

The following section outlines the methods and procedures used to model and analyze the future traffic noise environment. Consistent with the City of Jurupa Valley General Plan *Land Use/Noise Compatibility Matrix*, all transportation related noise levels are presented in terms of the 24-hour CNEL's.

#### 6.1 FHWA TRAFFIC NOISE PREDICTION MODEL

The expected roadway noise level increases from vehicular traffic were calculated by Urban Crossroads, Inc. using a computer program that replicates the Federal Highway Administration (FHWA) Traffic Noise Prediction Model- FHWA-RD-77-108. (15) The FHWA Model arrives at a predicted noise level through a series of adjustments to the Reference Energy Mean Emission Level (REMEL). In California the national REMELs are substituted with the California Vehicle Noise (Calveno) Emission Levels. (16) Adjustments are then made to the REMEL to account for: the roadway classification (e.g., collector, secondary, major or arterial), the roadway active width (i.e., the distance between the center of the outermost travel lanes on each side of the roadway), the total average daily traffic (ADT), the travel speed, the percentages of automobiles, medium trucks, and heavy trucks in the traffic volume, the roadway grade, the angle of view (e.g., whether the roadway view is blocked), the site conditions ("hard" or "soft" relates to the absorption of the ground, pavement, or landscaping), and the percentage of total ADT which flows each hour throughout a 24-hour period. Research conducted by Caltrans has shown that the use of soft site conditions is appropriate for the application of the FHWA traffic noise prediction model used in this analysis. (17)

#### 6.2 OFF-SITE TRAFFIC NOISE PREDICTION MODEL INPUTS

Table 6-1 presents the roadway parameters used to assess the Project's off-site dBA CNEL transportation noise impacts. Table 6-1 identifies the 24 study area roadway segments, the distance from the centerline to adjacent land use based on the functional roadway classifications per the City of Jurupa Valley General Plan Circulation Element, and the posted vehicle speeds. The ADT volumes used in this study area presented on Table 6-2 are based on the *Rubidoux Warehouse Traffic Impact Analysis*, prepared by Urban Crossroads, Inc. for the following traffic scenarios under both Without and With Project conditions, for the proposed Project: Existing 2020, Existing plus Ambient Growth (EA) 2023, EA plus Cumulative (EAC) 2023, and Horizon Year (HY) 2040. (2)



**TABLE 6-1: OFF-SITE ROADWAY PARAMETERS** 

ID	Roadway	Segment	Receiving Land Use <sup>1</sup>	Distance from Centerline to Receiving Land Use (Feet) <sup>2</sup>	Vehicle Speed (mph) <sup>3</sup>
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	52'	40
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	52'	45
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	52'	45
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	52'	45
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	52'	45
6	Cedar Ave.	s/o 7th Street	Sensitive	52'	50
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	59'	50
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	59'	50
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	59'	50
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	59'	50
11	Rubidoux Bl.	s/o 34th St.	Sensitive	59'	50
12	Market St.	n/o Rivera St.	Sensitive	59'	45
13	Market St.	s/o SR-60 EB Ramps	Sensitive	50'	45
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	52'	55
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	50'	45
16	Slover Av.	w/o Cedar Ave.	Sensitive	52'	50
17	Slover Av.	e/o Cedar Ave.	Sensitive	52'	50
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	44'	40
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	44'	40
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	52'	40
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	52'	40
22	7th St.	w/o Cedar Ave.	Sensitive	25'	45
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	59'	45
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	52'	45

 $<sup>^{\</sup>rm 1}$  Noise sensitive uses limited to noise sensitive residential land uses.



 $<sup>^{\</sup>rm 2}\,{\rm Distance}$  to receiving land use is based upon the right-of-way distances.

<sup>&</sup>lt;sup>3</sup> Rubidoux Warehouse Traffic Impact Analysis.

**TABLE 6-2: AVERAGE DAILY TRAFFIC VOLUMES** 

					Ave	erage Daily T	raffic Volur	nes¹		
ID	Roadway	Segment	Exi	sting		+ Ambient EA)	_	Ambient + tive (EAC)	Horizon `	Year 2040
			Without Project	Proposed Project	Without Project	Proposed Project	Without Project	Proposed Project	Without Project	Proposed Project
1	Cedar Ave.	n/o I-10 WB Ramps	51,709	51,803	54,874	54,968	60,400	60,494	65,849	65,944
2	Cedar Ave.	s/o I-10 EB Ramps	35,289	36,192	37,449	38,352	53,300	54,203	57,019	57,923
3	Cedar Ave.	n/o Santa Ana Av.	25,338	26,360	26,889	27,910	41,065	42,086	43,736	44,757
4	Cedar Ave.	s/o Santa Ana Av.	24,556	25,648	26,060	27,151	40,616	41,707	43,204	44,296
5	Cedar Ave.	s/o Jurupa Av.	24,345	25,508	25,835	26,998	36,257	37,420	38,823	39,986
6	Cedar Ave.	s/o 7th Street	25,512	26,698	27,073	28,259	36,386	37,572	39,075	40,261
7	Rubidoux Bl.	s/o El Rivino Rd	25,038	26,224	26,570	27,756	34,894	36,080	37,533	38,719
8	Rubidoux Bl.	s/o Market St.	24,068	25,125	25,541	26,598	36,129	37,186	38,666	39,723
9	Rubidoux Bl.	s/o 24th St.	24,265	25,322	25,750	26,807	36,019	37,076	38,576	39,634
10	Rubidoux Bl.	s/o 26th St.	24,163	24,937	25,642	26,416	35,948	36,722	38,494	39,269
11	Rubidoux Bl.	s/o 34th St.	24,848	24,942	26,369	26,463	31,223	31,317	33,842	33,936
12	Market St.	n/o Rivera St.	24,065	24,690	25,538	26,163	32,894	33,519	35,430	36,056
13	Market St.	s/o SR-60 EB Ramps	33,051	33,145	35,074	35,168	37,627	37,721	41,110	41,204
14	Riverside Av.	n/o Agua Mansa Rd.	27,794	27,938	29,495	29,639	35,597	35,741	53,994	54,138
15	Agua Mansa Rd.	n/o Market St.	17,783	18,071	18,871	19,159	25,426	25,714	27,301	27,589
16	Slover Av.	w/o Cedar Ave.	15,100	15,171	16,024	16,095	22,117	22,188	23,709	23,779
17	Slover Av.	e/o Cedar Ave.	11,432	11,480	12,132	12,179	16,517	16,564	17,722	17,769
18	Santa Ana Ave.	w/o Cedar Ave.	8,647	8,694	9,177	9,224	10,175	10,222	11,086	11,133
19	Santa Ana Ave.	e/o Cedar Ave.	6,307	6,330	6,693	6,716	8,253	8,276	8,918	8,941
20	Jurupa Ave.	w/o Cedar Ave.	5,716	5,740	6,066	6,090	17,722	17,746	18,325	18,348
21	Jurupa Ave.	e/o Cedar Ave.	5,986	6,033	6,352	6,400	9,428	9,476	10,059	10,106
22	7th St.	w/o Cedar Ave.	6,781	6,804	7,196	7,219	10,298	10,321	11,012	11,036
23	Market St.	e/o Rubidoux Bl.	26,649	27,327	28,280	28,958	36,262	36,940	39,071	39,748
24	Agua Mansa Rd.	e/o Riverside Ave.	13,350	13,494	14,167	14,311	36,262	36,406	17,862	18,006

<sup>&</sup>lt;sup>1</sup> Rubidoux Warehouse Traffic Impact Analysis.



To quantify the off-site noise levels, the Project related truck trips were added to the heavy truck category in the FHWA noise prediction model. The addition of the Project related truck trips increases the percentage of heavy trucks in the vehicle mix. This approach recognizes that the FHWA noise prediction model is significantly influenced by the number of heavy trucks in the vehicle mix.

Table 6-3 provides the time of day (daytime, evening, and nighttime) vehicle splits. The daily Project truck trip-ends were assigned to the individual off-site study area roadway segments based on the Project truck trip distribution percentages documented in the *Traffic Impact Analysis*. Using the Project truck trips in combination with the Project trip distribution, Urban Crossroads, Inc. calculated the number of additional Project truck trips and vehicle mix percentages for each of the study area roadway segments. Table 6-4 shows the traffic flow by vehicle type (vehicle mix) used for all without Project traffic scenarios, and tables 6-5 to 6-12 show the vehicle mixes used for the with Project traffic scenarios for both the proposed Project.

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

**TABLE 6-3: TIME OF DAY VEHICLE SPLITS** 

Vehicle Type		Total of Time of		
Vehicle Type	Daytime	Evening	Nighttime	Day Splits
Autos	71.28%	9.81%	18.91%	100.00%
Medium Trucks	77.26%	6.50%	16.25%	100.00%
Heavy Trucks	68.16%	9.02%	22.82%	100.00%

Based on an existing 24-hour vehicle count taken on Rubidoux Boulevard north of 30th Street (05/23/2019). "Daytime" = 7:00 a.m. to 7:00 p.m.; "Evening" = 7:00 p.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

**TABLE 6-4: WITHOUT PROJECT VEHICLE MIX** 

Classification		Total		
Classification	Autos	Medium Trucks	Heavy Trucks	Total
All Segments	75.75%	10.13%	14.13%	100.00%

Based on an existing 24-hour vehicle count taken on Rubidoux Boulevard north of 30th Street (05/23/2019).



**TABLE 6-5: EXISTING 2020 WITH PROJECT VEHICLE MIX** 

				With P	roject <sup>1</sup>	
ID	Roadway	Segment	Autos	Medium Trucks	Heavy Trucks	Total <sup>2</sup>
1	Cedar Ave.	n/o I-10 WB Ramps	75.79%	10.11%	14.10%	100.00%
2	Cedar Ave.	s/o I-10 EB Ramps	76.14%	9.97%	13.90%	100.00%
3	Cedar Ave.	n/o Santa Ana Av.	76.39%	9.86%	13.75%	100.00%
4	Cedar Ave.	s/o Santa Ana Av.	76.48%	9.83%	13.70%	100.00%
5	Cedar Ave.	s/o Jurupa Av.	76.55%	9.80%	13.66%	100.00%
6	Cedar Ave.	s/o 7th Street	76.53%	9.80%	13.67%	100.00%
7	Rubidoux Bl.	s/o El Rivino Rd	76.55%	9.80%	13.66%	100.00%
8	Rubidoux Bl.	s/o Market St.	75.84%	10.09%	14.06%	100.00%
9	Rubidoux Bl.	s/o 24th St.	75.84%	10.09%	14.06%	100.00%
10	Rubidoux Bl.	s/o 26th St.	75.57%	10.21%	14.22%	100.00%
11	Rubidoux Bl.	s/o 34th St.	75.84%	10.09%	14.07%	100.00%
12	Market St.	n/o Rivera St.	75.74%	10.13%	14.13%	100.00%
13	Market St.	s/o SR-60 EB Ramps	75.82%	10.10%	14.08%	100.00%
14	Riverside Av.	n/o Agua Mansa Rd.	75.78%	10.12%	14.11%	100.00%
15	Agua Mansa Rd.	n/o Market St.	75.85%	10.09%	14.07%	100.00%
16	Slover Av.	w/o Cedar Ave.	75.86%	10.08%	14.06%	100.00%
17	Slover Av.	e/o Cedar Ave.	75.85%	10.09%	14.07%	100.00%
18	Santa Ana Ave.	w/o Cedar Ave.	75.88%	10.07%	14.05%	100.00%
19	Santa Ana Ave.	e/o Cedar Ave.	75.84%	10.09%	14.07%	100.00%
20	Jurupa Ave.	w/o Cedar Ave.	75.85%	10.09%	14.07%	100.00%
21	Jurupa Ave.	e/o Cedar Ave.	75.94%	10.05%	14.01%	100.00%
22	7th St.	w/o Cedar Ave.	75.83%	10.09%	14.08%	100.00%
23	Market St.	e/o Rubidoux Bl.	75.59%	10.20%	14.21%	100.00%
24	Agua Mansa Rd.	e/o Riverside Ave.	75.81%	10.10%	14.09%	100.00%

<sup>&</sup>lt;sup>1</sup> Rubidoux Warehouse Traffic Impact Analysis.



 $<sup>^{\</sup>rm 2}$  Total of vehicle mix percentage values rounded to the nearest one-hundredth.

**TABLE 6-6: EA 2023 WITH PROJECT VEHICLE MIX** 

				With P	roject <sup>1</sup>	
ID	Roadway	Segment	Autos	Medium Trucks	Heavy Trucks	Total <sup>2</sup>
1	Cedar Ave.	n/o I-10 WB Ramps	75.79%	10.11%	14.10%	100.00%
2	Cedar Ave.	s/o I-10 EB Ramps	76.11%	9.98%	13.91%	100.00%
3	Cedar Ave.	n/o Santa Ana Av.	76.35%	9.88%	13.77%	100.00%
4	Cedar Ave.	s/o Santa Ana Av.	76.44%	9.84%	13.72%	100.00%
5	Cedar Ave.	s/o Jurupa Av.	76.50%	9.81%	13.68%	100.00%
6	Cedar Ave.	s/o 7th Street	76.49%	9.82%	13.69%	100.00%
7	Rubidoux Bl.	s/o El Rivino Rd	76.50%	9.81%	13.68%	100.00%
8	Rubidoux Bl.	s/o Market St.	75.84%	10.09%	14.07%	100.00%
9	Rubidoux Bl.	s/o 24th St.	75.84%	10.09%	14.07%	100.00%
10	Rubidoux Bl.	s/o 26th St.	75.58%	10.20%	14.22%	100.00%
11	Rubidoux Bl.	s/o 34th St.	75.83%	10.09%	14.07%	100.00%
12	Market St.	n/o Rivera St.	75.74%	10.13%	14.13%	100.00%
13	Market St.	s/o SR-60 EB Ramps	75.81%	10.10%	14.09%	100.00%
14	Riverside Av.	n/o Agua Mansa Rd.	75.78%	10.12%	14.11%	100.00%
15	Agua Mansa Rd.	n/o Market St.	75.84%	10.09%	14.07%	100.00%
16	Slover Av.	w/o Cedar Ave.	75.85%	10.08%	14.06%	100.00%
17	Slover Av.	e/o Cedar Ave.	75.84%	10.09%	14.07%	100.00%
18	Santa Ana Ave.	w/o Cedar Ave.	75.87%	10.08%	14.05%	100.00%
19	Santa Ana Ave.	e/o Cedar Ave.	75.83%	10.09%	14.08%	100.00%
20	Jurupa Ave.	w/o Cedar Ave.	75.84%	10.09%	14.07%	100.00%
21	Jurupa Ave.	e/o Cedar Ave.	75.93%	10.05%	14.02%	100.00%
22	7th St.	w/o Cedar Ave.	75.83%	10.09%	14.08%	100.00%
23	Market St.	e/o Rubidoux Bl.	75.60%	10.19%	14.21%	100.00%
24	Agua Mansa Rd.	e/o Riverside Ave.	75.81%	10.10%	14.09%	100.00%



<sup>&</sup>lt;sup>1</sup> Rubidoux Warehouse Traffic Impact Analysis.
<sup>2</sup> Total of vehicle mix percentage values rounded to the nearest one-hundredth.

**TABLE 6-7: EAC 2023 WITH PROJECT VEHICLE MIX** 

				With P	roject <sup>1</sup>	
ID	Roadway	Segment	Autos	Medium Trucks	Heavy Trucks	Total <sup>2</sup>
1	Cedar Ave.	n/o I-10 WB Ramps	75.78%	10.11%	14.10%	100.00%
2	Cedar Ave.	s/o I-10 EB Ramps	76.01%	10.02%	13.97%	100.00%
3	Cedar Ave.	n/o Santa Ana Av.	76.15%	9.96%	13.89%	100.00%
4	Cedar Ave.	s/o Santa Ana Av.	76.19%	9.94%	13.86%	100.00%
5	Cedar Ave.	s/o Jurupa Av.	76.29%	9.90%	13.81%	100.00%
6	Cedar Ave.	s/o 7th Street	76.31%	9.90%	13.80%	100.00%
7	Rubidoux Bl.	s/o El Rivino Rd	76.33%	9.89%	13.79%	100.00%
8	Rubidoux Bl.	s/o Market St.	75.81%	10.10%	14.08%	100.00%
9	Rubidoux Bl.	s/o 24th St.	75.81%	10.10%	14.08%	100.00%
10	Rubidoux Bl.	s/o 26th St.	75.63%	10.18%	14.19%	100.00%
11	Rubidoux Bl.	s/o 34th St.	75.82%	10.10%	14.08%	100.00%
12	Market St.	n/o Rivera St.	75.74%	10.13%	14.13%	100.00%
13	Market St.	s/o SR-60 EB Ramps	75.81%	10.10%	14.09%	100.00%
14	Riverside Av.	n/o Agua Mansa Rd.	75.77%	10.12%	14.11%	100.00%
15	Agua Mansa Rd.	n/o Market St.	75.82%	10.10%	14.08%	100.00%
16	Slover Av.	w/o Cedar Ave.	75.82%	10.10%	14.08%	100.00%
17	Slover Av.	e/o Cedar Ave.	75.82%	10.10%	14.08%	100.00%
18	Santa Ana Ave.	w/o Cedar Ave.	75.86%	10.08%	14.06%	100.00%
19	Santa Ana Ave.	e/o Cedar Ave.	75.82%	10.10%	14.08%	100.00%
20	Jurupa Ave.	w/o Cedar Ave.	75.78%	10.11%	14.11%	100.00%
21	Jurupa Ave.	e/o Cedar Ave.	75.87%	10.08%	14.05%	100.00%
22	7th St.	w/o Cedar Ave.	75.80%	10.10%	14.09%	100.00%
23	Market St.	e/o Rubidoux Bl.	75.63%	10.18%	14.19%	100.00%
24	Agua Mansa Rd.	e/o Riverside Ave.	75.77%	10.12%	14.11%	100.00%



<sup>&</sup>lt;sup>1</sup> Rubidoux Warehouse Traffic Impact Analysis.
<sup>2</sup> Total of vehicle mix percentage values rounded to the nearest one-hundredth.

**TABLE 6-8: HY 2040 WITH PROJECT VEHICLE MIX** 

				With P	roject <sup>1</sup>	
ID	Roadway	Segment	Autos	Medium Trucks	Heavy Trucks	Total <sup>2</sup>
1	Cedar Ave.	n/o I-10 WB Ramps	75.78%	10.11%	14.10%	100.00%
2	Cedar Ave.	s/o I-10 EB Ramps	75.99%	10.03%	13.98%	100.00%
3	Cedar Ave.	n/o Santa Ana Av.	76.13%	9.97%	13.90%	100.00%
4	Cedar Ave.	s/o Santa Ana Av.	76.17%	9.95%	13.88%	100.00%
5	Cedar Ave.	s/o Jurupa Av.	76.26%	9.92%	13.83%	100.00%
6	Cedar Ave.	s/o 7th Street	76.27%	9.91%	13.82%	100.00%
7	Rubidoux Bl.	s/o El Rivino Rd	76.29%	9.90%	13.81%	100.00%
8	Rubidoux Bl.	s/o Market St.	75.81%	10.11%	14.09%	100.00%
9	Rubidoux Bl.	s/o 24th St.	75.81%	10.11%	14.09%	100.00%
10	Rubidoux Bl.	s/o 26th St.	75.63%	10.18%	14.19%	100.00%
11	Rubidoux Bl.	s/o 34th St.	75.81%	10.10%	14.09%	100.00%
12	Market St.	n/o Rivera St.	75.74%	10.13%	14.13%	100.00%
13	Market St.	s/o SR-60 EB Ramps	75.80%	10.10%	14.09%	100.00%
14	Riverside Av.	n/o Agua Mansa Rd.	75.76%	10.12%	14.12%	100.00%
15	Agua Mansa Rd.	n/o Market St.	75.81%	10.10%	14.09%	100.00%
16	Slover Av.	w/o Cedar Ave.	75.82%	10.10%	14.08%	100.00%
17	Slover Av.	e/o Cedar Ave.	75.81%	10.10%	14.09%	100.00%
18	Santa Ana Ave.	w/o Cedar Ave.	75.85%	10.09%	14.07%	100.00%
19	Santa Ana Ave.	e/o Cedar Ave.	75.81%	10.10%	14.09%	100.00%
20	Jurupa Ave.	w/o Cedar Ave.	75.78%	10.11%	14.11%	100.00%
21	Jurupa Ave.	e/o Cedar Ave.	75.86%	10.08%	14.06%	100.00%
22	7th St.	w/o Cedar Ave.	75.80%	10.11%	14.09%	100.00%
23	Market St.	e/o Rubidoux Bl.	75.64%	10.17%	14.18%	100.00%
24	Agua Mansa Rd.	e/o Riverside Ave.	75.80%	10.11%	14.10%	100.00%

<sup>&</sup>lt;sup>1</sup> Rubidoux Warehouse Traffic Impact Analysis.



 $<sup>^{\</sup>rm 2}$  Total of vehicle mix percentage values rounded to the nearest one-hundredth.

## **6.3** VIBRATION ASSESSMENT

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

However, while vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized on Table 6-13. Based on the representative vibration levels presented for various construction equipment types, it is possible to estimate the potential Project construction vibration levels using the following vibration assessment methods defined by the FTA. The FTA provides the following equation:  $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ 

**TABLE 6-13: VIBRATION SOURCE LEVELS FOR CONSTRUCTION EQUIPMENT** 

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

Source: Federal Transit Administration, Transit Noise and Vibration Impact Assessment



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# 7 OFF-SITE TRANSPORTATION NOISE IMPACTS

To assess the off-site transportation CNEL noise level impacts associated with the proposed Project, noise contours were developed based on the *Rubidoux Warehouse Traffic Impact Analysis*. (2) Noise contour boundaries represent the equal levels of noise exposure and are measured in CNEL from the center of the roadway.

### 7.1 TRAFFIC NOISE CONTOURS

Noise contours were used to assess the Project's incremental 24-hour dBA CNEL traffic-related noise impacts at land uses adjacent to roadways conveying Project traffic. The noise contours represent the distance to noise levels of a constant value and are measured from the center of the roadway for the 70, 65, and 60 dBA CNEL noise levels. The noise contours do not consider the effect of any existing noise barriers or topography that may attenuate ambient noise levels. In addition, because the noise contours reflect modeling of vehicular noise on area roadways, they appropriately do not reflect noise contributions from the surrounding stationary noise sources within the Project study area.

Tables 7-1 through 7-12 present a summary of the exterior dBA CNEL traffic noise levels without barrier attenuation for the proposed Project. Roadway segments are analyzed from the without Project to the with Project conditions in each of the following timeframes: Existing 2020, Existing plus Ambient Growth (EA) 2023, Existing plus Ambient Growth plus Cumulative (EAC) 2023, and Horizon Year (HY) 2040. Appendix 7.1 includes a summary of the dBA CNEL traffic noise level contours for each of the traffic scenarios.



**TABLE 7-1: EXISTING 2020 WITHOUT PROJECT NOISE CONTOURS** 

			Receiving	CNEL at		ice to Co enterline	
ID	Road	Segment	Land Use <sup>1</sup>	Land Use (dBA) <sup>2</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	81.9	323	695	1498
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	81.1	286	616	1328
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	79.7	229	494	1065
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	79.5	225	484	1043
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	79.5	223	481	1037
6	Cedar Ave.	s/o 7th Street	Sensitive	80.5	260	561	1208
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	79.4	250	538	1160
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	79.2	243	524	1129
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	79.3	245	527	1136
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	79.2	244	526	1132
11	Rubidoux Bl.	s/o 34th St.	Sensitive	79.4	249	536	1154
12	Market St.	n/o Rivera St.	Sensitive	78.4	215	464	1000
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.1	319	688	1482
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	81.6	308	664	1431
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	78.1	172	371	800
16	Slover Av.	w/o Cedar Ave.	Sensitive	78.2	184	395	852
17	Slover Av.	e/o Cedar Ave.	Sensitive	77.0	152	328	708
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.0	95	205	442
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	73.7	77	166	358
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	72.3	74	160	345
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	72.5	77	165	356
22	7th St.	w/o Cedar Ave.	Sensitive	78.7	96	206	443
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	78.9	231	497	1070
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	76.9	150	322	695

 $<sup>^{\</sup>rm 1}$  Noise sensitive uses limited to noise sensitive residential land uses.



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

**TABLE 7-2: EXISTING 2020 WITH PROJECT NOISE CONTOURS** 

			Receiving	CNEL at		ice to Co enterline	
ID	Road	Segment	Land Use <sup>1</sup>	Land Use (dBA) <sup>2</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	81.9	323	695	1498
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	81.2	288	621	1338
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	79.7	232	500	1076
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	79.6	227	489	1055
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	79.6	226	487	1049
6	Cedar Ave.	s/o 7th Street	Sensitive	80.6	263	567	1222
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	79.5	253	545	1173
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	79.4	250	538	1159
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	79.4	251	541	1166
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	79.4	250	539	1161
11	Rubidoux Bl.	s/o 34th St.	Sensitive	79.4	249	536	1154
12	Market St.	n/o Rivera St.	Sensitive	78.5	219	472	1017
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.1	319	688	1483
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	81.6	309	666	1435
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	78.1	174	374	806
16	Slover Av.	w/o Cedar Ave.	Sensitive	78.2	184	396	852
17	Slover Av.	e/o Cedar Ave.	Sensitive	77.0	153	329	708
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.0	95	205	442
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	73.7	77	166	358
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	72.3	74	160	345
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	72.5	77	165	356
22	7th St.	w/o Cedar Ave.	Sensitive	78.7	96	206	444
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	79.0	235	507	1092
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	76.9	150	324	698

 $<sup>^{\</sup>rm 1}\,\mbox{Noise}$  sensitive uses limited to noise sensitive residential land uses.



<sup>&</sup>lt;sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

**TABLE 7-3: EA 2023 WITHOUT PROJECT NOISE CONTOURS** 

			Receiving	CNEL at		nce to Co	
ID	Road	Segment	Land Use <sup>1</sup>	Land Use (dBA) <sup>2</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.1	336	723	1558
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	81.4	298	641	1382
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	79.9	239	514	1108
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	79.8	234	504	1085
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	79.8	232	501	1079
6	Cedar Ave.	s/o 7th Street	Sensitive	80.8	271	584	1257
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	79.7	260	560	1206
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	79.5	253	545	1175
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	79.5	255	548	1181
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	79.5	254	547	1178
11	Rubidoux Bl.	s/o 34th St.	Sensitive	79.6	259	557	1200
12	Market St.	n/o Rivera St.	Sensitive	78.7	224	483	1040
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.3	332	716	1542
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	81.9	321	691	1489
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	78.3	179	386	832
16	Slover Av.	w/o Cedar Ave.	Sensitive	78.5	191	411	886
17	Slover Av.	e/o Cedar Ave.	Sensitive	77.3	159	342	736
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.3	99	213	459
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	73.9	80	173	372
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	72.6	77	167	359
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	72.8	80	172	370
22	7th St.	w/o Cedar Ave.	Sensitive	79.0	99	214	461
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	79.1	240	517	1113
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	77.1	156	335	723

 $<sup>^{\</sup>rm 1}$  Noise sensitive uses limited to noise sensitive residential land uses.



<sup>&</sup>lt;sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

**TABLE 7-4: EA 2023 WITH PROJECT NOISE CONTOURS** 

		Pood Sogmont		Receiving	CNEL at	Distance to Contour from Centerline (Feet)		
ID	Road	Segment	Land Use <sup>1</sup>	Land Use (dBA) <sup>2</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.2	336	723	1558	
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	81.4	300	646	1391	
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	80.0	241	519	1119	
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	79.9	236	509	1096	
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	79.8	235	506	1090	
6	Cedar Ave.	s/o 7th Street	Sensitive	80.8	274	590	1271	
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	79.7	263	566	1220	
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	79.6	260	559	1205	
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	79.7	261	562	1211	
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	79.7	260	560	1206	
11	Rubidoux Bl.	s/o 34th St.	Sensitive	79.6	259	557	1201	
12	Market St.	n/o Rivera St.	Sensitive	78.8	228	491	1057	
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.3	332	716	1542	
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	81.9	322	693	1492	
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	78.4	181	389	838	
16	Slover Av.	w/o Cedar Ave.	Sensitive	78.5	191	412	887	
17	Slover Av.	e/o Cedar Ave.	Sensitive	77.3	159	342	736	
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.3	99	213	460	
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	73.9	80	173	372	
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	72.6	77	167	359	
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	72.8	80	172	370	
22	7th St.	w/o Cedar Ave.	Sensitive	79.0	99	214	462	
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	79.3	244	527	1135	
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	77.2	157	337	726	

<sup>&</sup>lt;sup>1</sup> Noise sensitive uses limited to noise sensitive residential land uses.



<sup>&</sup>lt;sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

**TABLE 7-5: EAC 2023 WITHOUT PROJECT NOISE CONTOURS** 

			Receiving	CNEL at		nce to Co enterline	
ID	Road	Segment	Land Use <sup>1</sup>	Land Use (dBA) <sup>2</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.6	358	771	1661
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	82.9	377	811	1748
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	81.8	317	682	1469
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	81.7	314	677	1458
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	81.2	291	628	1352
6	Cedar Ave.	s/o 7th Street	Sensitive	82.0	330	711	1531
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	80.8	312	672	1447
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	81.0	319	687	1481
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	81.0	318	686	1478
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	81.0	318	685	1476
11	Rubidoux Bl.	s/o 34th St.	Sensitive	80.4	289	624	1343
12	Market St.	n/o Rivera St.	Sensitive	79.8	265	571	1231
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.6	348	750	1616
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	82.7	364	783	1687
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	79.6	219	471	1015
16	Slover Av.	w/o Cedar Ave.	Sensitive	79.9	237	510	1099
17	Slover Av.	e/o Cedar Ave.	Sensitive	78.6	195	420	904
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.7	106	228	492
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	74.8	92	199	428
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	77.2	158	340	734
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	74.5	104	224	482
22	7th St.	w/o Cedar Ave.	Sensitive	80.5	126	272	586
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	80.2	283	610	1314
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	81.2	291	628	1352

 $<sup>^{\</sup>rm 1}$  Noise sensitive uses limited to noise sensitive residential land uses.



<sup>&</sup>lt;sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of the receiving adjacent land use.

TABLE 7-6: EAC 2023 WITH PROJECT CONDITIONS NOISE CONTOURS

			Receiving	CNEL at		ice to Co enterline	
ID	Road	Segment	Land Use <sup>1</sup>	Land Use (dBA) <sup>2</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.6	358	771	1661
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	82.9	378	815	1757
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	81.8	319	686	1479
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	81.8	316	682	1468
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	81.3	294	632	1363
6	Cedar Ave.	s/o 7th Street	Sensitive	82.1	333	716	1543
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	80.9	314	677	1459
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	81.1	325	699	1507
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	81.1	324	698	1504
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	81.1	323	697	1501
11	Rubidoux Bl.	s/o 34th St.	Sensitive	80.4	290	624	1344
12	Market St.	n/o Rivera St.	Sensitive	79.9	269	579	1247
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.6	348	750	1616
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	82.7	364	785	1691
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	79.6	220	474	1021
16	Slover Av.	w/o Cedar Ave.	Sensitive	79.9	237	510	1099
17	Slover Av.	e/o Cedar Ave.	Sensitive	78.6	195	420	905
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.7	106	229	492
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	74.8	92	199	428
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	77.2	158	341	734
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	74.5	104	224	482
22	7th St.	w/o Cedar Ave.	Sensitive	80.6	126	272	586
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	80.3	287	619	1334
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	81.2	292	629	1355

 $<sup>^{\</sup>rm 1}$  Noise sensitive uses limited to noise sensitive residential land uses.



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

TABLE 7-7: HY 2040 WITHOUT PROJECT CONDITIONS NOISE CONTOURS

			Receiving	CNEL at		ice to Co enterline	
ID	Road	Segment	Land Use <sup>1</sup>	Land Use (dBA) <sup>2</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.9	379	817	1760
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	83.2	394	849	1828
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	82.0	330	711	1532
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	82.0	327	705	1520
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	81.5	305	657	1415
6	Cedar Ave.	s/o 7th Street	Sensitive	82.3	346	745	1606
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	81.2	327	705	1519
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	81.3	334	719	1549
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	81.3	333	718	1547
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	81.3	333	717	1545
11	Rubidoux Bl.	s/o 34th St.	Sensitive	80.7	305	658	1418
12	Market St.	n/o Rivera St.	Sensitive	80.1	279	601	1294
13	Market St.	s/o SR-60 EB Ramps	Sensitive	83.0	369	796	1714
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	84.5	480	1034	2228
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	79.9	229	494	1064
16	Slover Av.	w/o Cedar Ave.	Sensitive	80.2	248	534	1151
17	Slover Av.	e/o Cedar Ave.	Sensitive	78.9	204	440	948
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	76.1	112	242	521
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	75.2	97	209	451
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	77.4	162	348	750
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	74.8	108	233	503
22	7th St.	w/o Cedar Ave.	Sensitive	80.8	132	284	613
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	80.5	298	641	1381
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	78.2	182	391	843

 $<sup>^{\</sup>rm 1}$  Noise sensitive uses limited to noise sensitive residential land uses.



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

TABLE 7-8: HY 2040 WITH PROJECT CONDITIONS NOISE CONTOURS

			Receiving	CNEL at		nce to Co enterline	
ID	Road	Segment	Land Use <sup>1</sup>	Land Use (dBA) <sup>2</sup>	70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.9	379	817	1760
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	83.2	396	853	1837
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	82.1	332	716	1542
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	82.0	330	710	1529
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	81.6	307	662	1425
6	Cedar Ave.	s/o 7th Street	Sensitive	82.4	349	751	1618
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	81.2	330	711	1531
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	81.4	339	731	1575
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	81.4	339	730	1573
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	81.4	338	728	1569
11	Rubidoux Bl.	s/o 34th St.	Sensitive	80.7	305	658	1418
12	Market St.	n/o Rivera St.	Sensitive	80.2	282	608	1309
13	Market St.	s/o SR-60 EB Ramps	Sensitive	83.0	369	796	1715
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	84.5	481	1035	2231
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	80.0	231	497	1070
16	Slover Av.	w/o Cedar Ave.	Sensitive	80.2	248	534	1151
17	Slover Av.	e/o Cedar Ave.	Sensitive	78.9	204	440	948
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	76.1	112	242	521
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	75.2	97	209	451
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	77.4	162	348	750
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	74.8	108	233	503
22	7th St.	w/o Cedar Ave.	Sensitive	80.8	132	284	613
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	80.6	302	650	1400
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	78.2	182	393	847

 $<sup>^{\</sup>rm 1}$  Noise sensitive uses limited to noise sensitive residential land uses.



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

## 7.2 EXISTING 2020 PROJECT TRAFFIC NOISE LEVEL INCREASES

An analysis of existing traffic noise levels plus traffic noise generated by the proposed Project has been included in this report to fully analyze all the existing traffic scenarios identified in the *Rubidoux Warehouse Traffic Impact Analysis* prepared by Urban Crossroads, Inc. The future EAC and Horizon Year 2040 traffic noise conditions that include all cumulative projects are used to determine the significance of the Project off-site traffic noise level increases on the study area roadway segments. Table 7-1 shows the Existing without Project CNEL noise levels. The Existing without Project exterior noise levels are expected to range from 72.3 to 82.1 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-2 shows the Existing with Project will also range from 72.3 to 82.1 dBA CNEL. Table 7-9 shows that the Project off-site traffic noise level increases will range from 0.0 to 0.2 dBA CNEL.

# 7.3 EA 2023 PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-3 presents the Existing plus Ambient Growth (EA) without Project CNEL noise levels. The EA without Project exterior noise levels are expected to range from 72.6 to 82.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-47 shows the EA with Project will also range from 72.6 to 82.3 dBA CNEL. Table 7-10 shows that the Project off-site traffic noise level increases under will range from 0.0 to 0.2 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level increases due to unmitigated Project-related traffic noise levels.

## 7.4 EAC 2023 Project Traffic Noise Level Increases

Table 7-5 presents the Existing plus Ambient Growth plus Cumulative (EAC) without Project CNEL noise levels. The EAC without Project exterior noise levels are expected to range from 74.5 to 82.9 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-6 shows that the EAC with Project will range from 74.5 to 82.9 dBA CNEL. Table 7-11 shows that the Project off-site traffic noise level increases will range from 0.0 to 0.1 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level increases due to unmitigated Project-related traffic noise levels.

# 7.5 HY 2040 PROJECT TRAFFIC NOISE LEVEL INCREASES

Table 7-7 presents the Horizon Year (HY) without Project CNEL noise levels. The HY without Project exterior noise levels are expected to range from 74.8 to 84.5 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. Table 7-8 shows that the HY with Project will range from 74.8 to 84.5 dBA CNEL. Table 7-12 shows that the Project off-site traffic noise level increases under will range from 0.0 to 0.1 dBA CNEL. Based on the significance criteria for off-site traffic noise presented in Table 4-1, land uses adjacent to the study area roadway segments would experience *less than significant* noise level increases due to unmitigated Project-related traffic noise levels.



TABLE 7-9: EXISTING 2020 WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use <sup>1</sup>		EL at Receind Use (dE	_	Noise Sensitive	Exterior Noise	Level	ental Noise Increase eshold <sup>3</sup>
				No Project	With Project	Project Addition	Land Use?	Standard	Limit	Exceeded?
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	81.9	81.9	0.0	Yes	65	3	No
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	81.1	81.2	0.0	Yes	65	3	No
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	79.7	79.7	0.1	Yes	65	3	No
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	79.5	79.6	0.1	Yes	65	3	No
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	79.5	79.6	0.1	Yes	65	3	No
6	Cedar Ave.	s/o 7th Street	Sensitive	80.5	80.6	0.1	Yes	65	3	No
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	79.4	79.5	0.1	Yes	65	3	No
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	79.2	79.4	0.2	No	70	3	No
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	79.3	79.4	0.2	No	70	3	No
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	79.2	79.4	0.2	No	70	3	No
11	Rubidoux Bl.	s/o 34th St.	Sensitive	79.4	79.4	0.0	Yes	65	3	No
12	Market St.	n/o Rivera St.	Sensitive	78.4	78.5	0.1	Yes	65	3	No
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.1	82.1	0.0	Yes	65	3	No
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	81.6	81.6	0.0	No	70	3	No
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	78.1	78.1	0.1	No	70	3	No
16	Slover Av.	w/o Cedar Ave.	Sensitive	78.2	78.2	0.0	Yes	65	3	No
17	Slover Av.	e/o Cedar Ave.	Sensitive	77.0	77.0	0.0	Yes	65	3	No
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.0	75.0	0.0	Yes	65	3	No
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	73.7	73.7	0.0	Yes	65	3	No
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	72.3	72.3	0.0	Yes	65	3	No
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	72.5	72.5	0.0	Yes	65	3	No
22	7th St.	w/o Cedar Ave.	Sensitive	78.7	78.7	0.0	Yes	65	3	No
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	78.9	79.0	0.1	No	70	3	No
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	76.9	76.9	0.0	Yes	65	3	No

<sup>&</sup>lt;sup>1</sup>Noise sensitive uses limited to noise sensitive residential land uses.



<sup>&</sup>lt;sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>&</sup>lt;sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-10: EA 2023 WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use <sup>1</sup>		EL at Receind Use (dE	_	Noise Sensitive	Exterior Noise	Level	ental Noise Increase eshold <sup>3</sup>
				No Project	With Project	Project Addition	Land Use?	Standard	Limit	Exceeded?
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.1	82.2	0.0	Yes	65	3	No
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	81.4	81.4	0.0	Yes	65	3	No
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	79.9	80.0	0.1	Yes	65	3	No
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	79.8	79.9	0.1	Yes	65	3	No
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	79.8	79.8	0.1	Yes	65	3	No
6	Cedar Ave.	s/o 7th Street	Sensitive	80.8	80.8	0.1	Yes	65	3	No
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	79.7	79.7	0.1	Yes	65	3	No
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	79.5	79.6	0.2	No	70	3	No
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	79.5	79.7	0.2	No	70	3	No
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	79.5	79.7	0.2	No	70	3	No
11	Rubidoux Bl.	s/o 34th St.	Sensitive	79.6	79.6	0.0	Yes	65	3	No
12	Market St.	n/o Rivera St.	Sensitive	78.7	78.8	0.1	Yes	65	3	No
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.3	82.3	0.0	Yes	65	3	No
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	81.9	81.9	0.0	No	70	3	No
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	78.3	78.4	0.1	No	70	3	No
16	Slover Av.	w/o Cedar Ave.	Sensitive	78.5	78.5	0.0	Yes	65	3	No
17	Slover Av.	e/o Cedar Ave.	Sensitive	77.3	77.3	0.0	Yes	65	3	No
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.3	75.3	0.0	Yes	65	3	No
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	73.9	73.9	0.0	Yes	65	3	No
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	72.6	72.6	0.0	Yes	65	3	No
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	72.8	72.8	0.0	Yes	65	3	No
22	7th St.	w/o Cedar Ave.	Sensitive	79.0	79.0	0.0	Yes	65	3	No
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	79.1	79.3	0.1	No	70	3	No
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	77.1	77.2	0.0	Yes	65	3	No

<sup>&</sup>lt;sup>1</sup>Noise sensitive uses limited to noise sensitive residential land uses.



<sup>&</sup>lt;sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>&</sup>lt;sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-11: EAC 2023 WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use <sup>1</sup>		EL at Receind Use (dE	_	Noise Sensitive	Exterior Noise	Level	ental Noise Increase eshold <sup>3</sup>
				No Project	With Project	Project Addition	Land Use?	Standard	Limit	Exceeded?
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.6	82.6	0.0	Yes	65	3	No
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	82.9	82.9	0.0	Yes	65	3	No
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	81.8	81.8	0.0	Yes	65	3	No
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	81.7	81.8	0.0	Yes	65	3	No
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	81.2	81.3	0.1	Yes	65	3	No
6	Cedar Ave.	s/o 7th Street	Sensitive	82.0	82.1	0.1	Yes	65	3	No
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	80.8	80.9	0.1	Yes	65	3	No
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	81.0	81.1	0.1	No	70	3	No
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	81.0	81.1	0.1	No	70	3	No
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	81.0	81.1	0.1	No	70	3	No
11	Rubidoux Bl.	s/o 34th St.	Sensitive	80.4	80.4	0.0	Yes	65	3	No
12	Market St.	n/o Rivera St.	Sensitive	79.8	79.9	0.1	Yes	65	3	No
13	Market St.	s/o SR-60 EB Ramps	Sensitive	82.6	82.6	0.0	Yes	65	3	No
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	82.7	82.7	0.0	No	70	3	No
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	79.6	79.6	0.0	No	70	3	No
16	Slover Av.	w/o Cedar Ave.	Sensitive	79.9	79.9	0.0	Yes	65	3	No
17	Slover Av.	e/o Cedar Ave.	Sensitive	78.6	78.6	0.0	Yes	65	3	No
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	75.7	75.7	0.0	Yes	65	3	No
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	74.8	74.8	0.0	Yes	65	3	No
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	77.2	77.2	0.0	Yes	65	3	No
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	74.5	74.5	0.0	Yes	65	3	No
22	7th St.	w/o Cedar Ave.	Sensitive	80.5	80.6	0.0	Yes	65	3	No
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	80.2	80.3	0.1	No	70	3	No
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	81.2	81.2	0.0	Yes	65	3	No

<sup>&</sup>lt;sup>1</sup> Noise sensitive uses limited to noise sensitive residential land uses.



<sup>&</sup>lt;sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>&</sup>lt;sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

TABLE 7-12: HY 2040 WITH PROJECT TRAFFIC NOISE LEVEL INCREASES

ID	Road	Segment	Receiving Land Use <sup>1</sup>		EL at Receind Use (dE	_	Noise Sensitive	Exterior Noise	Level	ental Noise Increase eshold <sup>3</sup>
				No Project	With Project	Project Addition	Land Use?	Standard	Limit	Exceeded?
1	Cedar Ave.	n/o I-10 WB Ramps	Sensitive	82.9	82.9	0.0	Yes	65	3	No
2	Cedar Ave.	s/o I-10 EB Ramps	Sensitive	83.2	83.2	0.0	Yes	65	3	No
3	Cedar Ave.	n/o Santa Ana Av.	Sensitive	82.0	82.1	0.0	Yes	65	3	No
4	Cedar Ave.	s/o Santa Ana Av.	Sensitive	82.0	82.0	0.0	Yes	65	3	No
5	Cedar Ave.	s/o Jurupa Av.	Sensitive	81.5	81.6	0.0	Yes	65	3	No
6	Cedar Ave.	s/o 7th Street	Sensitive	82.3	82.4	0.0	Yes	65	3	No
7	Rubidoux Bl.	s/o El Rivino Rd	Sensitive	81.2	81.2	0.1	Yes	65	3	No
8	Rubidoux Bl.	s/o Market St.	Non-Sensitive	81.3	81.4	0.1	No	70	3	No
9	Rubidoux Bl.	s/o 24th St.	Non-Sensitive	81.3	81.4	0.1	No	70	3	No
10	Rubidoux Bl.	s/o 26th St.	Non-Sensitive	81.3	81.4	0.1	No	70	3	No
11	Rubidoux Bl.	s/o 34th St.	Sensitive	80.7	80.7	0.0	Yes	65	3	No
12	Market St.	n/o Rivera St.	Sensitive	80.1	80.2	0.1	Yes	65	3	No
13	Market St.	s/o SR-60 EB Ramps	Sensitive	83.0	83.0	0.0	Yes	65	3	No
14	Riverside Av.	n/o Agua Mansa Rd.	Non-Sensitive	84.5	84.5	0.0	No	70	3	No
15	Agua Mansa Rd.	n/o Market St.	Non-Sensitive	79.9	80.0	0.0	No	70	3	No
16	Slover Av.	w/o Cedar Ave.	Sensitive	80.2	80.2	0.0	Yes	65	3	No
17	Slover Av.	e/o Cedar Ave.	Sensitive	78.9	78.9	0.0	Yes	65	3	No
18	Santa Ana Ave.	w/o Cedar Ave.	Sensitive	76.1	76.1	0.0	Yes	65	3	No
19	Santa Ana Ave.	e/o Cedar Ave.	Sensitive	75.2	75.2	0.0	Yes	65	3	No
20	Jurupa Ave.	w/o Cedar Ave.	Sensitive	77.4	77.4	0.0	Yes	65	3	No
21	Jurupa Ave.	e/o Cedar Ave.	Sensitive	74.8	74.8	0.0	Yes	65	3	No
22	7th St.	w/o Cedar Ave.	Sensitive	80.8	80.8	0.0	Yes	65	3	No
23	Market St.	e/o Rubidoux Bl.	Non-Sensitive	80.5	80.6	0.1	No	70	3	No
24	Agua Mansa Rd.	e/o Riverside Ave.	Sensitive	78.2	78.2	0.0	Yes	65	3	No

<sup>&</sup>lt;sup>1</sup>Noise sensitive uses limited to noise sensitive residential land uses.



<sup>&</sup>lt;sup>2</sup> The CNEL is calculated at the boundary of the right-of-way of each roadway and the property line of the receiving land use.

<sup>&</sup>lt;sup>3</sup> Does the Project create an incremental noise level increase exceeding the significance criteria (Table 4-1)?

# 8 RECEIVER LOCATIONS

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

Receiver locations are in outdoor living areas (e.g., backyards) 10 feet from any existing or proposed barriers or at the building façade, whichever is closer to the Project site, based on FHWA guidance, and consistent with additional guidance provided by Caltrans and the FTA, as previously described in Section 5.2. Receiver locations in the Project study area include nearby residential and park uses, as described below. Other land uses in the Project study area that are located at greater distances than those identified in this noise study will experience lower noise levels than those presented in this report due to the additional attenuation from distance and the shielding of intervening structures. Distance is measured in a straight line from the project boundary to each receiver location.

- R1: Located approximately 231 feet north of the Project site, R1 represents existing residential home north of 25<sup>th</sup> Street. A 24-hour noise measurement was taken near this location, L1, to describe the existing ambient noise environment.
- R2: Location R2 represents Avalon Park located east of the Project site at roughly 352 feet, on the east side of Avalon Street. A 24-hour noise measurement was taken near this location, L2, to describe the existing ambient noise environment.
- R3: Location R3 represents the existing residential home on the south side of Avalon Street at approximately 105 feet from the Project site. A 24-hour noise measurement near this location, L3, is used to describe the existing ambient noise environment.
- R4: Location R4 represents the existing residential home on the north side of Avalon Street at approximately 41 feet from the Project site. However, this location is no longer used for residential purposes and is currently supporting trucking related commercial land use activities. A 24-hour noise measurement near this location, L4, is used to describe the existing ambient noise environment.
- R5: Location R5 represents the existing residential homes on the south side of 28<sup>th</sup> Street at approximately 178 feet from the Project site. A 24-hour noise measurement was taken near this location, L5, to describe the existing ambient noise environment.

R6: Location R6 represents the existing residential homes located south of the Project site at roughly 108 feet, north of 28<sup>th</sup> Street. A 24-hour noise measurement was taken near this location, L6, to describe the existing ambient noise environment.

**EXHIBIT 8-A: RECEIVER LOCATIONS** 



Receiver Locations — Distance from receiver to Project site boundary (in feet)

# 9 OPERATIONAL NOISE IMPACTS

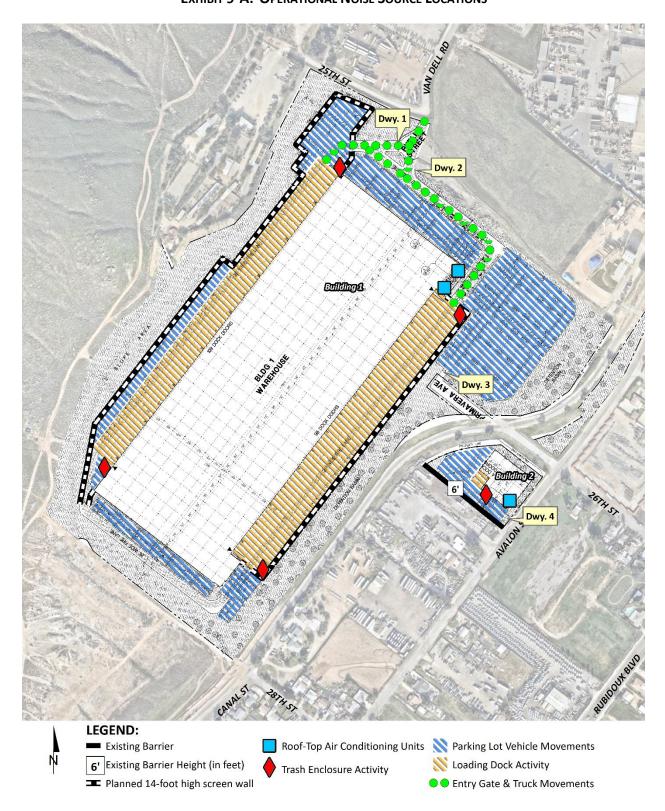
This section analyzes the potential stationary-source operational noise impacts at the nearby receiver locations, identified in Section 8, resulting from the operation of the proposed Rubidoux Warehouse Project. Exhibit 9-A identifies the representative receiver locations and noise source locations used to assess the hourly average L<sub>eq</sub> operational noise levels consistent with the City of Jurupa Valley Municipal Code, 11.05.040.

## 9.1 OPERATIONAL NOISE SOURCES

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

## 9.2 REFERENCE NOISE LEVELS

To estimate the Project operational noise impacts, reference noise level measurements were collected from similar types of activities to represent the noise levels expected with the development of the proposed Project. This section provides a detailed description of the reference noise level measurements shown on Table 9-1 used to estimate the Project operational noise impacts. It is important to note that the following projected noise levels assume the worst-case noise environment with the loading dock activity, entry gate & truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity all operating continuously. These sources of noise activity will likely vary throughout the day.



**EXHIBIT 9-A: OPERATIONAL NOISE SOURCE LOCATIONS** 

**TABLE 9-1: REFERENCE NOISE LEVEL MEASUREMENTS** 

Noise Source <sup>1</sup>	Noise Source	Min./	Hour <sup>2</sup>	Reference Noise	Sound Power
Noise Source	Height (Feet)	Day	Night	Level @ 50' (dBA L <sub>eq</sub> )	Level (dBA)³
Loading Dock Activity	8'	60	60	62.8	103.4
Entry Gate & Truck Movements	8'	_4	_4	58.0	89.7
Roof-Top Air Conditioning Units	5'	39	28	57.2	88.9
Parking Lot Vehicle Movements	5'	60	60	41.7	79.0
Trash Enclosure Activity	5'	20	20	57.3	94.0

<sup>&</sup>lt;sup>1</sup> As measured by Urban Crossroads, Inc.

#### 9.2.1 MEASUREMENT PROCEDURES

The reference noise level measurements presented in this section were collected using a Larson Davis LxT Type 1 precisions sound level meter (serial number 01146). The LxT sound level meter was calibrated using a Larson-Davis calibrator, Model CAL 200, was programmed in "slow" mode to record noise levels in "A" weighted form and was located at approximately five feet above the ground elevation for each measurement. The sound level meters and microphones were equipped with a windscreen during all measurements. All noise level measurement equipment satisfies the American National Standards Institute (ANSI) standard specifications for sound level meters ANSI S1.4-2014/IEC 61672-1:2013. (14)

### 9.2.2 LOADING DOCK ACTIVITY

The reference loading dock activities are intended to describe the typical operational noise source levels associated with the Project. This includes truck idling, deliveries, backup alarms, unloading/loading, docking including a combination of tractor trailer semi-trucks, two-axle delivery trucks, and background forklift operations. At a uniform reference distance of 50 feet, Urban Crossroads collected a reference noise level of 62.8 dBA L<sub>eq</sub>.

The loading dock activity noise level measurement was taken over a fifteen-minute period and represents multiple noise sources taken from the center of activity. The reference noise level measurement includes employees unloading a docked truck container included the squeaking of the truck's shocks when weight was removed from the truck, employees playing music over a radio, as well as a forklift horn and backup alarm. In addition, during the noise level measurement a truck entered the loading dock area and proceeded to reverse and dock in a nearby loading bay, adding truck engine, idling, air brakes noise, in addition to on-going idling of an already docked truck.

<sup>&</sup>lt;sup>2</sup> Anticipated duration (minutes within the hour) of noise activity during typical hourly conditions expected at the Project site. "Day" = 7:00 a.m. to 10:00 p.m.; "Night" = 10:00 p.m. to 7:00 a.m.

<sup>&</sup>lt;sup>3</sup> Sound power level represents the total amount of acoustical energy (noise level) produced by a sound source independent of distance or surroundings. Sound power levels calculated using the CadnaA noise model at the reference distance to the noise source. Numbers may vary due to size differences between point and area noise sources.

<sup>&</sup>lt;sup>4</sup> Entry Gate & Truck Movements are calculate based on the number of events by time of day (See Table 9-2).

The noise level measurements represent the typical weekday general light industrial logistics warehouse operation in a single building with a loading dock area on the eastern side of the building façade. In addition, since this reference noise level describes the peak noise source activity, it is also used in the noise prediction model as area source to conservatively describe the entire loading dock area even though during normal operations, the loading dock noise source activity will occur at different locations throughout the loading dock area.

### 9.2.3 ENTRY GATE & TRUCK MOVEMENTS

An entry gate and truck movements reference noise level measurement were taken at over a 15-minute period and represent multiple noise sources producing a reference noise level of 58.0 dBA L<sub>eq</sub> at 50 feet. The noise sources included at this measurement location account for the rattling and squeaking during normal opening and closing operations, the gate closure equipment, truck engines idling outside the entry gate, truck movements through the entry gate, and background truck court activities and forklift backup alarm noise. Consistent with the *Rubidoux Warehouse Trip Generation Assessment* prepared by Urban Crossroads, Inc., the Project is expected to generate a total of approximately 752 two-way truck trips per day. (2) Using the estimated number of truck trips in combination with time-of-day vehicle splits, the number of entry gate and truck movements were calculated. As shown on Table 9-2, this information is then used to calculate the entry gate and truck movements operational noise source activity based on the number of events by time of day.

**TABLE 9-2: ENTRY GATE & TRUCK MOVEMENTS BY LOCATION** 

Entry Gate &	-		Truck	Time of	Day Vehicl	le Splits <sup>5</sup>	Truc	k Moveme	ents <sup>6</sup>
Truck Movement Location <sup>1</sup>	Building Truck Trips <sup>2</sup>	Trip Dist. <sup>3</sup>	Trips by Location <sup>4</sup>	Day	Evening	Night	Day	Evening	Night
Driveway 1	516	53%	274	68.16%	9.02%	22.82%	186	25	62
Driveway 2	516	47%	243	68.16%	9.02%	22.82%	165	22	55
Driveway 4	38	100%	38	68.16%	9.02%	22.82%	26	3	9

<sup>&</sup>lt;sup>1</sup> Driveway locations as shown on the Site Plan Exhibit 9-A.

### 9.2.4 ROOF-TOP AIR CONDITIONING UNITS

To assess the noise levels created by the roof-top air conditioning units, reference noise level represents measurements were collected from a Lennox SCA120 series 10-ton model packaged air conditioning unit. At the uniform reference distance of 50 feet, the reference noise levels are 57.2 dBA Leq. Based on the typical operating conditions observed over a four-day measurement period, the roof-top air conditioning units are estimated to operate for and average 39 minutes per hour during the daytime hours, and 28 minutes per hour during the nighttime hours. These operating conditions reflect peak summer cooling requirements with measured temperatures approaching 96 degrees Fahrenheit (°F) with average daytime temperatures of 82°F. For this

<sup>&</sup>lt;sup>2</sup> Total Building truck trips according to Table 4-2 of the Rubidoux Warehouse Traffic Impact Analysis.

<sup>&</sup>lt;sup>3</sup> Project truck trip distribution according to Exhibit 4-1 of the Rubidoux Warehouse Traffic Impact Analysis.

<sup>&</sup>lt;sup>4</sup> Calculated trip trucks per location represents the product of the total project truck trips by and the trip distribution.

 $<sup>^{\</sup>rm 5}$  Heavy truck time of day vehicle splits as shown on Table 6-3.

<sup>&</sup>lt;sup>6</sup> Calculated time of day entry gate and truck movements by location.

noise analysis, the air conditioning units are expected to be located on the roof of the Project buildings. The noise attenuation provided by the existing parapet wall is not reflected in this reference noise level measurement.

### 9.2.5 PARKING LOT VEHICLE MOVEMENTS

To determine the noise levels associated with parking lot vehicle movements, Urban Crossroads collected reference noise level measurements over a 24-hour period at the parking lot for the Panasonic Avionics Corporation in the City of Lake Forest. The peak hour of activity measured over the 24-hour noise level measurement period occurred between 12:00 p.m. to 1:00 p.m., or the typical lunch hour for employees working in the area. The measured reference noise level at 50 feet from parking lot vehicle movements was measured at 41.7 dBA  $L_{\rm eq}$ . The parking lot noise levels are mainly due to cars pulling in and out of spaces during peak lunch hour activity and employees talking. Noise associated with parking lot vehicle movements is expected to operate for the entire hour (60 minutes).

### 9.2.6 TRASH ENCLOSURE

To describe the noise levels associated with a trash enclosure, Urban Crossroads collected a reference noise level measurement at an existing commercial and office park trash enclosure within a parking lot on the northeast corner of Baker Street and Red Hill Avenue. The measured reference noise level at the uniform 50-foot reference distance is 57.3 dBA L<sub>eq</sub> for the trash enclosure activity. The trash enclosure activity noise levels include two metal gates opening and closing, metal scraping against concrete floor sounds, dumpster movement on metal wheels, trash dropping into the metal dumpster, and background parking lot vehicle movements. Noise associated with trash enclosure activities is conservatively expected to occur for 20 minutes per hour.

## 9.3 CADNAA NOISE PREDICTION MODEL

To fully describe the exterior operational noise levels from the Project, Urban Crossroads, Inc. developed a noise prediction model using the CadnaA (Computer Aided Noise Abatement) computer program. CadnaA can analyze the noise level of multiple types of noise sources and calculates the noise levels at any location using the spatially accurate Project site plan and includes the effects of topography, buildings, and multiple barriers in its calculations using the latest standards to predict outdoor noise impacts. Appendix 9.2 includes the detailed noise model inputs used to estimate the Project operational noise levels presented in this section. Using the spatially accurate Project site plan and flown aerial imagery from Nearmap, a CadnaA noise prediction model of the Project study area was developed. The noise model provides a three-dimensional representation of the Project study area using the following key data inputs:

- Ground absorption;
- Multiple reflections at buildings and barriers;
- Reference noise level sources by type (area, point, etc.) and noise source height;
- Multiple noise receiver locations and heights;
- Topography and earthen berms;
- Barrier and building heights.

Using the ISO 9613 protocol, the CadnaA noise prediction model will calculate the distance from each noise source to the noise receiver locations, using the ground absorption, distance, and barrier/building attenuation inputs to provide a summary of noise level calculations at each receiver location and the partial noise level contributions by noise source. The reference sound power level ( $L_w$ ) for the highest noise source expected at the Project site was input into the CadnaA noise prediction model. While sound pressure levels (e.g.  $L_{eq}$ ) quantify in decibels the intensity of given sound sources at a reference distance, sound power levels ( $L_w$ ) are connected to the sound source and are independent of distance. Sound pressure levels vary substantially with distance from the source and diminish because of intervening obstacles and barriers, air absorption, wind, and other factors. Sound power is the acoustical energy emitted by the sound source and is an absolute value that is not affected by the environment.

The operational noise level calculations provided in this noise study account for the distance attenuation provided due to geometric spreading, when sound from a localized stationary source (i.e., a point source) propagates uniformly outward in a spherical pattern. A default ground attenuation factor of 0.5 was used in the noise analysis to account for mixed ground representing a combination of hard and soft surfaces.

## 9.4 Project Operational Noise Levels

Using the reference noise levels to represent the proposed Project operations that include loading dock activity, entry gate & truck movements, roof-top air conditioning units, parking lot vehicle movements and trash enclosure activity Urban Crossroads, Inc. calculated the operational source noise levels that are expected to be generated at the Project site and the Project-related noise level increases that would be experienced at each of the sensitive receiver locations. In addition, the operational noise analysis includes the planned 14-foot-high perimeter wall as shown on Exhibit 9-A.

### 9.4.1 PROJECT OPERATIONAL NOISE LEVELS

Table 9-3 shows the Project operational noise levels by noise source during the daytime hours of 7:00 a.m. to 10:00 p.m. The Project daytime hourly noise levels at the off-site receiver locations are expected to range from 39.7 to 48.0 dBA  $L_{\rm eq}$ .

**TABLE 9-3: DAYTIME PROJECT OPERATIONAL NOISE LEVELS** 

Noise Coursel	Opera	tional Nois	e Levels by	Receiver L	ocation (dB	A Leq)
Noise Source <sup>1</sup>	R1	R2	R3	R4	R5	R6
Loading Dock Activity	35.7	37.1	37.3	46.3	42.6	41.2
Entry Gate & Truck Movements	38.3	35.4	35.3	36.3	22.8	21.4
Roof-Top Air Conditioning Units	23.1	28.1	30.2	38.4	26.3	24.4
Parking Lot Vehicle Movements	18.2	19.8	21.0	28.1	27.5	24.0
Trash Enclosure Activity	25.5	19.2	18.4	39.1	27.1	24.1
Total (All Noise Sources)	40.5	39.7	40.0	48.0	43.0	41.5

<sup>&</sup>lt;sup>1</sup> See Exhibit 9-A for the noise source locations. CadnaA noise model inputs are included in Appendix 9.1.

Tables 9-4 shows the Project operational noise levels by source during the nighttime hours of  $10:00 \, \text{p.m.}$  to  $7:00 \, \text{a.m.}$  The Project nighttime hourly noise levels at the off-site receiver locations are expected to range from 38.1 to 47.4 dBA  $L_{eq}$ . The differences between the daytime and nighttime noise levels are largely related to the duration of noise activity (Table 9-1). Appendix 9.1 includes the detailed noise model inputs including the planned 14-foot-high perimeter walls.

**TABLE 9-4: NIGHTTIME PROJECT OPERATIONAL NOISE LEVELS** 

Noise Source <sup>1</sup>	Opera	Operational Noise Levels by Receiver Location (dBA Leq)								
Noise Source-	R1	R2	R3	R4	R5	R6				
Loading Dock Activity	35.7	37.1	37.3	46.3	42.6	41.2				
Entry Gate & Truck Movements	33.5	30.6	30.5	31.7	18.1	16.7				
Roof-Top Air Conditioning Units	20.7	25.7	27.8	36.0	23.9	22.0				
Parking Lot Vehicle Movements	18.2	19.8	21.0	28.1	27.5	24.0				
Trash Enclosure Activity	24.6	18.2	17.4	38.1	26.1	23.1				
Total (All Noise Sources)	38.1	38.3	38.6	47.4	42.9	41.4				

<sup>&</sup>lt;sup>1</sup> See Exhibit 9-A for the noise source locations. CadnaA noise model inputs are included in Appendix 9.1.

#### 9.4.2 Project Operational Noise Level Compliance

To demonstrate compliance with local noise regulations, the Project-only operational noise levels are evaluated against exterior noise level thresholds based on the City of Jurupa Valley exterior noise level standards at nearby receiver locations. Table 9-5 shows the operational noise levels associated with Rubidoux Warehouse Project will satisfy the City of Jurupa Valley 65 dBA Leq daytime and 45 dBA Leq nighttime exterior noise level standards at nearby receiver locations R1, R2, R3, R5 and R6. However, the operational analysis shows that exterior noise levels at receiver location R4 will exceed the City of Jurupa Valley 45 dBA Leq nighttime exterior noise level standards. A review of the existing conditions at receiver location R4 shows that the buildings are no longer used for residential purposes. Receiver location R4 is currently supporting trucking related commercial uses. Therefore, R4 does not represent a noise sensitive residential use, and the Project-related nighttime operational noise level impacts at R4 are considered *less than significant*.

**TABLE 9-5: OPERATIONAL NOISE LEVEL COMPLIANCE** 

Receiver Location <sup>1</sup>	Project Operational Noise Levels (dBA Leq) <sup>2</sup>			l Standards Leq) <sup>3</sup>	Noise Level Standards Exceeded? <sup>4</sup>	
	Daytime	Nighttime	Daytime	Nighttime	Daytime	Nighttime
R1	40.5	38.1	65	45	No	No
R2	39.7	38.3	65	45	No	No
R3	40.0	38.6	65	45	No	No
R4	48.0	47.4	65	45	No	Yes <sup>5</sup>
R5	43.0	42.9	65	45	No	No
R6	41.5	41.4	65	45	No	No

<sup>&</sup>lt;sup>1</sup> See Exhibit 8-A for the receiver locations.

# 9.5 Project Operational Noise Level Increases

To describe the Project operational noise level increases, the Project operational noise levels are combined with the existing ambient noise levels measurements for the nearby receiver locations potentially impacted by Project operational noise sources. Since the units used to measure noise, decibels (dB), are logarithmic units, the Project-operational and existing ambient noise levels cannot be combined using standard arithmetic equations. (3) Instead, they must be logarithmically added using the following base equation:

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

Where "SPL1," "SPL2," etc. are equal to the sound pressure levels being combined, or in this case, the Project-operational and existing ambient noise levels. The difference between the combined Project and ambient noise levels describes the Project noise level increases to the existing ambient noise environment. Noise levels that would be experienced at receiver locations when Project-source noise is added to the daytime and nighttime ambient conditions are presented on Tables 9-8 and 9-9, respectively. As indicated on Tables 9-8 and 9-9, the Project will generate an unmitigated daytime and nighttime operational noise level increases ranging from 0.0 to 0.5 dBA Leq at the nearby receiver locations. Project-related operational noise level increases will satisfy the operational noise level increase significance criteria presented in Table 4-1, the increases at the sensitive receiver locations will be *less than significant*.

### 9.6 REFLECTION

Field studies conducted by the FHWA have shown that the reflection from barriers and buildings does not substantially increase noise levels. (5) If all the noise striking a structure was reflected to a given receiving point, the increase would be theoretically limited to 3 dBA. Further, not all the acoustical energy is reflected back to same point. Some of the energy would go over the

<sup>&</sup>lt;sup>2</sup> Proposed Project operational noise levels as shown on Tables 9-3 and 9-4.

<sup>&</sup>lt;sup>3</sup> Exterior noise level standards for residential land use, as shown on Table 4-1.

<sup>&</sup>lt;sup>4</sup> Do the estimated Project operational noise source activities exceed the noise level standards?

<sup>&</sup>lt;sup>5</sup> This is location is no longer used for residential purposes and is currently supporting trucking related commercial use.

<sup>&</sup>quot;Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.

structure, some is reflected to points other than the given receiving point, some is scattered by ground coverings (e.g., grass and other plants), and some is blocked by intervening structures and/or obstacles (e.g., the noise source itself). Additionally, some of the reflected energy is lost due to the longer path that the noise must travel. FHWA measurements made to quantify reflective increases in traffic noise have not shown an increase of greater than 1-2 dBA; an increase that is not perceptible to the average human ear.

### 9.7 OPERATIONAL VIBRATION IMPACTS

To assess the potential vibration impacts from truck haul trips associated with operational activities the City of Jurupa Valley threshold for vibration of 0.2 in/sec PPV is used. Truck vibration levels are dependent on vehicle characteristics, load, speed, and pavement conditions. Typical vibration levels for the Rubidoux Warehouse heavy truck activity at normal traffic speeds will approach 0.004 in/sec PPV at 25 feet based on the FTA *Transit Noise Impact and Vibration Assessment.* (9 p. 113) Trucks transiting on site will be travelling at very low speeds so it is expected that delivery truck vibration impacts at nearby homes will satisfy the 0.2 in/sec PPV threshold, and therefore, will be *less than significant*.

**TABLE 9-8: DAYTIME PROJECT OPERATIONAL NOISE LEVEL INCREASES** 

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded? <sup>7</sup>
R1	40.5	L1	68.2	68.2	0.0	3	No
R2	39.7	L2	62.7	62.7	0.0	3	No
R3	40.0	L3	65.5	65.5	0.0	3	No
R4	48.0	L4	57.0	57.5	0.5	3	No
R5	43.0	L5	62.3	62.4	0.1	3	No
R6	41.5	L6	56.1	56.2	0.1	3	No

<sup>&</sup>lt;sup>1</sup> See Exhibit 8-A for the receiver locations.



<sup>&</sup>lt;sup>2</sup> Total Project daytime operational noise levels as shown on Table 9-3.

<sup>&</sup>lt;sup>3</sup> Reference noise level measurement locations as shown on Exhibit 5-A.

<sup>&</sup>lt;sup>4</sup> Observed daytime ambient noise levels as shown on Table 5-1.

<sup>&</sup>lt;sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>&</sup>lt;sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>&</sup>lt;sup>7</sup> Significance increase criteria as shown on Table 4-1.

TABLE 9-9: NIGHTTIME OPERATIONAL NOISE LEVEL INCREASES

Receiver Location <sup>1</sup>	Total Project Operational Noise Level <sup>2</sup>	Measurement Location <sup>3</sup>	Reference Ambient Noise Levels <sup>4</sup>	Combined Project and Ambient <sup>5</sup>	Project Increase <sup>6</sup>	Increase Criteria <sup>7</sup>	Increase Criteria Exceeded? <sup>7</sup>
R1	38.1	L1	68.3	68.3	0.0	3	No
R2	38.3	L2	60.5	60.5	0.0	3	No
R3	38.6	L3	63.2	63.2	0.0	3	No
R4	47.4	L4	56.4	56.9	0.5	3	No
R5	42.9	L5	58.8	58.9	0.1	3	No
R6	41.4	L6	58.3	58.4	0.1	3	No

<sup>&</sup>lt;sup>1</sup> See Exhibit 8-A for the receiver locations.



<sup>&</sup>lt;sup>2</sup> Total Project nighttime operational noise levels as shown on Table 9-4.

<sup>&</sup>lt;sup>3</sup> Reference noise level measurement locations as shown on Exhibit 5-A.

<sup>&</sup>lt;sup>4</sup> Observed nighttime ambient noise levels as shown on Table 5-1.

<sup>&</sup>lt;sup>5</sup> Represents the combined ambient conditions plus the Project activities.

<sup>&</sup>lt;sup>6</sup> The noise level increase expected with the addition of the proposed Project activities.

<sup>&</sup>lt;sup>7</sup> Significance increase criteria as shown on Table 4-1.

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#### 10 CONSTRUCTION IMPACTS

This section analyzes potential average dBA  $L_{eq}$  impacts resulting from the short-term construction activities associated with the development of the Project. Exhibit 10-A shows the construction noise source locations in relation to the nearby sensitive receiver locations previously described in Section 8.

To prevent high levels of construction noise from impacting noise-sensitive land uses, City of Jurupa Valley General Plan Noise Element Policy NE 3.5 limits construction activities within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.

#### 10.1 CONSTRUCTION NOISE LEVELS

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators that when combined can reach high levels. The number and mix of construction equipment are expected to occur in the following stages, based on the *Rubidoux Warehouse Air Quality Impact Analysis* for the Project: (18)

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

This construction noise analysis was prepared using reference noise level measurements taken by Urban Crossroads, Inc. to describe the typical construction activity noise levels for each stage of Project construction.

#### **10.2** Construction Reference Noise Levels

To describe the Project construction noise levels, measurements were collected for similar activities at several construction sites. Table 10-1 provides a summary of the construction reference noise level measurements. Since the reference noise levels were collected at varying distances of 30 feet and 50 feet, all construction noise level measurements presented on Table 10-1 have been adjusted for consistency to describe a uniform reference distance of 50 feet.



Limit commercial construction activities adjacent to or within 200 feet of residential uses to weekdays, between 7:00 a.m. and 6:00 p.m., and limit high-noise-generating construction activities (e.g., grading, demolition, pile driving) near sensitive receptors to weekdays between 9:00 a.m. and 3:00 p.m.(City of Jurupa Valley General Plan Noise Element Policy NE 3.5) **LEGEND:** Construction Activity — Distance from receiver to Project site boundary (in feet)

**EXHIBIT 10-A: CONSTRUCTION NOISE SOURCE LOCATIONS** 



Receiver Locations

**TABLE 10-1: CONSTRUCTION REFERENCE NOISE LEVELS** 

Construction Stage	Reference Construction Activity <sup>1</sup>		ce Noise 50 Feet	Highest Reference Noise Level		
Stage		(dBA L <sub>eq</sub> )	(dBA L <sub>max</sub> )	(dBA L <sub>eq</sub> )	(dBA L <sub>max</sub> )	
Site	Scraper, Water Truck, & Dozer Activity	75.3	83.3			
Preparation/	Backhoe	64.2	72.0	75.3	83.3	
Demolition	Water Truck Pass-By & Backup Alarm	71.9	77.9			
	Rough Grading Activities	73.5	80.4			
Grading	Water Truck Pass-By & Backup Alarm	71.9	77.9	73.5	80.4	
	Construction Vehicle Maintenance Activities	67.5	70.4			
	Foundation Trenching	68.2	70.5			
Building Construction	Framing	62.3	72.3	71.6	78.8	
Construction	Concrete Mixer Backup Alarms & Air Brakes	71.6	78.8			
	Concrete Mixer Truck Movements	71.2	73.1			
Paving	Concrete Paver Activities	65.6	71.3	71.2	73.1	
	Concrete Mixer Pour & Paving Activities	65.9	71.9			
	Air Compressors	65.2	67.0			
Architectural Coating	Generator	64.9	67.0	65.2	67.0	
Coating	Crane	62.3	65.2			

<sup>&</sup>lt;sup>1</sup> Reference construction noise level measurements taken by Urban Crossroads, Inc.

#### **10.3** Construction Noise Analysis

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

As shown on Table 10-2, the unmitigated construction noise levels are expected to range from 51.1 to 69.1 dBA  $L_{eq}$  at the nearby receiver locations. To demonstrate compliance with the City of Jurupa Valley daytime and nighttime thresholds during short-term Project construction activities, this analysis relies on the  $L_{eq}$  thresholds of significance outlined in Section 3.5 and summarized on Table 4-1. To supplement the  $L_{eq}$  construction noise analysis, Table 10-3 shows that the unmitigated  $L_{max}$  construction noise levels will range from 52.9 dBA  $L_{max}$  to 77.1 dBA  $L_{max}$ . However, since City of Jurupa Valley relies on the  $L_{eq}$  noise metric to assess the construction noise levels, the  $L_{max}$  construction noise levels are presented for informational purposes only.



TABLE 10-2: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY (LEO)

	Construction Noise Levels (dBA L <sub>eq</sub> )												
Receiver Location <sup>1</sup>	Site Prep/Demo	Grading	Building Construction	Paving	Architectural Coating	Highest Levels <sup>2</sup>							
R1	61.2 59.4 57.5 57.1		57.1	51.1	61.2								
R2	61.2	59.4	57.5	57.1	51.1	61.2							
R3	64.5	62.7	60.8 60.4		54.4	64.5							
R4	69.1	67.3	65.4	65.0	59.0	69.1							
R5	65.3 63.5		61.6	61.2	55.2	65.3							
R6	61.7	61.7 59.9 58.0		57.6	51.6	61.7							

<sup>&</sup>lt;sup>1</sup> Noise receiver locations are shown on Exhibit 10-A.

TABLE 10-3: CONSTRUCTION EQUIPMENT NOISE LEVEL SUMMARY (LMAX)

Doorius	Construction Noise Levels (dBA L <sub>max</sub> )												
Receiver Location <sup>1</sup>	Site Prep/Demo	Grading	Building Construction	Paving	Architectural Coating	Highest Levels <sup>2</sup>							
R1	69.2	69.2 66.3		59.0	52.9	69.2							
R2	69.2	66.3	64.7	59.0	52.9	69.2							
R3	72.5	69.6	68.0	68.0 62.3		72.5							
R4	77.1	74.2	72.6	66.9	60.8	77.1							
R5	73.3 70.4		68.8	63.1	57.0	73.3							
R6	69.7	.7 66.8 65.2		59.5	53.4	69.7							

<sup>&</sup>lt;sup>1</sup> Noise receiver locations are shown on Exhibit 10-A.

#### **10.4** NIGHTTIME CONCRETE POUR ANALYSIS

The Project may require nighttime concrete pouring activities as a part of Project construction. Nighttime concrete pouring activities are often used to support reduced concrete mixer truck transit times and lower air temperatures than during the daytime hours. Since the nighttime concrete pours will take place outside the permitted City of Jurupa Valley General Plan Noise Element Policy NE 3.5 hourly limits, the Project Applicant will be required to obtain authorization for nighttime work from the City of Jurupa Valley.

The reference paving equipment activity noise levels, shown on Table 10-1, were collected during a nighttime concrete pour at an industrial construction site to represent these activities. As shown on Table 10-2, the concrete pouring equipment noise levels are expected to range from 57.1 to 65.0 dBA L<sub>eq</sub> when equipment is operating at the closest point from the edge of Project construction activities to the nearby receiver locations. Appendix 10.1 includes the detailed CadnaA construction noise model inputs.



<sup>&</sup>lt;sup>2</sup> Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1.

<sup>&</sup>lt;sup>2</sup> Construction noise level calculations based on distance from the project site boundaries (construction activity area) to nearby receiver locations. CadnaA construction noise model inputs are included in Appendix 10.1.

#### 10.5 CONSTRUCTION NOISE LEVEL COMPLIANCE

Table 10-4 shows the highest construction noise levels at the potentially impacted receiver locations will satisfy the City of Jurupa Valley 80 dBA Leg daytime and 70 dBA Leg nighttime thresholds (requiring authorization for nighttime work from the City of Jurupa Valley) during short-term Project construction activities. Therefore, the noise impacts due to Project construction noise including nighttime concrete pouring activities are considered less than significant at all noise sensitive receiver locations.

Construction Noise Levels (dBA Leg) **Nighttime** Threshold<sup>3</sup> Threshold Exceeded?4 Highest Receiver Construction Davtime Location<sup>1</sup> **Noise Levels** Construction **Daytime** Nighttime **Daytime** Nighttime (Concrete Noise Levels<sup>2</sup> Pours) 57.1 R1 61.2 80 70 No No R2 61.2 57.1 80 70 No No R3 64.5 60.4 80 70 No No 70 R4 69.1 65.0 80 No No R5 65.3 70 61.2 80 No No

**TABLE 10-4: CONSTRUCTION NOISE LEVEL COMPLIANCE** 

R6

80

70

No

No

57.6

#### **10.6** Construction Vibration Impacts

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

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to buildings, the vibration is usually short-term and is not of sufficient magnitude to cause building damage.
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Ground-borne vibration levels resulting from construction activities occurring within the Project site were estimated by data published by the FTA. Construction activities that would have the potential to generate low levels of ground-borne vibration within the Project site include grading. Using the vibration source level of construction equipment provided on Table 6-13 and the



<sup>61.7</sup> <sup>1</sup> Noise receiver locations are shown on Exhibit 10-A.

<sup>&</sup>lt;sup>2</sup> Estimated construction noise levels during worst-case operating conditions, as shown on Table 10-2. Nighttime construction noise levels based on reference concrete pour noise levels (Paving stage) shown on Table 10-2.

<sup>&</sup>lt;sup>3</sup> Construction noise level threshold as shown on Table 4-1.

<sup>&</sup>lt;sup>4</sup> Do the estimated Project construction noise levels exceed the construction noise level threshold?

construction vibration assessment methodology published by the FTA, it is possible to estimate the Project vibration impacts. Table 10-5 presents the expected Project related vibration levels at the nearby receiver locations.

At distances ranging from 41 to 352 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.0017 to 0.0424 in/sec PPV and will remain below the City of Jurupa Valley threshold of 0.2 in/sec PPV at all receiver locations, as shown on Table 10-5. Therefore, the Project-related vibration impacts are considered *less than significant* during the construction activities at the Project site. Moreover, the impacts at the site of the nearest receivers are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter.

**TABLE 10-5: UNMITIGATED PROJECT CONSTRUCTION VIBRATION LEVELS** 

	Distance to	Re	ceiver Vibr	Threshold					
Receiver <sup>1</sup>	Const. Activity (Feet)	Small Bulldozer	Jack- hammer	Loaded Trucks	Large Bulldozer	Peak Vibration	(in/sec) PPV	Threshold Exceeded? <sup>4</sup>	
R1	231'	0.0001	0.0012	0.0027	0.0032	0.0032	0.2	No	
R2	352'	0.0001	0.0007	0.0014	0.0017	0.0017	0.2	No	
R3	105'	0.0003	0.0041	0.0088	0.0103	0.0103	0.2	No	
R4	41'	0.0014	0.0167	0.0362	0.0424	0.0424	0.2	No	
R5	108'	0.0003	0.0039	0.0085	0.0099	0.0099	0.2	No	
R6	178'	0.0002	0.0018	0.0040	0.0047	0.0047	0.2	No	

<sup>&</sup>lt;sup>1</sup> Receiver locations are shown on Exhibit 10-A.



 $<sup>^{\</sup>rm 2}$  Based on the Vibration Source Levels of Construction Equipment included on Table 6-13.

<sup>&</sup>lt;sup>4</sup> Does the vibration level exceed the maximum acceptable vibration threshold?

### 11 REFERENCES

- 1. **State of California.** *California Environmental Quality Act, Appendix G.* 2018.
- 2. **Urban Crossroads, Inc.** *Rubidoux Warehouse Traffic Impact Analysis.* October 2020.
- 3. California Department of Transportation Environmental Program. *Technical Noise Supplement A Technical Supplement to the Traffic Noise Analysis Protocol.* Sacramento, CA: s.n., September 2013.
- 4. Environmental Protection Agency Office of Noise Abatement and Control. Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety. March 1974. EPA/ONAC 550/9/74-004.
- 5. U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch. Highway Traffic Noise Analysis and Abatement Policy and Guidance. December 2011.
- 6. **U.S. Department of Transportation, Federal Highway Administration.** *Highway Traffic Noise in the United States, Problem and Response.* April 2000. p. 3.
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- 8. Occupational Safety and Health Administration. Standard 29 CRF, Part 1910.
- 9. **U.S. Department of Transportation, Federal Transit Administration.** *Transit Noise and Vibration Impact Assessment Manual.* September 2018.
- 10. Office of Planning and Research. State of California General Plan Guidelines. October 2017.
- 11. City of Jurupa Valley. General Plan Noise Element. September 2017.
- 12. . Municipal Code, Chapter 11.05 Noise Regulations.
- 13. **City of Jurupa Valley Planning Department.** *Noise Thresholds of Significance Guidance (MA16170, Project: Agua Mansa Commerce Park Specific Plan, Noise Comment 2).* December 19, 2018.
- 14. American National Standards Institute (ANSI). Specification for Sound Level Meters ANSI S1.4-2014/IEC 61672-1:2013.
- 15. **U.S. Department of Transportation, Federal Highway Administration.** *FHWA Highway Traffic Noise Prediction Model.* December 1978. FHWA-RD-77-108.
- 16. California Department of Transportation Environmental Program, Office of Environmental Engineering. Use of California Vehicle Noise Reference Energy Mean Emission Levels (Calveno REMELs) in FHWA Highway Traffic Noise Prediction. September 1995. TAN 95-03.
- 17. **California Department of Transportation.** *Traffic Noise Attenuation as a Function of Ground and Vegetation Final Report.* June 1995. FHWA/CA/TL-95/23.
- 18. Urban Crossroads, Inc. Rubidoux Warehouse Air Quality Impact Analysis. October 2020.





#### 12 CERTIFICATION

The contents of this noise study report represent an accurate depiction of the noise environment and impacts associated with the proposed Rubidoux Warehouse Project. The information contained in this noise study report is based on the best available data at the time of preparation. If you have any questions, please contact me directly at (949) 584-3148.

Bill Lawson, P.E., INCE
Principal
URBAN CROSSROADS, INC.
1133 Camelback #8329
Newport Beach, CA 92658
(949) 584-3148
blawson@urbanxroads.com



#### **EDUCATION**

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

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

#### **PROFESSIONAL REGISTRATIONS**

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

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

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

INCE – Institute of Noise Control Engineering • March, 2004

#### **PROFESSIONAL AFFILIATIONS**

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

#### **PROFESSIONAL CERTIFICATIONS**

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





# APPENDIX 3.1:

CITY OF JURUPA VALLEY MUNICIPAL CODE





#### **CHAPTER 11.05. - NOISE REGULATIONS**

Sec. 11.05.010. - Intent.

At certain levels, sound becomes noise and may jeopardize the health, safety or general welfare of City of Jurupa Valley residents and degrade their quality of life. Pursuant to its police power, the City Council declares that noise shall be regulated in the manner described in this chapter. This chapter is intended to establish city-wide standards regulating noise. This chapter is not intended to establish thresholds of significance for the purpose of any analysis required by the California Environmental Quality Act (Pub. Resources Code Section 21000 et seq. ) and no such thresholds are established.

(Ord. No. 2012-01, § 1(11.10.010), 2-16-2012)

Sec. 11.05.020. - Exemptions.

#### Sound emanating from the following sources is exempt from the provisions of this chapter:

- (1) Facilities owned or operated by or for a governmental agency;
- (2) Capital improvement projects of a governmental agency;
- (3) The maintenance or repair of public properties;
- (4) Public safety personnel in the course of executing their official duties, including, but not limited to, sworn peace officers, emergency personnel and public utility personnel. This exemption includes, without limitation, sound emanating from all equipment used by such personnel, whether stationary or mobile;
- (5) Public or private schools and school-sponsored activities;
- (6) Agricultural operations on land designated "agriculture" in the Jurupa Valley General Plan, or land zoned A-1 (light agriculture), A-P (light agriculture with poultry), A-2 (heavy agriculture), or A-D (agriculture-dairy), provided such operations are carried out in a manner consistent with accepted industry standards. This exemption includes, without limitation, sound emanating from all equipment used during such operations, whether stationary or mobile;
- (7) Wind energy conversion systems (WECS), provided such systems comply with the WECS noise provisions of Jurupa Valley Municipal Code or Title 9;
- (8) Private construction projects located one-quarter (1/4) of a mile or more from an inhabited dwelling:
- (9) Private construction projects located within one-quarter (¼) of a mile from an inhabited dwelling, provided that:
  - (a) Construction does not occur between the hours of six (6:00) p.m. and six (6:00) a.m. during the months of June through September; and
  - (b) Construction does not occur between the hours of six (6:00) p.m. and seven (7:00) a.m. during the months of October through May;
- (10) Property maintenance, including, but not limited to, the operation of lawnmowers, leaf blowers, etc., provided such maintenance occurs between the hours of seven (7:00) a.m. and eight (8:00) p.m.;
- (11) Motor vehicles, other than off-highway vehicles. This exemption does not include sound emanating from motor vehicle sound systems;
- (12) Heating and air conditioning equipment;
- (13) Safety, warning and alarm devices, including, but not limited to, house and car alarms, and other warning devices that are designed to protect the public health, safety, and welfare; or

(14) The discharge of firearms consistent with all state laws.

(Ord. No. 2012-01, § 1(11.10.020), 2-16-2012)

Sec. 11.05.030. - Definitions.

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

Audio equipment means a television, stereo, radio, tape player, compact disc player, mp3 player, iPod or other similar device.

Decibel (dB) means a unit for measuring the relative amplitude of a sound equal approximately to the smallest difference normally detectable by the human ear, the range of which includes approximately one hundred and thirty (130) decibels on a scale beginning with zero decibels for the faintest detectable sound. Decibels are measured with a sound level meter using different methodologies as defined below:

- (1) "A-weighting (dBA)" means the standard A-weighted frequency response of a sound level meter, which de-emphasizes low and high frequencies of sound in a manner similar to the human ear for moderate sounds.
- (2) "Maximum sound level (Lmax)" means the maximum sound level measured on a sound level meter.

Governmental agency means the United States, the State of California, Riverside County, City of Jurupa Valley, any city within Riverside County, any special district within Riverside County or any combination of these agencies.

Land use permit means a discretionary permit issued by Jurupa Valley pursuant to Jurupa Valley Municipal Code or Title 9.

Motor vehicle means a vehicle that is self-propelled.

*Motor vehicle sound system* means a stereo, radio, tape player, compact disc player, mp3 player, iPod or other similar device.

Noise means any loud, discordant or disagreeable sound.

Occupied property means property upon which is located a residence, business or industrial or manufacturing use.

Off-highway vehicle means a motor vehicle designed to travel over any terrain.

*Public or private school* means an institution conducting academic instruction at the preschool, elementary school, junior high school, high school, or college level.

*Public property* means property owned by a governmental agency or held open to the public, including, but not limited to, parks, streets, sidewalks, and alleys.

Sensitive receptor means a land use that is identified as sensitive to noise in the noise element of the Jurupa Valley General Plan, as applicable to the City of Jurupa Valley by Chapter 1.35, including, but not limited to, residences, schools, hospitals, churches, rest homes, cemeteries or public libraries.

Sound-amplifying equipment means a loudspeaker, microphone, megaphone or other similar device.

Sound level meter means an instrument meeting the standards of the American National Standards Institute for Type 1 or Type 2 sound level meters or an instrument that provides equivalent data.

(Ord. No. 2012-01, § 1(11.10.040), 2-16-2012)

Sec. 11.05.040. - General sound level standards.

No person shall create any sound, or allow the creation of any sound, on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in Table 1 of this section or that violates the special sound source standards set forth in Section 11.05.060.

Table 1 Sound Level Standards (Db Lmax)

General Plan	General Plan Land Use	General Plan Land Use		Maximum Decibel Level		
Foundation Component	Designation	Density	7 a.m.— 10 p.m.	10 p.m.— 7 a.m.		
	EDR	Estate density residential	2 AC	55	45	
	VLDR	Very low density residential	1 AC	55	45	
	LDR	Low density residential	1/2 AC	55	45	
	MDR	Medium density residential	2—5	55	45	
	MHDR	Medium high density residential	5—8	55	45	
	HDR	High density residential	8—14	55	45	
Community Development	VHDR	Very high density residential	14—20	55	45	
Bereiopmene	HTDR	Highest density residential	20+	55	45	
	CR	Retail commercial		65	55	
	СО	Office commercial		65	55	
	СТ	Tourist commercial		65	55	
	СС	Community center		65	55	
	I	Light industrial		75	55	
	НІ	Heavy industrial		75	75	

	ВР	Business park		65	45
	PF	Public facility		65	45
		Specific plan—Residential		55	45
		Specific plan—Commercial		65	55
	SP	Specific plan—Light Industrial		75	55
		Specific plan—Heavy Industrial		75	75
	EDR	Estate density residential	2 AC	55	45
Rural Community	VLDR	Very low density residential	AC	55	45
	LDR	Low density residential	1/2 AC	55	45
	RR	Rural residential	5 AC	45	45
Rural	RM	Rural mountainous	10 AC	45	45
	RD	Rural desert	0 AC	45	45
Agriculture	AG	Agriculture	10 AC	45	45
	С	Conservation		45	45
	СН	Conservation habitat		45	45
Open Space	REC	Recreation		45	45
орен орисс	RUR	Rural	20 AC	45	45
	W	Watershed		45	45
	MR	Mineral resources		75	45

(Ord. No. 2012-01, § 1(11.10.040), 2-16-2012)

Sec. 11.05.050. - Sound level measurement methodology.

If the sound standard being applied is measured in decibels, then sound level measurements pursuant to this section shall be required to establish a violation of this chapter. If the sound standard being applied is not measured in decibels, then sound level measurements are not required to establish a violation of this chapter. Sound level measurements may be made anywhere within the boundaries of an occupied property. The actual location of a sound level measurement shall be at the discretion of the Enforcement Officials identified in Section 11.05.080. Sound level measurements shall be made with a sound level meter. Immediately before a measurement is made, the sound level meter shall be calibrated utilizing an acoustical calibrator meeting the standards of the American National Standards Institute. Following a sound level measurement, the calibration of the sound level meter shall be re-verified. Sound level meters and calibration equipment shall be certified annually.

(Ord. No. 2012-01, § 1(11.10.050), 2-16-2012)

Sec. 11.05.060. - Special sound sources standards.

The general sound level standards set forth in Section 11.05.040 apply to sound emanating from all sources, including the following special sound sources, and the person creating, or allowing the creation of, the sound is subject to the requirements of that section. The following special sound sources are also subject to the following additional standards, the failure to comply with which constitute separate violations of this chapter:

- (1) Motor vehicles.
  - (a) Off-highway vehicles.
    - (i) No person shall operate an off-highway vehicle unless it is equipped with a USDA-qualified spark arrester and a constantly operating and properly maintained muffler. A muffler is not considered constantly operating and properly maintained if it is equipped with a cutout, bypass or similar device.
    - (ii) No person shall operate an off-highway vehicle unless the noise emitted by the vehicle is not more than ninety-six (96) dBA if the vehicle was manufactured on or after January 1, 1986, or is not more than one hundred and one (101) dBA if the vehicle was manufactured before January 1, 1986. For purposes of this subsection, emitted noise shall be measured a distance of twenty (20) inches from the vehicle tailpipe using test procedures established by the Society of Automotive Engineers under Standard J-1287.
  - (b) Sound systems. No person shall operate a motor vehicle sound system, whether affixed to the vehicle or not, between the hours of ten (10:00) p.m. and eight (8:00) a.m., such that the sound system is audible to the human ear inside any inhabited dwelling. No person shall operate a motor vehicle sound system, whether affixed to the vehicle or not, at any other time such that the sound system is audible to the human ear at a distance greater than one hundred (100) feet from the vehicle. Sound level measurements may be used, but are not required to establish a violation of this subsection.
- (2) Power tools and equipment. No person shall operate any power tools or equipment between the hours of ten (10:00) p.m. and eight (8:00) a.m. such that the power tools or equipment are audible to the human ear inside an inhabited dwelling other than a dwelling in which the power tools or equipment may be located. No person shall operate any power tools or equipment at any other time such that the power tools or equipment are audible to the human ear at a

- distance greater than one hundred (100) feet from the power tools or equipment. Sound level measurements may be used, but are not required to establish a violation of this subsection.
- (3) Audio equipment. No person shall operate any audio equipment, whether portable or not, such that the equipment is audible to the human ear at a distance greater than one hundred (100) feet from the equipment. Sound level measurements may be used, but are not required to establish a violation of this subsection.
- (4) Sound-amplifying equipment and live music. No person shall install, use or operate sound-amplifying equipment, or perform, or allow to be performed, live music if the sound emanating from sound-amplifying equipment or live music is audible to the human ear at a distance greater than one hundred (100) feet from the equipment or music. To the extent that these requirements conflict with any conditions of approval attached to an underlying land use permit, these requirements shall control. Sound level measurements may be used, but are not required to establish a violation of this subsection.

(Ord. No. 2012-01, § 1(11.10.060), 2-16-2012; Ord. No. 2015-08, § 1, 6-18-2015)

Sec. 11.05.070. - Exceptions.

Exceptions may be requested from the standards set forth in Section 11.10.040 or 11.10.060 of this chapter and may be characterized as construction-related or continuous-events exceptions.

- (1) Application and processing.
  - (a) Construction-related exceptions. An application for a construction-related exception shall be made to and considered by the Building Official of the city on forms provided by the Building and Safety Division and shall be accompanied by the appropriate filing fee. No public hearing is required.
  - (b) Continuous events exceptions. An application for a continuous events exception shall be made to the Planning Director on forms provided by the Planning Department and shall be accompanied by the appropriate filing fee. Upon receipt of an application for a continuous events exception, the Planning Director shall set the matter for public hearing before the Planning Commission, notice of which shall be given as provided in Section 9.240.250 of this Code. Notwithstanding the above, an application for a continuous events exception that is associated with an application for a land use permit shall be processed concurrently with the land use permit in the same manner that the land use permit is required to be processed.
- (2) Requirements for approval. The appropriate decision-making body or officer shall not approve an exception application unless the applicant demonstrates that the activities described in the application would not be detrimental to the health, safety or general welfare of the community. In determining whether activities are detrimental to the health, safety or general welfare of the community, the appropriate decision-making body or officer shall consider such factors as the proposed duration of the activities and their location in relation to sensitive receptors. If an exception application is approved, reasonable conditions may be imposed to minimize the public detriment, including, but not limited to, restrictions on sound level, sound duration and operating hours.
- (3) Appeals. The Building Official's decision on an application for a construction-relation exception is considered final. After making a decision on an application for a continuous-events exception, the appropriate decision-making body or officer shall mail notice of the decision to the applicant. Within ten (10) calendar days after the mailing of such notice, the applicant or interested person may appeal the decision pursuant to and in accordance with the provisions of Chapter 2.40 of this Code.

(Ord. No. 2012-01, § 1(11.10.070), 2-16-2012; Ord. No. 2015-08, § 2, 6-18-2015; Ord. No. 2016-04, § 11(11.10.070), 4-7-2016)

Sec. 11.05.080. - Violations and penalties.

- A. Violation of the provisions of this chapter may be enforced pursuant to the enforcement provisions set forth in Title 1 of this Code, including Chapter 1.10, Code Enforcement Generally, Chapter 1.15, Criminal Prosecution, Chapter 1.20, Administrative Penalties, or Chapter 1.25, Public Nuisance Injunctions.
- B. The fine schedule for a violation of this chapter enforced pursuant to Chapter 1.20, shall be in the amount of:
  - (1) Two hundred dollars (\$200) for the first violation occurring within a three hundred and sixty-six (366) day period;
  - (2) Five hundred dollars (\$500) for a second violation occurring within three hundred and sixty-six (366) days of the first violation;
  - (3) Seven hundred and fifty dollars (\$750) for a third violation occurring within three hundred and sixty-six (366) days of the first violation; or
  - (4) One thousand dollars (\$1,000) for a fourth violation and each subsequent violation occurring within three hundred and sixty-six (366) days of the first violation.
- C. The fines set forth in subsection (B) of this section may be modified by a resolution of the City Council establishing an administrative citation schedule not to exceed one thousand dollars (\$1,000) per violation and which may include increased fines for repeat violations and penalties.
- D. The City Manager or his designee may reduce the fines set forth in subsections (B) or (C) of this section in the event he or she finds that the violation is not likely to reoccur, the violator cooperated with Enforcement Officials in attempting to enforce the provisions of this chapter and resolve the issues giving rise to the violation, the actions of the violator giving rise to the violation were not malicious and were not taken in deliberate disregard of the provisions of this chapter, and the ends of justice would not be served by imposing the full fine.

(Ord. No. 2012-01, § 1(11.10.080), 2-16-2012)

Sec. 11.05.090. - Duty to cooperate.

No person shall refuse to cooperate with, or obstruct, the Enforcement Officials identified in Section 11.05.080 when they are engaged in the process of enforcing the provisions of this chapter. This duty to cooperate may require a person to extinguish a sound source so that it can be determined whether sound emanating from the source violates the provisions of this chapter.

(Ord. No. 2012-01, § 1(11.10.090), 2-16-2012)



# APPENDIX 4.1:

**CITY OF JURUPA VALLEY CEQA THRESHOLDS** 





	se Impact Analysis October 30, 2018	Comment
		increase and, if appropriate, the project's contribution to a potentially significant cumulative traffic noise increase.
2	Global	Sec. 11.05.010 of the Municipal Code states in part: "This chapter is intended to establish city-wide standards regulating noise. This chapter is not intended to establish thresholds of significance for the purpose of any analysis required by the California Environmental Quality Act (Pub. Resources Code Section 21000 et seq.) and no such thresholds are established"
		Please use the following standards for CEQA significance thresholds and revise report throughout:
		<ul> <li>Construction Noise: For sensitive residential land uses nearby, the daytime and nighttime 8-hour standards are 80 dBA Leq and 70 dBA Leq, respectively (FTA Transit Noise and Vibration Impact Assessment).</li> </ul>
		<ul> <li>Operational Noise (stationary): During operation of the Project, a significant noise-related impact would occur if Project operational noise at a noise-sensitive receptor exceeds:         <ul> <li>65 dBA Leq (10 minutes) between 7:00 a.m. and 10:00 p.m., or</li> <li>45 dBA Leq (10 min) between 10:00 p.m. and 7:00 a.m.</li> </ul> </li> </ul>
		Operational Noise (traffic): Project-related traffic increases the noise level at a:
		<ul> <li>Residential land use by 3 dBA or more to 65 dBA CNEL or above; or</li> <li>Commercial land use by 3 dBA or more to 70 dBA CNEL or above.</li> </ul>
		Vibration: A significant vibration-related impact would occur if the Project would expose a vibration-sensitive receptor to vibration levels that exceed 0.2 in/sec PPV during either long-term operation or construction of the Project
		Note: The Municipal Code noise standards may be used for planning purposes only (i.e. to demonstrate that the project meets the City code requirements for site plan approval).
3	Page 23	Construction exemptions for San Bernardino County are not discussed and are contained in Section 83.01.080(g) (3), i.e., 7 am – 7pm, except Sundays and federal holidays.
4	Page 24 and global	Policy NE 4.4 is intended for train operation but is being used to assess projects. Please convert this RMS level to VdB so that it can



**APPENDIX 5.1:** 

**STUDY AREA PHOTOS** 







34, 0' 40.610000", 117, 24' 0.910000"



L1\_N 34, 0' 40.610000", 117, 24' 0.910000"



L1\_S 34, 0' 40.610000", 117, 24' 0.910000"



34, 0' 40.610000", 117, 24' 0.910000"



34, 0' 56.000000", 117, 23' 38.120000"



L2\_N 34, 0' 56.210000", 117, 23' 38.390000"



L2\_S 34, 0' 56.040000", 117, 23' 38.120000"



L2\_W 34, 0' 55.990000", 117, 23' 38.140000"



L3\_E 34, 0' 52.340000", 117, 23' 40.640000"



34, 0' 52.360000", 117, 23' 40.610000"



13\_3 34, 0' 52.360000", 117, 23' 40.610000"



L3\_W 34, 0' 52.350000", 117, 23' 40.610000"



14\_E 34, 0' 50.060000", 117, 23' 44.400000"



L4\_N 34, 0' 50.040000", 117, 23' 44.400000"



L4\_S 34, 0' 50.040000", 117, 23' 44.400000"



L4\_W 34, 0' 50.060000", 117, 23' 44.400000"



15\_E 34, 0' 38.620000", 117, 23' 58.410000"



L5\_N 34, 0' 38.640000", 117, 23' 58.440000"



34, 0' 38.640000", 117, 23' 58.410000"



L5\_W 34, 0' 38.620000", 117, 23' 58.410000"



L6\_E 34, 1' 7.720000", 117, 23' 57.560000"



34, 1' 8.970000", 117, 24' 0.090000"



34, 1' 7.660000", 117, 23' 57.590000"



34, 1' 7.720000", 117, 23' 57.590000"

# APPENDIX 5.2:

**NOISE LEVEL MEASUREMENT WORKSHEETS** 





Date: Wednesday, February 12, 2020

Location: L1 - Located north of the Project site on 25th Street near existing single-family residential home at 6041 25th Street.

Meter: Piccolo I

#### Project: Rubidoux Warehouse Analyst: P. Mara Hourly L eq dBA Readings (unadjusted) 85.0 -80.0 75 7 65.0 65.0 Hourly 150.0 45.0 45.0 40.0 65 40.0 35.0 5 7 10 12 15 20 22 23 0 2 3 4 6 8 9 11 13 14 16 17 18 19 21 **Hour Beginning** L1% L2% L5% L50% L90% L95% L99% Adj. L eq **Timeframe** Hour L eq L max L<sub>min</sub> L8% L25% L<sub>eq</sub> Adj. 59.5 66.0 0 63.4 70.1 67.0 65.0 65.0 64.0 63.0 61.0 60.0 60.0 63.4 10.0 73.4 1 65.9 74.1 61.1 71.0 70.0 68.0 75.9 69.0 66.0 64.0 62.0 62.0 62.0 65.9 10.0 2 65.0 71.2 61.3 69.0 68.0 67.0 66.0 65.0 64.0 63.0 62.0 62.0 65.0 10.0 75.0 3 Night 67.4 73.7 63.4 70.0 70.0 69.0 69.0 68.0 67.0 65.0 65.0 64.0 67.4 10.0 77.4 69.2 85.8 64.9 72.0 71.0 71.0 70.0 10.0 79.2 4 69.0 68.0 67.0 66.0 65.0 69.2 5 73.4 96.9 67.0 83.0 79.0 73.0 72.0 71.0 70.0 68.0 68.0 10.0 83.4 68.0 73.4 71.0 6 70.3 87.3 65.8 80.0 74.0 70.0 80.3 69.0 68.0 67.0 67.0 66.0 70.3 10.0 74.4 97.7 65.6 83.0 78.0 71.0 70.0 67.0 74.4 74.4 69.0 68.0 66.0 66.0 0.0 8 71.8 97.5 63.7 80.0 74.0 70.0 69.0 68.0 66.0 65.0 64.0 64.0 71.8 0.0 71.8 9 68.8 92.4 63.5 75.0 72.0 69.0 69.0 67.0 66.0 65.0 65.0 64.0 68.8 0.0 68.8 10 68.2 90.5 62.2 75.0 72.0 70.0 69.0 67.0 66.0 64.0 64.0 63.0 68.2 0.0 68.2 11 66.1 79.9 61.4 70.0 69.0 68.0 68.0 66.0 65.0 63.0 63.0 62.0 66.1 0.0 66.1 12 65.5 87.1 59.5 70.0 68.0 67.0 60.0 65.5 65.5 71.0 65.0 63.0 61.0 61.0 0.0 Day 13 66.2 81.0 61.1 71.0 70.0 68.0 67.0 66.0 65.0 63.0 62.0 62.0 66.2 0.0 66.2 14 66.4 89.4 58.3 75.0 69.0 66.0 66.0 64.0 63.0 62.0 61.0 59.0 66.4 0.0 66.4 15 69.8 91.7 59.0 80.0 77.0 73.0 70.0 66.0 65.0 62.0 61.0 60.0 69.8 0.0 69.8 65.2 16 65.2 82.6 59.4 71.0 70.0 68.0 67.0 65.0 63.0 61.0 61.0 60.0 0.0 65.2 17 79.4 58.4 69.0 67.0 64.5 68.0 66.0 65.0 63.0 61.0 61.0 60.0 64.5 0.0 64.5 18 72.6 58.7 69.0 68.0 60.0 60.0 63.5 63.5 67.0 66.0 63.0 62.0 61.0 63.5 0.0 19 65.4 77.4 61.3 70.0 69.0 68.0 67.0 65.0 64.0 63.0 63.0 62.0 65.4 5.0 70.4 **Evening** 20 64.6 81.7 60.5 70.0 68.0 65.0 65.0 64.0 63.0 62.0 61.0 61.0 5.0 69.6 21 62.9 77.1 58.3 67.0 66.0 65.0 64.0 63.0 62.0 60.0 59.0 59.0 62.9 5.0 67.9 22 63.1 68.8 59.2 66.0 65.0 65.0 64.0 63.0 62.0 61.0 61.0 60.0 63.1 10.0 73.1 Night 23 64.2 74.5 59.8 69.0 68.0 67.0 66.0 64.0 63.0 61.0 61.0 61.0 64.2 10.0 74.2 Lea (dBA) **Timeframe** L1% L2% L5% L8% L25% L50% L90% L95% L99% Hour $L_{eq}$ L max L<sub>min</sub> 69.0 68.0 60.0 Min 63.5 72.6 58.3 66.0 66.0 63.0 62.0 61.0 59.0 24-Hour Daytime Nighttime Day 97.7 66.0 Max 74.4 65.6 83.0 78.0 73.0 70.0 69.0 68.0 67.0 66.0 **Energy Average** 68.8 Average: 74.1 71.4 68.8 67.8 65.9 64.6 62.9 62.4 61.7 68.2 68.3 68.2 62.9 77.1 58.3 67.0 66.0 65.0 64.0 63.0 62.0 60.0 59.0 59.0 Evening 24-Hour CNEL (dBA) 70.0 65.4 81.7 61.3 69.0 68.0 67.0 65.0 64.0 63.0 63.0 62.0 64.4 69.0 67.7 66.0 65.3 64.0 63.0 61.7 61.0 60.7 **Energy Average** Average: 63.1 66.0 65.0 65.0 64.0 63.0 62.0 61.0 60.0 60.0 Min 68.8 59.2 74.8 Night Max 73.4 96.9 67.0 83.0 79.0 73.0 72.0 71.0 70.0 68.0 68.0 68.0



JN: 12722

67.8

66.6

65.4

63.9

63.6

63.1

Average:

71.9

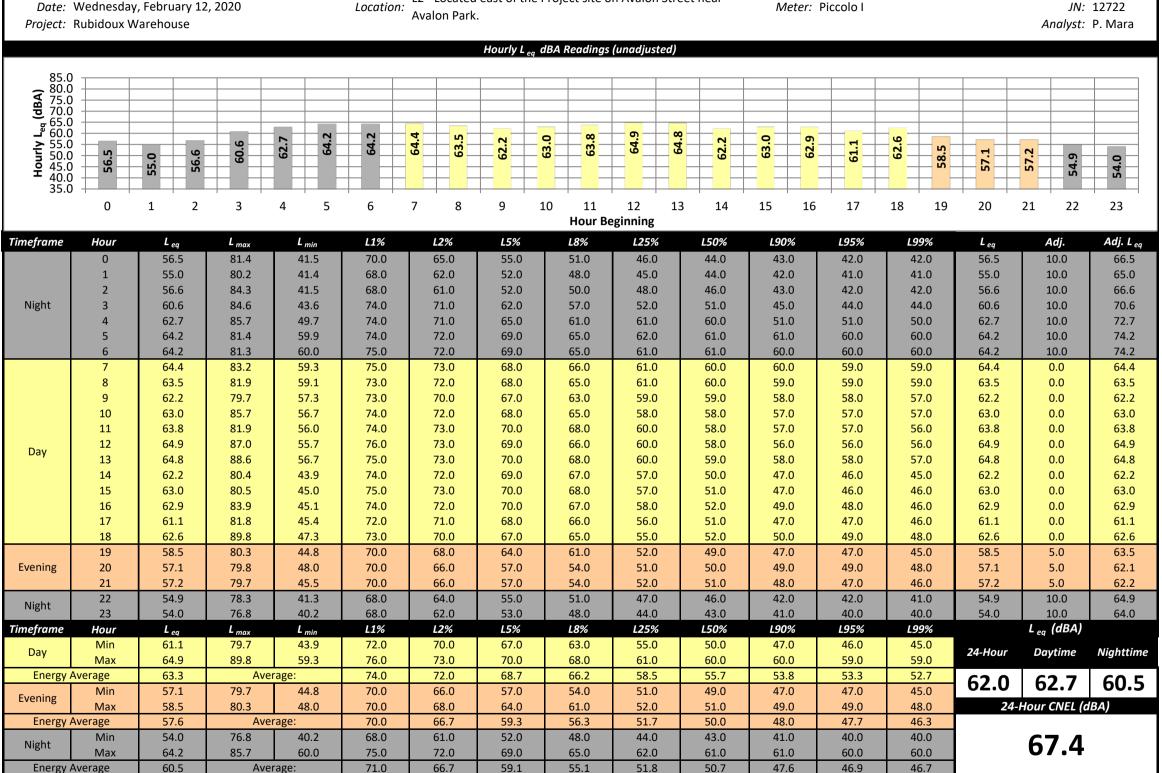
70.1

68.6

68.3

**Energy Average** 

L2 - Located east of the Project site on Avalon Street near Date: Wednesday, February 12, 2020 Location:





L3 - Located east of the Project site near existing single-family

Date: Wednesday, February 12, 2020 Location: Meter: Piccolo I JN: 12722 home at 2562 Avalon Street. Project: Rubidoux Warehouse Analyst: P. Mara Hourly L ea dBA Readings (unadjusted) 85.0 80.0 75.0 70.0 66.0 55.0 45.0 40.0 67 67. 40.0 35.0 5 2 3 6 7 8 9 10 11 12 13 15 16 17 18 19 20 21 22 23 14 **Hour Beginning** L1% L2% L5% L95% Adj. L eq Timeframe Hour L max L min L8% L25% L50% L90% L99% Adj. L eq  $L_{eq}$ 59.5 82.7 42.0 74.0 69.0 60.0 55.0 47.0 46.0 43.0 43.0 42.0 59.5 10.0 69.5 0 62.5 88.5 42.6 76.0 71.0 61.0 56.0 50.0 48.0 45.0 44.0 43.0 62.5 10.0 72.5 2 59.8 86.0 42.7 72.0 66.0 58.0 53.0 49.0 47.0 44.0 44.0 43.0 59.8 10.0 69.8 Night 86.1 45.1 77.0 74.0 67.0 63.0 10.0 73.6 63.6 52.0 50.0 47.0 46.0 45.0 63.6 86.0 47.4 77.0 75.0 74.3 64.3 69.0 65.0 54.0 53.0 49.0 48.0 48.0 64.3 10.0 5 64.9 86.3 52.0 77.0 75.0 71.0 68.0 58.0 55.0 53.0 53.0 52.0 64.9 10.0 74.9 90.6 51.0 79.0 78.0 77.5 67.5 74.0 72.0 60.0 54.0 52.0 52.0 51.0 67.5 10.0 72.0 65.5 65.5 87.2 49.8 78.0 75.0 68.0 57.0 52.0 51.0 50.0 50.0 65.5 0.0

	8	64.4	85.7	49.8	77.0	75.0	71.0	67.0	56.0	52.0	51.0	50.0	50.0	64.4	0.0	64.4
	9	63.5	82.8	48.4	76.0	74.0	70.0	66.0	54.0	51.0	49.0	49.0	49.0	63.5	0.0	63.5
	10	65.2	86.6	47.9	77.0	76.0	72.0	69.0	55.0	51.0	49.0	49.0	48.0	65.2	0.0	65.2
	11	66.0	85.1	48.0	78.0	76.0	73.0	71.0	59.0	52.0	50.0	49.0	49.0	66.0	0.0	66.0
Day	12	66.7	87.3	48.1	78.0	77.0	73.0	71.0	59.0	53.0	49.0	49.0	49.0	66.7	0.0	66.7
Day	13	67.4	85.6	48.6	79.0	77.0	75.0	72.0	61.0	53.0	50.0	50.0	49.0	67.4	0.0	67.4
	14	66.7	83.6	43.0	78.0	77.0	74.0	72.0	61.0	50.0	45.0	45.0	44.0	66.7	0.0	66.7
	15	67.1	85.4	44.3	79.0	77.0	74.0	72.0	62.0	52.0	46.0	45.0	44.0	67.1	0.0	67.1
	16	67.1	86.7	44.5	78.0	77.0	74.0	72.0	61.0	52.0	47.0	46.0	45.0	67.1	0.0	67.1
	17	67.4	94.1	44.8	77.0	76.0	73.0	71.0	60.0	51.0	47.0	46.0	46.0	67.4	0.0	67.4
	18	65.0	87.4	45.5	76.0	74.0	72.0	70.0	58.0	50.0	47.0	47.0	46.0	65.0	0.0	65.0
	19	62.7	82.7	43.9	75.0	73.0	69.0	65.0	53.0	49.0	45.0	45.0	44.0	62.7	5.0	67.7
Evening	20	60.2	81.3	43.3	74.0	71.0	61.0	57.0	50.0	48.0	45.0	45.0	44.0	60.2	5.0	65.2
	21	60.4	81.6	44.2	74.0	71.0	62.0	58.0	51.0	48.0	46.0	45.0	44.0	60.4	5.0	65.4
Night	22	58.1	80.0	41.2	72.0	68.0	58.0	53.0	47.0	45.0	43.0	43.0	42.0	58.1	10.0	68.1
	23	58.1	80.8	40.7	73.0	67.0	57.0	51.0	47.0	44.0	42.0	41.0	41.0	58.1	10.0	68.1
Timeframe	Hour	L <sub>eq</sub>	L max	L min	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%		L <sub>eq</sub> (dBA)	
Day	Min	63.5	82.8	43.0	76.0	74.0	70.0	66.0	54.0	50.0	45.0	45.0	44.0	24-Hour	Daytime	Nighttime
,	Max	67.4	94.1	49.8	79.0	77.0	75.0	72.0	62.0	53.0	51.0	50.0	50.0	2411041	Daytime	riigiittiiile
Energy	Average	66.2	Avei	rage:	77.6	75.9	72.8	70.1	58.6	51.6	48.4	47.9	47.4	64.8	65.5	63.2
Evening	Min	60.2	81.3	43.3	74.0	71.0	61.0	57.0	50.0	48.0	45.0	45.0	44.0			
	Max	62.7	82.7	44.2	75.0	73.0	69.0	65.0	53.0	49.0	46.0	45.0	44.0	24-1	Hour CNEL (a	IBA)
Energy	Average	61.3		rage:	74.3	71.7	64.0	60.0	51.3	48.3	45.3	45.0	44.0	l		
Night	Min	58.1	80.0	40.7	72.0	66.0	57.0	51.0	47.0	44.0	42.0	41.0	41.0		70.1	
Marit	Max	67.5	90.6	52.0	79.0	78.0	74.0	72.0	60.0	55.0	53.0	53.0	52.0	I	/ U. I	
Energy	Average	63.2	Avei	rage:	75.2	71.4	63.9	59.6	51.6	49.1	46.4	46.0	45.2			



Date: Wednesday, February 12, 2020 Project: Rubidoux Warehouse

Location: L4 - Located southeast of the Project site on 26th Street near existing single-family homes at 5638 26th Street.

Meter: Piccolo I

JN: 12722 Analyst: P. Mara

#### Hourly L ea dBA Readings (unadjusted) 85.0 80.0 75.0 70.0 65.0 66.0 55.0 40.0 35.0 œί **Hour Beginning**

									<u> </u>							
Timeframe	Hour	L eq	L max	L min	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L <sub>eq</sub>	Adj.	Adj. L <sub>eq</sub>
	0	53.2	73.9	45.2	64.0	59.0	56.0	54.0	51.0	49.0	47.0	46.0	45.0	53.2	10.0	63.2
	1	55.0	76.8	45.0	67.0	63.0	56.0	54.0	51.0	49.0	46.0	46.0	45.0	55.0	10.0	65.0
	2	53.7	74.1	44.7	65.0	60.0	55.0	54.0	52.0	50.0	46.0	46.0	45.0	53.7	10.0	63.7
Night	3	57.3	80.1	46.7	69.0	66.0	60.0	57.0	53.0	51.0	49.0	48.0	47.0	57.3	10.0	67.3
	4	57.9	82.1	49.0	70.0	67.0	62.0	59.0	53.0	52.0	50.0	50.0	49.0	57.9	10.0	67.9
	5	59.4	78.9	50.5	71.0	68.0	64.0	61.0	56.0	54.0	52.0	52.0	51.0	59.4	10.0	69.4
	6	59.1	82.3	50.4	70.0	68.0	64.0	60.0	55.0	53.0	51.0	51.0	51.0	59.1	10.0	69.1
	7	57.8	80.0	46.5	68.0	67.0	63.0	60.0	53.0	50.0	48.0	48.0	47.0	57.8	0.0	57.8
	8	57.1	81.1	44.4	68.0	66.0	62.0	60.0	51.0	48.0	46.0	45.0	45.0	57.1	0.0	57.1
	9	55.3	74.3	44.1	67.0	65.0	61.0	58.0	51.0	48.0	45.0	45.0	44.0	55.3	0.0	55.3
	10	57.3	82.1	44.1	68.0	66.0	62.0	60.0	52.0	49.0	46.0	46.0	45.0	57.3	0.0	57.3
	11	55.9	74.9	43.7	67.0	65.0	61.0	59.0	53.0	50.0	46.0	46.0	45.0	55.9	0.0	55.9
5	12	57.4	80.3	43.1	68.0	65.0	62.0	60.0	53.0	49.0	45.0	45.0	43.0	57.4	0.0	57.4
Day	13	57.6	77.7	43.8	69.0	67.0	64.0	61.0	53.0	50.0	46.0	46.0	44.0	57.6	0.0	57.6
	14	57.7	77.4	41.5	68.0	67.0	64.0	62.0	55.0	49.0	45.0	44.0	42.0	57.7	0.0	57.7
	15	57.8	76.2	42.8	69.0	67.0	64.0	62.0	54.0	50.0	46.0	46.0	44.0	57.8	0.0	57.8
	16	58.5	78.5	44.2	69.0	67.0	65.0	62.0	55.0	51.0	48.0	47.0	45.0	58.5	0.0	58.5
	17	57.5	81.4	43.8	68.0	66.0	63.0	61.0	53.0	49.0	46.0	46.0	45.0	57.5	0.0	57.5
	18	57.0	85.0	43.1	67.0	65.0	62.0	59.0	51.0	48.0	45.0	45.0	44.0	57.0	0.0	57.0
	19	56.1	76.3	44.4	67.0	65.0	60.0	58.0	54.0	52.0	48.0	47.0	45.0	56.1	5.0	61.1
Evening	20	55.8	77.2	45.5	66.0	63.0	59.0	57.0	54.0	52.0	48.0	48.0	46.0	55.8	5.0	60.8
	21	54.9	74.2	45.9	66.0	63.0	58.0	56.0	53.0	51.0	48.0	48.0	46.0	54.9	5.0	59.9
Niaba	22	53.2	74.6	44.4	64.0	59.0	55.0	53.0	51.0	49.0	46.0	45.0	45.0	53.2	10.0	63.2
Night	23	51.8	72.0	42.8	64.0	59.0	54.0	52.0	49.0	47.0	45.0	44.0	43.0	51.8	10.0	61.8
Timeframe	Hour	L <sub>eq</sub>	L max	L min	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%		$L_{eq}$ (dBA)	
Devi	Min	55.3	74.3	41.5	67.0	65.0	61.0	58.0	51.0	48.0	45.0	44.0	42.0	24 11		Ninhatin -
Day	Max	58.5	85.0	46.5	69.0	67.0	65.0	62.0	55.0	51.0	48.0	48.0	47.0	24-Hour	Daytime	Nighttime
Energy A	Average	57.3	Ave	rage:	68.0	66.1	62.8	60.3	52.8	49.3	46.0	45.8	44.4	56.8	57.0	F6 /
Fuening	Min	54.9	74.2	44.4	66.0	63.0	58.0	56.0	53.0	51.0	48.0	47.0	45.0	50.0	57.0	56.4
Evening	Max	56.1	77.2	45.9	67.0	65.0	60.0	58.0	54.0	52.0	48.0	48.0	46.0	24-	Hour CNEL (d	IBA)
Energy A	Average	55.6	Ave	rage:	66.3	63.7	59.0	57.0	53.7	51.7	48.0	47.7	45.7			
Nicht	Min	51.8	72.0	42.8	64.0	59.0	54.0	52.0	49.0	47.0	45.0	44.0	43.0		62 1	
Night	Max	59.4	82.3	50.5	71.0	68.0	64.0	61.0	56.0	54.0	52.0	52.0	51.0		63.1	
Energy A	Average	56.4	Ave	rage:	67.1	63.2	58.4	56.0	52.3	50.4	48.0	47.6	46.8	1		



## 24-Hour Noise Level Measurement Summary

Date: Wednesday, February 12, 2020

L5 - Located south of the Project site on 28th Street near Location: existing single-family homes at 5769 28th Street.

Meter: Piccolo I JN: 12722

Analyst: P. Mara

## Project: Rubidoux Warehouse Hourly L eq dBA Readings (unadjusted) 85.0 -80.0 75 7 65.0 65.0 55.0 50.0 45.0 63. 62. 62. 61. 40.0 35.0 5 7 9 10 12 15 20 22 23 3 4 6 8 11 13 14 16 17 18 19 21 **Hour Beginning** L1% L2% L5% L50% L90% L95% Adj. L eq **Timeframe** Hour L eq L max L min L8% L25% L99% L<sub>eq</sub> Adj. 44.5 61.0 55.0 54.0 0 55.3 81.9 67.0 50.0 48.0 46.0 46.0 45.0 55.3 10.0 65.3 1 54.9 81.0 44.6 66.0 61.0 53.0 64.9 55.0 50.0 48.0 46.0 46.0 45.0 54.9 10.0 2 54.2 77.3 43.8 66.0 59.0 53.0 52.0 50.0 49.0 46.0 45.0 44.0 54.2 10.0 64.2 3 Night 56.9 79.0 45.3 71.0 66.0 55.0 53.0 51.0 49.0 47.0 47.0 46.0 56.9 10.0 66.9 59.0 81.4 46.1 72.0 70.0 61.0 56.0 4 51.0 49.0 48.0 47.0 47.0 59.0 10.0 69.0 5 62.2 83.9 47.7 74.0 72.0 68.0 64.0 55.0 53.0 50.0 49.0 10.0 72.2 51.0 62.2 6 88.4 49.4 75.0 73.0 70.0 68.0 60.0 74.0 64.0 54.0 51.0 51.0 50.0 64.0 10.0 80.5 45.1 74.0 73.0 70.0 54.0 47.0 47.0 63.4 68.0 61.0 46.0 63.4 0.0 63.4 8 62.3 79.0 42.1 73.0 72.0 69.0 67.0 60.0 52.0 46.0 45.0 43.0 62.3 0.0 62.3 9 60.1 86.7 41.0 72.0 69.0 63.0 58.0 50.0 46.0 43.0 42.0 42.0 60.1 0.0 60.1 10 62.6 83.2 36.2 73.0 72.0 69.0 67.0 59.0 54.0 41.0 40.0 39.0 62.6 0.0 62.6 11 61.0 83.9 40.7 73.0 71.0 68.0 64.0 51.0 46.0 42.0 42.0 41.0 61.0 0.0 61.0 12 60.3 76.4 42.1 72.0 71.0 67.0 64.0 48.0 43.0 60.3 56.0 44.0 44.0 60.3 0.0 Day 13 62.4 86.0 42.0 74.0 72.0 69.0 65.0 54.0 48.0 44.0 43.0 42.0 62.4 0.0 62.4 14 62.4 83.9 42.0 74.0 72.0 69.0 67.0 56.0 48.0 44.0 43.0 42.0 62.4 0.0 62.4 15 63.5 83.4 42.7 74.0 73.0 70.0 68.0 59.0 52.0 46.0 45.0 43.0 63.5 0.0 63.5 65.6 16 65.6 89.0 43.6 76.0 74.0 72.0 70.0 63.0 47.0 46.0 45.0 0.0 65.6 55.0 17 73.0 71.0 68.0 65.0 47.0 61.3 83.8 41.6 51.0 44.0 43.0 43.0 61.3 0.0 61.3 40.9 73.0 49.0 18 62.8 91.4 71.0 66.0 61.0 45.0 43.0 42.0 42.0 62.8 0.0 62.8 19 58.4 81.7 44.0 71.0 69.0 63.0 59.0 52.0 49.0 46.0 46.0 44.0 58.4 5.0 63.4 **Evening** 20 58.0 80.2 44.7 71.0 68.0 62.0 58.0 52.0 50.0 47.0 47.0 45.0 58.0 5.0 63.0 21 63.5 93.9 44.9 73.0 69.0 60.0 56.0 52.0 50.0 48.0 47.0 46.0 63.5 5.0 68.5 53.8 76.6 44.0 64.0 58.0 54.0 53.0 50.0 48.0 46.0 45.0 44.0 53.8 10.0 63.8 Night 23 54.6 78.5 43.8 66.0 61.0 53.0 51.0 49.0 47.0 45.0 45.0 44.0 54.6 10.0 64.6 L<sub>eq</sub> (dBA) **Timeframe** L1% L2% L5% L8% L25% L50% L90% L95% L99% Hour $L_{eq}$ L<sub>min</sub> L max 72.0 69.0 63.0 58.0 49.0 45.0 41.0 40.0 Min 60.1 76.4 36.2 39.0 24-Hour Daytime Nighttime Day 91.4 Max 65.6 45.1 76.0 74.0 72.0 70.0 63.0 55.0 47.0 47.0 46.0 **Energy Average** 62.6 Average: 73.4 71.8 68.3 65.3 55.8 49.6 44.3 43.5 42.6 61.3 62.3 58.8 58.0 80.2 44.0 71.0 68.0 60.0 56.0 52.0 49.0 46.0 46.0 44.0 Evening 24-Hour CNEL (dBA) 73.0 63.5 93.9 44.9 69.0 63.0 59.0 52.0 50.0 48.0 47.0 46.0 60.7 71.7 68.7 61.7 57.7 52.0 49.7 47.0 46.7 45.0 **Energy Average** Average: 53.8 64.0 58.0 53.0 51.0 49.0 47.0 45.0 45.0 44.0 Min 76.6 43.8 66.3 Night Max 64.0 88.4 49.4 75.0 73.0 70.0 68.0 60.0 54.0 51.0 51.0 50.0 **Energy Average** 58.8 Average: 69.0 64.6 58.2 56.0 51.8 49.4 47.3 46.9 46.0



## **24-Hour Noise Level Measurement Summary**

Date: Wednesday, February 12, 2020

L6 - Located near the southern boundary of the Project site Location: on the intersection of Canal Street and 28th Street.

JN: 12722 Meter: Piccolo I

	Rubidoux V	Varehouse	2, 2020		Locution.	on the inter	section of Ca	anal Street ar	nd 28th Stree	et.	wicter.	FICCOIOT			Analyst:	P. Mara
							Hourly L <sub>eq</sub> (	dBA Readings	(unadjusted)							
85.0 80.0	n															
<b>(4BA)</b> 75.0 70.0 65.0 60.0																#
.00.0 0.00 <b>"-</b>					66.0											
₹ 50.0		н м	- 2	3.6	99	0.0	<u>ن</u>	93	9		-0-7:	0	<u>o</u>	<u></u>	56.8 55.9	
<b>우</b> 45.0 40.0	$0 \perp 7 \perp$	53.1		53.6		55 51.0	55	21:		50.7	52.0 52.0	25.0	54.9 53.6	56.	55	51.9
35.0	0 +	1 2		4 5	-	7 0		10 11	12 1	2 44	45 46	47	10 10	20	24 22	
	0	1 2	3	4 5	6	7 8	9 1	10 11 <b>Hour B</b> e	12 1 eginning	.3 14	15 16	17	18 19	20	21 22	23
imeframe	Hour	L <sub>eq</sub>	L max	L <sub>min</sub>	L1%	L2%	L5%	L8%	L25%	L50%	L90%	L95%	L99%	L <sub>eq</sub>	Adj.	Adj. L <sub>eq</sub>
	0	54.1	73.3	46.2	65.0	62.0	58.0	56.0	52.0	50.0	48.0	47.0	47.0	54.1	10.0	64.1
	1	53.1	73.5	46.8	62.0	59.0	55.0	54.0	52.0	50.0	48.0	48.0	47.0	53.1	10.0	63.1
Night	2	52.3	63.9	45.8	58.0	57.0	55.0	54.0	53.0	51.0	48.0	48.0	46.0	52.3	10.0	62.3
Night	3 4	54.2 53.6	72.6 70.3	49.2 48.7	60.0 60.0	59.0 59.0	57.0 57.0	56.0 56.0	54.0 53.0	52.0 52.0	51.0 50.0	50.0 50.0	50.0 49.0	54.2 53.6	10.0 10.0	64.2 63.6
	5	56.9	70.3	50.8	64.0	63.0	60.0	59.0	56.0	55.0	53.0	52.0	52.0	56.9	10.0	66.9
	6	66.0	97.3	50.7	75.0	69.0	61.0	59.0	56.0	54.0	52.0	52.0	51.0	66.0	10.0	76.0
	7	59.7	83.7	48.3	71.0	67.0	62.0	59.0	55.0	53.0	50.0	50.0	49.0	59.7	0.0	59.7
	8	51.0	65.0	44.4	58.0	56.0	55.0	54.0	51.0	49.0	46.0	45.0	45.0	51.0	0.0	51.0
	9 10	55.9 62.0	79.2 89.5	43.5 41.9	67.0 74.0	61.0 66.0	57.0 57.0	55.0 55.0	50.0 50.0	47.0 48.0	45.0 45.0	44.0 44.0	44.0 42.0	55.9 62.0	0.0 0.0	55.9 62.0
	11	51.3	73.5	41.7	62.0	58.0	54.0	53.0	49.0	47.0	43.0	43.0	42.0	51.3	0.0	51.3
_	12	56.6	74.3	46.1	65.0	63.0	61.0	60.0	56.0	53.0	49.0	48.0	47.0	56.6	0.0	56.6
Day	13	54.1	78.0	42.7	63.0	60.0	58.0	56.0	52.0	49.0	45.0	44.0	43.0	54.1	0.0	54.1
	14	50.7	69.7	42.1	60.0	57.0	55.0	53.0	50.0	47.0	44.0	44.0	43.0	50.7	0.0	50.7
	15	52.0	72.9	41.9	60.0	57.0	55.0	54.0	51.0	49.0	45.0	45.0	43.0	52.0	0.0	52.0
	16 17	55.7 52.0	79.5 70.1	42.7 42.9	66.0 62.0	62.0 59.0	57.0 56.0	55.0 54.0	52.0 51.0	49.0 48.0	46.0 45.0	45.0 45.0	44.0 43.0	55.7 52.0	0.0 0.0	55.7 52.0
	18	54.9	80.5	42.9	65.0	60.0	56.0	54.0	49.0	46.0	44.0	43.0	42.0	54.9	0.0	54.9
	19	53.6	70.3	46.5	61.0	59.0	57.0	56.0	53.0	52.0	49.0	48.0	47.0	53.6	5.0	58.6
Evening	20	56.3	81.3	46.4	62.0	59.0	56.0	55.0	53.0	51.0	48.0	48.0	47.0	56.3	5.0	61.3
	21	56.8	82.9	47.1	64.0	61.0	56.0	55.0	53.0	51.0	49.0	49.0	48.0	56.8	5.0	61.8
Night	22	55.9	86.1	47.2	61.0	58.0	55.0	54.0	52.0	50.0	48.0	48.0	48.0	55.9	10.0	65.9
imeframe	23 Hour	51.9 <b>L</b> <sub>eq</sub>	73.2 L <sub>max</sub>	45.8 <b>L</b> <sub>min</sub>	59.0 <b>L1%</b>	57.0 <b>L2%</b>	55.0 <b>L5%</b>	53.0 <b>L8%</b>	51.0 <b>L25%</b>	49.0 <b>L50%</b>	48.0 <b>L90</b> %	47.0 <b>L95%</b>	46.0 <b>L99</b> %	51.9	10.0 L <sub>eg</sub> (dBA)	61.9
	Min	50.7	65.0	41.7	58.0	56.0	54.0	53.0	49.0	46.0	43.0	43.0	42.0			
Day	Max	62.0	89.5	48.3	74.0	67.0	62.0	60.0	56.0	53.0	50.0	50.0	49.0	24-Hour	Daytime	Nighttime
Energy	Average	56.2		erage:	64.4	60.5	56.9	55.2	51.3	48.8	45.6	45.0	43.9	57.1	56.1	58.3
Evening	Min	53.6	70.3	46.4	61.0	59.0 61.0	56.0	55.0	53.0	51.0	48.0	48.0	47.0			
Fnergy	Max Average	56.8 55.8	82.9 Ave	47.1 erage:	64.0 62.3	61.0 59.7	57.0 56.3	56.0 55.3	53.0 53.0	52.0 51.3	49.0 48.7	49.0 48.3	48.0 47.3	24-	Hour CNEL (a	ΒA)
	Min	51.9	63.9	45.8	58.0	57.0	55.0	53.0	51.0	49.0	48.0	47.0	46.0			
Night	Max	66.0	97.3	50.8	75.0	69.0	61.0	59.0	56.0	55.0	53.0	52.0	52.0		64.6	
	_															



48.4

55.7

53.2

51.4

49.6

49.1

Average:

62.7

60.3

57.0

58.3

Energy Average

## **APPENDIX 7.1:**

**OFF-SITE TRAFFIC NOISE CONTOURS** 



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	FH'	WA-RD-77-10	B HIGH	I YAWI	NOISE PE	REDICT	ION MO	DEL			
	o: Existing W e: Cedar Ave at: n/o I-10 W						Name: I lumber:		oux Wareh	ouse No	
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	•				
Average Daily	Traffic (Adt):	51,709 vehic	les					Autos:			
Peak Hour	Percentage:	7.00%					ucks (2 A				
Peak H	our Volume:	3,620 vehicle	es		He	avy Truc	cks (3+ A	(xies	15		
Vei	hicle Speed:	40 mph		f	Vehicle I	Mix					
Near/Far Lar	ne Distance:	48 feet		ŀ		icleType		Day	Evening	Night	Daily
Site Data						-	Autos:	71.3%	9.8%	18.9%	75.75%
Bar	rier Heiaht:	0.0 feet			Me	edium Ti	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			F	leavy Ti	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet		-	Noise Sc	urco El	lovation	c (in f	not)		
Centerline Dist. t	o Observer:	52.0 feet		ŀ	NOISE SC	Auto:		000	et)		
Barrier Distance	to Observer:	0.0 feet			Modiu	muto. n Truck.		297			
Observer Height (	Above Pad):	5.0 feet						297 004	Grade Ad	icatmont	
Pa	Pad Elevation: 0.0 feet					y Truck	S: 8.	JU4	Grade Adj	usunem	. 0.0
Roa	d Elevation:	0.0 feet			Lane Eq	uivalent	Distant	ce (in i	feet)		
F	Road Grade:	0.0%				Auto	s: 46.	400			
	Left View:	-90.0 degre	es		Mediui	n Truck	s: 46.	209			
	Right View:	90.0 degre	ees		Heav	y Truck	s: 46.	228			
FHWA Noise Mode	l Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresn	iel .	Barrier Att	en Ber	m Atten
Autos:	66.51	3.05	5	0.3	38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72	-5.68	3	0.4	11	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-4.24	ŀ	0.4	11	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	er atter	nuation)						
VehicleType	Leq Peak Ho	ur Leq Da	y	Leq E	vening	Leq	Night		Ldn	C	VEL
Autos:	68	3.7	68.0		65.4		63.5	5	70.8	3	71.1
Medium Trucks:		1.2	70.9		66.1		65.4	ļ	72.9	9	73.1
Heavy Trucks:		3.0	77.1		74.3		73.6		80.6		80.8
Vehicle Noise:	79	9.2	78.4		75.4		74.5	5	81.6	3	81.9
Centerline Distance	e to Noise C	ontour (in fee	t)								
				70	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:		310		667		1,437		3,096
		C	NEL:		323		695		1,498		3,227

	FHV	VA-RD-77-108	HIG	HWAY I	NOISE P	REDICT	ON M	ODEL			
Road Nam	io: Existing Wi e: Cedar Ave. nt: s/o I-10 EB	,						Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC IN	-					NISE	MODE	L INPUT	9	
Highway Data	O. LO. 10 III	I VI DAIA			Site Cor						
Average Daily	Traffic (Adt):	35,289 vehicl	es				-	Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ıcks (2	Axles):	15		
Peak H	our Volume:	2,470 vehicle	s		He	avy Truc	ks (3+	Axles)	15		
Ve	hicle Speed:	45 mph		-	Vehicle						
Near/Far La	ne Distance:	48 feet				icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%			75.75%
	rier Height:	0.0 feet			М	edium Ti		77.3%			10.13%
Barrier Type (0-W	•	0.0 leet				Heavy Ti	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis	. ,	52.0 feet		L							
Centerline Dist.		52.0 feet		L	Noise S				eet)		
Barrier Distance		0.0 feet				Auto		0.000			
Observer Height (	Above Pad):	5.0 feet				m Truck	-	2.297	Crada Ad	ī, i atmant	. 0 0
Pa		неа	vy Truck	5. 6	3.004	Grade Ad	justriient	. 0.0			
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 40	6.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 40	3.209			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 40	5.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	68.46	0.88		0.3		-1.20		-4.66		000	0.000
Medium Trucks:	79.45	-7.85		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-6.41		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou	., .,		Leq E	vening		Night		Ldn		NEL
Autos:	68		67.8		65.2		63.3		70.6	-	70.9
Medium Trucks:	70		70.4		65.7		64		72.		72.7
Heavy Trucks: Vehicle Noise:	77		76.1 77.7		73.4 74.6		72		79.6 80.8		79.9 81.1
Centerline Distance											
Centernine Distant	e to Noise Co	nitour (in reet	,	70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:		274		59		1,274		2,744
			NEL:		286			6	1,328		2,861

Road Nam	o: Existing Wit e: Cedar Ave. nt: n/o Santa A	•				.,	Name: F umber: 1		ux Wareho	ouse No	İ
SITE	SPECIFIC IN	PUT DATA				N	OISE N	IODE	L INPUTS	3	
Highway Data				Si	ite Con	ditions	Hard =	10, So	ft = 15)		
Average Daily	Traffic (Adt):	25,338 vehicle	s				,	Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	icks (2 A	xles):	15		
Peak H	our Volume:	1,774 vehicles			He	avy Truc	ks (3+ A	(xles	15		
Ve	hicle Speed:	45 mph		16	ehicle i	Miss					
Near/Far La	ne Distance:	48 feet		V.		icleType	П	Dav	Evening	Night	Daily
Site Data					ven			71.3%			75.75%
					1.4	م edium Tr		71.3% 77.3%			10.139
	rier Height:	0.0 feet				Heavy Tr		68.2%			14.139
Barrier Type (0-W		0.0			,	icavy ii	ucns.	00.270	9.0%	22.070	14.137
Centerline Dis		52.0 feet		N	oise Sc	ource El	evations	(in fe	et)		
Centerline Dist.		52.0 feet				Autos	: 0.0	000			
Barrier Distance		0.0 feet			Mediu	m Trucks	: 2.2	297			
Observer Height (	,	5.0 feet			Heav	y Trucks	8.0	004	Grade Adj	ustment	: 0.0
	ad Elevation:	0.0 feet		<u> </u>		•					
	ad Elevation:	0.0 feet		Lá	ane Eq	uivalent			eet)		
I	Road Grade:	0.0%				Autos					
	Left View:	-90.0 degree	S			m Trucks					
	Right View:	90.0 degree	S		Heav	y Trucks	3: 46.2	228			
FHWA Noise Mode				'_							
VehicleType	REMEL	Traffic Flow	Distar		Finite	Road	Fresn		Barrier Atte		m Atten
Autos:	68.46	-0.56		0.38		-1.20		-4.66	0.0		0.00
Medium Trucks:	79.45	-9.29		0.41		-1.20		-4.87	0.0	100	0.00
Heavy Trucks:	84.25	-7.85		0.41		-1.20		-5.41	0.0	00	0.00
Unmitigated Noise											
,,	Leq Peak Hour	.,.,		eq Eve		_	Vight		Ldn		NEL
Autos:	67.		6.4		63.8		61.9		69.2		69.
Medium Trucks:	69.		9.0		64.3		63.5		71.0		71.
Heavy Trucks: Vehicle Noise:	75. 77.		74.7 76.2		71.9		71.2 72.3		78.2 79.4		78. 79.
					. 0.2		72.0				
Centerline Distanc	a to Noise Co	ntour (in foot)									
Centerline Distanc	e to Noise Co	ntour (in feet)		70 dE	3A	65 (	iBA	6	0 dBA	55	dBA
Centerline Distand	e to Noise Co	, ,	_dn:	70 dE	3A 220	65 (	1BA 474	6	0 dBA 1,021	55	dBA 2,201

Tuesday, October 6, 2020

Fl	IWA-RD-77-108	HIGHWA	Y NOISE F	REDICT	ION MODEL		
Scenario: Existing V Road Name: Cedar Av Road Segment: s/o Santa	э.				Name: Rubi lumber: 1272	doux Warehou 22	use Noi
SITE SPECIFIC	NPUT DATA			,	NOISE MOD	EL INPUTS	
Highway Data			Site Co.	nditions	(Hard = 10,	Soft = 15)	
Average Daily Traffic (Adt): Peak Hour Percentage: Peak Hour Volume:	24,556 vehicle 7.00% 1,719 vehicle				Auto rucks (2 Axle: cks (3+ Axle:	s): 15	
Vehicle Speed:	45 mph		Vehicle	Mix			
Near/Far Lane Distance:	48 feet			hicleType	e Day	Evening	Night Daily
Site Data					Autos: 71.3	9.8%	18.9% 75.75%
Barrier Height:	0.0 feet			1edium T			16.2% 10.13%
Barrier Type (0-Wall, 1-Berm):	0.0			Heavy T	rucks: 68.2	9.0%	22.8% 14.13%
Centerline Dist. to Barrier:	52.0 feet		Noise S	ource E	levations (in	feet)	
Centerline Dist. to Observer:	52.0 feet			Auto		,	
Barrier Distance to Observer:	0.0 feet		Medii	ım Truck			
Observer Height (Above Pad):	5.0 feet			vy Truck		Grade Adju	stment: 0.0
Pad Elevation:							
Road Elevation:		Lane Ed	quivalen	t Distance (i	n feet)		
Road Grade:	0.0%			Auto	s: 46.400		
Left View:	-90.0 degre	es	Media	ım Truck	s: 46.209		
Right View:	90.0 degre	es	Hea	vy Truck	s: 46.228		
FHWA Noise Model Calculatio							
VehicleType REMEL	Traffic Flow	Distan		Road	Fresnel	Barrier Atte	
Autos: 68.4			0.38	-1.20	-4.6		
Medium Trucks: 79.4			0.41	-1.20	-4.8		
Heavy Trucks: 84.2			0.41	-1.20	-5.4	1 0.00	0.000
Unmitigated Noise Levels (wit							01/5/
VehicleType Leq Peak H			q Evening		Night	Ldn	CNEL
		66.2	63.6		61.7	69.0	69.3
		68.9	64.		63.3	70.9	71.1
		74.6 76.1	71.8 73.0		71.1 72.2	78.1 79.3	78.3 79.5
Centerline Distance to Noise (	Contour (in foot	)					
	Jonitour (III reet						
Contornio Dictance to Noice t	Jontour (in reet		70 dBA	65	dBA	60 dBA	55 dBA
	ontour (iii reet	Ldn:	70 dBA 216		dBA 464	60 dBA 1,000	55 dBA 2,155

Tuesday, October 6, 2020

	FH	WA-RD-77-10	B HIGH	WAY I	NOISE P	REDICT	ION MO	DEL			
Road Nan	rio: Existing W ne: Cedar Ave ent: s/o Jurupa					.,	t Name: lumber:		oux Wareh	ouse N	oi
	SPECIFIC IN	IPUT DATA			a:: a				L INPUT	s	
Highway Data					Site Cor	iditions	(Hard :				
Average Daily	Traffic (Adt):	24,345 vehic	les					Autos:			
Peak Hour	Percentage:	7.00%				edium Tr					
Peak F	lour Volume:	1,704 vehicle	es		He	eavy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	45 mph		f	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet			Veh	icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.99	
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.29	6 10.13%
Barrier Type (0-V	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 14.13%
	ist. to Barrier:	52.0 feet		L	M-: 0			- //- <b>f</b>	41		
Centerline Dist.	to Observer:	52.0 feet			Noise S				eet)		
Barrier Distance		0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				m Truck	-	.297			
	Pad Elevation: 0.0 feet				Hea	vy Truck	s: 8	.004	Grade Ad	justmer	it: 0.0
Ro	Road Elevation: 0.0 feet Lane Equivalent Distance (in					ce (in	feet)				
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degre			Hea	vy Truck	s: 46	.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Be	erm Atten
Autos:		-0.73		0.3	-	-1.20		-4.66		000	0.000
Medium Trucks:				0.4	1	-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-8.02	2	0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atter	uation)						
VehicleType	Leq Peak Hou	ır Leq Da	y	Leq E	vening	Leq	Night		Ldn	(	CNEL
Autos:		5.9	66.2		63.6		61.		69.		69.3
Medium Trucks:	69	9.2	68.8		64.1		63.	3	70.	9	71.1
Heavy Trucks:		5.4	74.5		71.8		71.		78.		78.3
Vehicle Noise:	76	8.8	76.0		73.0		72.	1	79.:	2	79.5
Centerline Distan	ce to Noise Co	ontour (in fee	t)								
			L	70	dBA	65	dBA		0 dBA		5 dBA
			Ldn:		214		46		995		2,143
		C	NEL:		223		48	1	1,037		2,234

	FHV	VA-RD-77-108	HIG	HWAY	NOISE P	REDICTI	ON MO	DDEL			
Road Nam	io: Existing Wi e: Cedar Ave. nt: s/o 7th Stre	•						Rubid 12722	oux Wareh	ouse N	oi
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	25,512 vehicle	es					Autos.	15		
Peak Hour	Percentage:	7.00%				dium Tru					
Peak H	our Volume:	1,786 vehicles	S		He	avy Truc	ks (3+	Axles).	15		
Ve	hicle Speed:	50 mph		ŀ	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		-		icleType		Day	Evening	Night	Daily
Site Data							utos:	71.39	9.8%	18.9	% 75.75%
Rai	rier Height:	0.0 feet			М	edium Tı	ucks:	77.39	6.5%	16.2	% 10.13%
Barrier Type (0-W		0.0			1	Heavy Tr	ucks:	68.29	9.0%	22.8	% 14.13%
Centerline Dis		52.0 feet		-	M-1- 0	F1	41		41		
Centerline Dist.	to Observer:	52.0 feet		-	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height (	Above Pad):	5.0 feet				m Truck	-	.297	Crada Ad	li ratma	at: 0.0
Pad Elevation: 0.0 feet					near	y Truck	s: e	.004	Grade Ad	justine	и. О.О
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distar	ice (in	feet)		
1	Road Grade:	0.0%				Autos	s: 46	.400			
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 46	.209			
	Right View:	90.0 degree	es		Heav	y Truck	s: 46	.228			
FHWA Noise Mode	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Di	stance		Road	Fres		Barrier Att	en B	erm Atten
Autos:	70.20	-0.98		0.3		-1.20		-4.66		000	0.000
Medium Trucks:	81.00	-9.72		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	85.38	-8.28		0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise				ier attei	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leq	Night		Ldn		CNEL
Autos:	68		67.7		65.1		63		70.		70.8
Medium Trucks:	70		70.1		65.4		64	-	72.		72.4
Heavy Trucks: Vehicle Noise:	76 77		75.4 77.1		72.6 74.0		71 73		78.9 80.1		79.2 80.5
Centerline Distance											
Centernine Distant	110/36 00	mour (m reet)		70	dBA	65	iBA		60 dBA	5	5 dBA
			Ldn:		250		53	В	1,159	)	2,497

	VA-RD-77-108									
								ux Wareh	ouse Noi	
					Job N	umber:	12722			
nt: s/o El Rivin	о ка									
SPECIFIC IN	PUT DATA								S	
			- 1	Site Con	aitions					
Traffic (Adt):	25,038 vehicle	es								
							,			
our Volume:	1,753 vehicle	S		He	avy Truc	ks (3+ )	Axles):	15		
hicle Speed:	50 mph		,	Vehicle	Mix					
ne Distance:	48 feet		ı				Day	Evening	Night	Daily
						utos:				75.75
rior Hoiaht	0.0 fect			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13
-	0.0				Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
st. to Barrier:	59.0 feet		-	Noisa Si	ource El	ovation	e (in fa	of)		
to Observer:	59.0 feet		Ľ	10/36 00			_	,		
to Observer:	0.0 feet			Modiu						
Above Pad):	5.0 feet							Grada Ad	iuctment	
ad Elevation:	0.0 feet			пеа	ry Trucks	s. O.	004	Grade Au	usunent	0.0
ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distan	ce (in f	eet)		
Road Grade:	0.0%				Autos	54.	129			
Left View:	-90.0 degre	es		Mediu	m Trucks	53.	966			
Right View:	90.0 degre	es		Hear	y Trucks	53.	982			
el Calculation	S									
REMEL	Traffic Flow	Distar	псе	Finite	Road	Fresr	nel .	Barrier Att	en Ber	m Atter
70.20	-1.06		-0.6	2	-1.20		-4.69	0.0	000	0.00
81.00	-9.80		-0.6	0	-1.20		-4.88	0.0	000	0.00
85.38	-8.36		-0.6	0	-1.20		-5.35	0.0	000	0.00
Leq Peak Hou	., .,		eq Eı					Ldn		VEL
	2	66.6		64.0		62.1		69.4		69
67				64.3		63.5	5	71.1	1	71
69	.4	69.0								
69 75	.4 .2	74.3		71.5		70.8		77.8		
69	.4 .2			71.5 72.9		70.8 72.0		77.8 79.1		
69 75	.4 .2 .8	74.3 76.0	70.	72.9		72.0	)	79.1	1	79
69 75 76	.4 .2 .8	74.3 76.0	70 0	72.9 dBA		72.0 dBA	)	79. <sup>-</sup>	55	79 dBA
69 75 76	.4 .2 .8 entour (in feet	74.3 76.0	70 0	72.9		72.0	)	79.1	55	78 79 dBA 2,39 2.49
	e: Rubidoux B  tt: slo El Rivin  SPECIFIC IN  Traffic (Adt): Percentage: our Volume: hicle Speed: hicle Speed	7.00%   7.00	e: Rubidoux BI.  It: slo El Rivino Rd  SPECIFIC INPUT DATA  Traffic (Adt): 25,038 vehicles  Percentage: 7,00% our Volume: 1,753 vehicles hicle Speed: 50 mph ne Distance: 48 feet  Tref Height: 0.0 feet all, 1-Berm): 0.0 st. tt. 0 Barrier: 59,0 feet to Observer: 59,0 feet to Observer: 0.0 feet ad Elevation: 0.0 feet ad Elevation: 0.0 feet del Elevation: 0.0 feet del Elevation: 0.0 feet del Elevation: 0.0 feet del Elevation: 90,0 degrees Right View: 90,0 degrees Right View: 90,0 degrees  REMEL Traffic Flow Distan  REMEL Traffic Flow Distan  70,20 -1,06 81,00 -9,80 85,38 -8,36	e: Rubidoux BI.  ### SPECIFIC INPUT DATA    Traffic (Adt): 25,038 vehicles   Percentage: 7.00%   Our Volume: 1,753 vehicles   hicle Speed: 50 mph     ne Distance: 48 feet	e: Rubidoux BI. it: s/o El Rivino Rd  SPECIFIC INPUT DATA  Site Con Traffic (Adf): 25.038 vehicles Our Volume: 1,753 vehicles Our Volume: 1,753 vehicles Our Bet Our Frier Height: 0.0 feet Idl. 1-Berm): 0.0 Idl.	e: Rubidoux BI. It: slo El Rivino Rd  SPECIFIC INPUT DATA  Site Conditions   Medium Tr. Heavy Truck Vehicle Mix Vehicle Mix Vehicle Type  Androw	e: Rubidoux BI. It: slo El Rivino Rd  SPECIFIC INPUT DATA  Site Conditions (Hard = Traffic (Adt): 25,038 vehicles Percentage: 7,00% Medium Trucks (2 / Heavy Trucks (3 + / Vehicle Mix Vehicle Type	e: Rubidoux BI. It: slo El Rivino Rd  SPECIFIC INPUT DATA  Site Conditions (Hard = 10, So  Normalic (Adt): 25,038 vehicles Percentage: 7,00% Our Volume: 1,753 vehicles Incle Speed: 50 mph Ine Distance: 48 feet  Vehicle Mix  Vehicle Type  Autos: 71,3% Medium Trucks (2 Axles): Heavy Trucks (3+ Axles): Medium Trucks: 77,3% Medium Trucks: 77,3% Medium Trucks: 77,3% Medium Trucks: 77,3% Medium Trucks: 68,2% It. to Barrier: 59,0 feet Noise Source Elevations (in fe Autos: 0,000 Medium Trucks: 2,297 Heavy Trucks: 8,004 Medium Trucks: 2,297 Heavy Trucks: 8,004 Medium Trucks: 5,006 Medium Trucks: 2,397 Heavy Trucks: 53,966 Medium Trucks: 53	e: Rubidoux BI. It: slo El Rivino Rd  SPECIFIC INPUT DATA  Site Conditions (Hard = 10, Soft = 15)  Medium Trucks (2 Axles): 15  Heavy Trucks (3+ Axles): 15  Vehicle Mix  Vehicle Type Day Evening  Autos: 71.3% 9.8%  Medium Trucks: 77.3% 6.5%  Heavy Trucks: 68.2% 9.0%  It to Barrier: 59.0 feet to Observer: 59.0 feet to Observer: 0.0 feet del Elevation: 0.0 degrees  Right View: 90.0 degrees  Right View: 90.0 degrees  Right View: 90.0 degrees  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att  REMEL Traffic Flow Distance Finite Road Fresnel Barrier Att	e: Rubidoux BI.  ### Specific Input DATA    Site Conditions (Hard = 10, Soft = 15)

Tuesday, October 6, 2020

FH\	VA-RD-77-108 H	IIGHWAY	NOISE PI	REDICTION	ом мс	DEL			
Scenario: Existing Wi Road Name: Rubidoux E Road Segment: s/o Market	II.			Project I Job Nu			oux Wareh	ouse Noi	
SITE SPECIFIC IN	IPUT DATA			N	DISE	MODE	L INPUT	s	
Highway Data			Site Con	ditions (	Hard =	: 10, Sc	oft = 15)		
Average Daily Traffic (Adt):	24,068 vehicles					Autos:	15		
Peak Hour Percentage:	7.00%		Me	dium Tru	cks (2	Axles):	15		
Peak Hour Volume:	1,685 vehicles		He	avy Truci	ks (3+.	Axles):	15		
Vehicle Speed:	50 mph		Vehicle i	Miss					
Near/Far Lane Distance:	48 feet			icleType		Day	Evening	Night	Daily
Site Data			70		ıtos:	71.3%		18.9%	75.75%
Barrier Height:	0.0 feet		М	edium Tru	icks:	77.3%	6.5%	16.2%	10.13%
Barrier Height: Barrier Type (0-Wall, 1-Berm):	0.0 feet 0.0		· · · · · ·	Heavy Tru	icks:	68.2%	9.0%		14.13%
Centerline Dist. to Barrier:	59.0 feet								
Centerline Dist. to Observer:	59.0 feet		Noise Sc	ource Ele			eet)		
Barrier Distance to Observer:	0.0 feet			Autos.	-	.000			
Observer Height (Above Pad):	5.0 feet			m Trucks. vy Trucks.	_	.297	Grade Ad	i ratmant	
Pad Elevation:					8.	.004	Grade Ad	justinent	0.0
Road Elevation:		Lane Eq	uivalent i	Distan	ce (in	feet)			
Road Grade:	0.0%			Autos.	54	.129			
Left View:	-90.0 degrees		Mediu	m Trucks.	53	.966			
Right View:	90.0 degrees		Heav	y Trucks.	53	.982			
FHWA Noise Model Calculation	s								
VehicleType REMEL	Traffic Flow	Distance	Finite	Road	Fresi	nel	Barrier Att	en Ber	m Atten
Autos: 70.20	-1.24	-0.		-1.20		-4.69		000	0.000
Medium Trucks: 81.00	-9.97	-0.		-1.20		-4.88		000	0.000
Heavy Trucks: 85.38	-8.53	-0.		-1.20		-5.35	0.0	000	0.000
Unmitigated Noise Levels (with									
VehicleType Leq Peak Hou			Evening	Leq N			Ldn		VEL
Autos: 67 Medium Trucks: 69		3.4 3.9	63.8 64.1		61. 63.		69.1 70.1		69.5 71.1
Heavy Trucks: 65		5.9 1.1			70.	-	70.5	-	
Vehicle Noise: 76		5.8	71.4		71.	-	77.0	-	77.9 79.2
Centerline Distance to Noise Co								-	70.2
Centernine Distance to Noise Co	ontour (in feet)	70	dBA	65 d	BA	1	60 dBA	55	dBA
	Lo	dn:	233		503	3	1,083		2,334
	Ldn: CNEL:			233 503 243 524			1,129 2,		

Tuesday, October 6, 2020

	FH'	WA-RD-77-10	B HIGH	-WAY	NOISE PI	REDICTI	ON MOI	DEL			
Road Nam	io: Existing W ne: Rubidoux E nt: s/o 24th St	3I.					Name: I umber:		oux Wareh	ouse No	i
	SPECIFIC II	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions					
Average Daily	. ,	24,265 vehic	les					Autos:			
	Percentage:	7.00%				dium Tru					
	lour Volume:	1,699 vehicle	es		He	avy Truc	ks (3+ A	(xles	15		
Ve	hicle Speed:	50 mph		f	Vehicle	Wix					
Near/Far La	ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						A	lutos:	71.3%	9.8%	18.9%	75.75%
Ba	rrier Heiaht:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Di	st. to Barrier:	59.0 feet		-	Noise So	urce El	ovation	: (in fa	not)		
Centerline Dist.	to Observer:	59.0 feet		ŀ	NOISE 30	Autos		000	et)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Trucks		97			
Observer Height (	Above Pad):	5.0 feet				y Trucks		004	Grade Ad	uctman	t- 0.0
Pa	Pad Elevation: 0.0 feet				пеан	y Trucks	s. 0.t	JU4	Graue Au	usunen	i. 0.0
Roa						uivalent	Distanc	e (in i	feet)		
	Road Grade:	0.0%				Autos	54.	129			
	Left View:	-90.0 degre	es		Mediu	m Trucks	53.9	966			
	Right View:	90.0 degre	ees		Heav	y Trucks	53.9	982			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten
Autos:	70.20			-0.6	-	-1.20		-4.69	0.0	000	0.000
Medium Trucks:	81.00	-9.94	ļ	-0.6	30	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-8.49	9	-0.6	30	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	er attei	nuation)						
VehicleType	Leq Peak Ho	ur Leq Da	y	Leq E	vening	Leq i	Night		Ldn	С	NEL
Autos:		7.2	66.5		63.9		62.0		69.2		69.6
Medium Trucks:	69	9.3	68.9		64.2		63.4		70.9	9	71.2
Heavy Trucks:		5.1	74.2		71.4		70.7		77.7		77.9
Vehicle Noise:	76	3.6	75.8		72.8		71.9	)	79.0	)	79.3
Centerline Distant	ce to Noise C	ontour (in fee	t)								
				70	dBA	65 (	dBA	6	60 dBA		dBA
			Ldn:		235		506		1,089		2,347
		C	NEL:		245		527		1,136		2,447

Road Nam	io: Existing Wi e: Rubidoux B	il.					Name: umber:		oux Wareho	ouse No	Di
	SPECIFIC IN						IOISE	MODE	L INPUT	S	
Highway Data					Site Con						
Average Daily	Traffic (Adt):	24.163 vehic	es					Autos.	15		
	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles).	15		
	our Volume:	1,691 vehicle	:S		He	avy Truc	cks (3+	Axles).	15		
Ve	hicle Speed:	50 mph			Vehicle	Miss					
Near/Far La	ne Distance:	48 feet		F		viix icleType	. 1	Day	Evening	Night	Dailv
Site Data					V C//		Autos:	71.39	-		5 75.75%
		0.0 feet			М	edium Ti		77.39			10.13%
Barrier Type (0-W	rier Height:	0.0 reet				leavy Ti	rucks:	68.29	9.0%	22.8%	6 14.13%
Centerline Dis		59.0 feet									
Centerline Dist		59.0 feet			Noise So				eet)		
Barrier Distance		0.0 feet				Auto		.000			
Observer Height (		5.0 feet				m Truck		.297			
Pad Elevation: 0.0 feet					Heav	y Truck	s: 8	.004	Grade Adj	ustmen	t: 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distar	ce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 54	.129			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 53	.966			
	Right View:	90.0 degre	es		Heav	y Truck	s: 53	.982			
FHWA Noise Mode	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	en Be	rm Atten
Autos:	70.20	-1.22		-0.6	2	-1.20		-4.69	0.0	000	0.000
Medium Trucks:	81.00	-9.96		-0.6	0	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-8.51		-0.6	0	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou			Leq E		Leq	Night		Ldn		NEL
Autos:	67	-	66.5		63.9		61.	-	69.2		69.6
Medium Trucks:	69	-	68.9		64.1		63.		70.9		71.1
Heavy Trucks: Vehicle Noise:	75 76		74.2 75.8		71.4 72.7		70. 71.		77.7 79.0		77.9 79.2
Centerline Distance	o to Noiso Co	ntour (in foo	9				-				-
Centernie Distant	e to Muise CC	mour (iii lee	,	70 (	dBA	65	dBA	1	60 dBA	55	5 dBA
			Ldn:		234		504		1,086		2,340
											2,440

0	Friedra - 1866	band Davis at				Desir et	h /	Dealerate	18/ ls	aura Mai	
	<ul> <li>e: Existing Wit</li> <li>e: Rubidoux Bl</li> </ul>					.,		12722	ux Wareh	ouse No	
Road Nami Road Segmen						JOD IVI	ımber:	12/22			
SITE S Highway Data	SPECIFIC IN	PUT DATA		Sit	o Con	ditions (			L INPUT	S	
	T	04.040	_	310	e Con	uitions (	riaru ·	Autos:	15		
Average Daily	. ,	24,848 vehicle 7.00%	:S		140	dium Tru	aka (2				
	Percentage: our Volume:					avy Truc		,			
	our volume: hicle Speed:	1,739 vehicles 50 mph	•		пе	avy IIuc	KS (3+	Axies).	15		
ver Near/Far Lar		50 mpn 48 feet		Ve	hicle l	Иiх					
Near/Far Lar	ne Distance:	48 leet			Veh	icleType		Day	Evening	Night	Daily
Site Data						Α	utos:	71.3%	9.8%	18.9%	75.75
Bar	rier Height:	0.0 feet				edium Tr		77.3%	6.5%	16.2%	10.13
Barrier Type (0-Wa	-	0.0			F	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis	t. to Barrier:	59.0 feet		No	ise Sr	urce Ele	evatio	ns (in fe	eet)		
Centerline Dist. t	to Observer:	59.0 feet		740	36 00	Autos		.000	.01)		
Barrier Distance t	to Observer:	0.0 feet		١,	Modiu	m Trucks		.297			
Observer Height (	Above Pad):	5.0 feet		,		y Trucks		.004	Grade Ad	iustmant	. 0 0
Pa	d Elevation:	0.0 feet			ricav	y IIIUCKS	. 0	.004	Orauc Au	Justinent	. 0.0
Roa	d Elevation:	0.0 feet		Lai	ne Eq	uivalent	Distar	ice (in i	feet)		
F	Road Grade:	0.0%				Autos		.129			
	Left View:	-90.0 degree	:S	1		m Trucks		.966			
	Right View:	90.0 degree	:S		Heav	y Trucks	: 53	.982			
FHWA Noise Mode	l Calculations										
VehicleType	REMEL	Traffic Flow	Distan	се	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atter
Autos:	70.20	-1.10		-0.62		-1.20		-4.69	0.0	000	0.0
Medium Trucks:	81.00	-9.84		-0.60		-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	85.38	-8.39		-0.60		-1.20		-5.35	0.0	000	0.0
Unmitigated Noise											
	Leq Peak Hou			q Ever		Leq I			Ldn		NEL
Autos:	67.	-	6.6		64.0		62		69.3	-	69
	69.	4	59.0		64.3		63	-	71.0	-	71
Medium Trucks:					71.5		70.	8	77.8	3	78
Medium Trucks: Heavy Trucks:	75.		74.3								
Medium Trucks: Heavy Trucks: Vehicle Noise:	76.	7	75.9		72.9		72	0	79.	1	79
Medium Trucks: Heavy Trucks:	76.	7		70 dC		65.					
Medium Trucks: Heavy Trucks: Vehicle Noise:	76.	7 ntour (in feet)		70 dB/		65 0		6	79. 60 dBA 1.107	55	79 dBA 2.38

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGI	HWAY	NOISE PI	REDICTION	ои м	ODEL			
Road Nar	rio: Existing W ne: Market St. ent: n/o Rivera	•						: Rubido	oux Wareh	ouse Noi	İ
	SPECIFIC IN	NPUT DATA							L INPUT	s	
Highway Data					Site Con	ditions (	Hard				
Average Daily	Traffic (Adt):	24,065 vehicl	es					Autos:			
Peak Hou	r Percentage:	7.00%				dium Tru					
Peak I	Hour Volume:	1,685 vehicle	S		He	avy Truc	ks (3+	Axles):	15		
V	ehicle Speed:	45 mph			Vehicle I	Mix					
Near/Far La	ane Distance:	48 feet				icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Rs	rrier Height:	0.0 feet			М	edium Tri	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-V		0.0			- 1	Heavy Tri	ucks:	68.2%	9.0%	22.8%	14.13%
	ist. to Barrier:	59.0 feet			M-1 0	51.	47-	// #	4)		
Centerline Dist.	to Observer:	59.0 feet			Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		0.000			
Observer Height	(Above Pad):	5.0 feet				m Trucks		2.297	0	E 4 4	
-	Pad Elevation:	0.0 feet			Heav	y Trucks		3.004	Grade Ad	yustment	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 5	4.129			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 5	3.966			
	Right View:	90.0 degre	es		Heav	y Trucks	: 5	3.982			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Di:	stance	Finite	Road	Fre.	snel	Barrier Att	ten Ber	m Atten
Autos.				-0.0	32	-1.20		-4.69	0.	000	0.000
Medium Trucks.	79.45	-9.52		-0.0	30	-1.20		-4.88	0.	000	0.000
Heavy Trucks.	84.25	-8.07		-0.0	30	-1.20		-5.35	0.	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hot	ur Leq Da	/	Leq E	vening	Leq N	Vight		Ldn		NEL
Autos.		5.9	65.1		62.6		60		67.	-	68.3
Medium Trucks.	68	3.1	67.8		63.0		62	2.2	69.	8	70.0
Heavy Trucks.	74	1.4	73.5		70.7			1.0	77.		77.2
Vehicle Noise	75	5.8	75.0		71.9		71	.1	78.	2	78.4
Centerline Distan	ce to Noise Co	ontour (in fee	)								
			I	70	dBA	65 a			60 dBA		dBA
			Ldn:		207		44	-	959		2,066
		С	NEL:		215		46	i4	1,000	)	2,154

Tuesday, October 6, 2020

	FHW	A-RD-77-108	HIGHV	YAW	NOISE PI	REDICT	ION MO	DEL			
Road Nam	io: Existing With ne: Market St. nt: s/o SR-60 El	,					Name: I lumber:		oux Wareh	ouse N	oi
	SPECIFIC INF	PUT DATA							EL INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)		
Average Daily	Traffic (Adt): 3	33,051 vehicle	es					Autos	: 15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2 A	Axles)	: 15		
Peak H	lour Volume: 2	2,314 vehicles	S		He	avy Tru	cks (3+ A	(xies	: 15		
Ve	hicle Speed:	45 mph		H	Vehicle	Miv					
Near/Far La	ne Distance:	65 feet		F		icleType		Dav	Evening	Night	Daily
Site Data								71.39			% 75.75%
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.39	6.5%	16.29	% 10.13%
Barrier Type (0-W	•	0.0			-	Heavy T	rucks:	68.29	6 9.0%	22.89	% 14.13%
Centerline Di		50.0 feet		F	Noise So	roo E	lavation	o (in f	inné)		
Centerline Dist.	to Observer:	50.0 feet		-	Noise 30	Auto		<u> </u>	eet)		
Barrier Distance	to Observer:	0.0 feet			A decedio	Auto m Truck		000			
Observer Height	(Above Pad):	5.0 feet						297	Grade Ad	atma	at: 0.0
P	ad Elevation:	0.0 feet			Heal	y Truck	S: 8.	004	Grade Adj	usune	п. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distand	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 38.	324			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 38.	093			
	Right View:	90.0 degree	es		Heav	y Truck	s: 38.	115			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresn	iel .	Barrier Att	en B	erm Atten
Autos:	68.46	0.60		1.6	3	-1.20		-4.65	0.0	000	0.000
Medium Trucks:	79.45	-8.14		1.6	7	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-6.69		1.6	6	-1.20		-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (witho	ut Topo and	barrier	r atten	uation)						
VehicleType	Leq Peak Hour	Leq Day	, ,	Leq E	vening	Leq	Night		Ldn		CNEL
Autos:		-	68.8		66.2		64.3		71.6		71.9
Medium Trucks:		3	71.4		66.7		65.9	9	73.4	ļ	73.7
Heavy Trucks:	78.0	)	77.1		74.4		73.6	ŝ	80.6	ì	80.9
Vehicle Noise:	79.4	4	78.6		75.6		74.7	7	81.8	3	82.1
Centerline Distant	ce to Noise Cor	ntour (in feet,	)								
	<u></u>			70	dBA	65	dBA		60 dBA	- 5	5 dBA
			Ldn:		306		660		1,422		3,063
		CI	NEL:		319		688		1,482		3,193

	FH	WA-RD-77-108	HIGH	I YAWI	NOISE PI	REDICTI	M NC	ODEL			
Road Na	rio: Existing W me: Riverside / ent: n/o Agua N	Av.						Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC II	NPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	/ Traffic (Adt):	27,794 vehicl	es					Autos:	15		
Peak Hou	r Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak	Hour Volume:	1,946 vehicle	s		He	avy Truc	ks (3+	Axles):	15		
V	ehicle Speed:	55 mph		ŀ	Vehicle	Mix					
Near/Far L	ane Distance:	48 feet				icleType	T	Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
R:	arrier Height:	0.0 feet			М	edium Tr	ıcks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-1		0.0			- 1	Heavy Tr	ıcks:	68.2%	9.0%	22.8%	14.13%
• • • •	ist to Barrier:	52.0 feet		-							
Centerline Dist	to Observer:	52.0 feet		L	Noise S	ource Ele			eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		2.000			
Observer Height	(Above Pad):	5.0 feet				m Trucks			0		
	Pad Elevation: 0.0 feet					y Trucks	: 1	3.004	Grade Ad	justment	: 0.0
Ro	oad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	6.400			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 4	6.209			
	Right View:	90.0 degre	es		Heav	y Trucks	: 4	6.228			
FHWA Noise Mod	del Calculation	ıs									
VehicleType	REMEL	Traffic Flow		tance		Road	Fre		Barrier Att		rm Atten
Autos				0.3		-1.20		-4.66		000	0.000
Medium Trucks				0.4		-1.20		-4.87		000	0.000
Heavy Trucks	: 86.40	-8.32		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois											
VehicleType	Leq Peak Ho			Leq E	vening	Leq I	_		Ldn		NEL
Autos		9.9	69.2		66.6			.7	72.		72.3
Medium Trucks		1.9	71.5		66.8			.0	73.	-	73.8
Heavy Trucks Vehicle Noise		7.3 9.0	76.4 78.2		73.6 75.1			.9	79.9 81.3		80.1 81.6
Centerline Distar	ce to Noise C	ontour (in feet	)								
Jentermie Distar		omour (m ree		70	dBA	65 0	ΒA		60 dBA	55	dBA
			Ldn:		296		63	7	1,372	!	2,957

	Existing Wit Agua Mans n/o Market	a Rd.				.,		: Rubido : 12722	oux Wareh	ouse Noi	
SITE S Highway Data	PECIFIC IN	PUT DATA			Site Cor				L INPUT	S	
Average Daily T Peak Hour F	. ,	17,783 vehicle 7.00%	:S					Autos: Axles):	15		
	ur Volume: icle Speed:	1,245 vehicles 45 mph	3				cks (3+	Axles):	15		
Near/Far Lan		36 feet			Vehicle			D	Evening	Night	D-#-
Site Data					ver	icleType	Autos:	Day 71.3%			75.75%
					м	edium T		77.3%			10.13%
Barrier Type (0-Wa	ier Height:   . 1-Berm):	0.0 feet 0.0				Heavy T	rucks:	68.2%			14.139
Centerline Dist		50.0 feet			Noise S	ource F	lovatio	ne (in f	not)		
Centerline Dist. to	Observer:	50.0 feet			110/36 0	Auto		0.000			
Barrier Distance to	Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height (A	bove Pad):	5.0 feet				n Truck vy Truck		3.004	Grade Ad	liustmant	. 0.0
Pad	d Elevation:	0.0 feet			пеа	ry Truck	is. (	5.004	Grade Ad	justinent	. 0.0
Road	Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in :	feet)		
R	oad Grade:	0.0%				Auto	s: 4	6.915			
	Left View:	-90.0 degree	s		Mediu	m Truck	s: 4	6.726			
	Right View:	90.0 degree	s		Hea	y Truck	(S: 4)	6.744			
FHWA Noise Model	Calculations	5									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	68.46	-2.09		0.3	31	-1.20		-4.65	0.	000	0.00
Medium Trucks:	79.45	-10.83		0.3	34	-1.20		-4.87	0.	000	0.00
Heavy Trucks:	84.25	-9.39		0.3	34	-1.20		-5.43	0.	000	0.00
Unmitigated Noise	Levels (witho	out Topo and I	barri	er atte	nuation)						
VehicleType L	.eq Peak Hou	r Leq Day		Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	65.		64.8		62.2		60		67.		67.
Medium Trucks:	67.		67.4		62.7		61		69.		69.
Heavy Trucks:	74.	.0	73.1		70.3		69	1.6	76.	6	76.
Vehicle Noise:	75.	.4	74.6		71.6		70	1.7	77.	8	78.
Centerline Distance	to Noise Co	ntour (in feet)			<b>'5</b> 4		/D.4				<b>'</b> 0.4
				70	dBA	1 65	dBA	1 6	60 dBA	1 55	dBA

Tuesday, October 6, 2020

	FH\	WA-RD-77	-108 HIGH	HWAY N	IOISE PR	EDICTIO	ON MC	DEL			
Scenari	io: Existing Wi	thout Proje	ect			Project N	lame:	Rubido	ux Wareh	ouse Noi	
	e: Slover Av.	,				Job Nu					
Road Segmen	nt: w/o Cedar	Ave.									
	SPECIFIC IN	IPUT DAT	TA						L INPUT	s	
Highway Data					Site Cond	aitions (i	Hard =				
Average Daily	. ,	15,100 ve	hicles					Autos:	15		
	Percentage:	7.00%				dium Truc		,			
Peak H	lour Volume:	1,057 veh	nicles		Hea	avy Truck	(S (3+	Axles):	15		
Ve	hicle Speed:	50 mp	h	1	/ehicle N	1ix					
Near/Far La	ne Distance:	48 fee	t	F	Vehi	cleType		Day	Evening	Night	Daily
Site Data						A	ıtos:	71.3%	9.8%	18.9%	75.75%
Rai	rrier Height:	0.0 fe	et		Me	dium Tru	icks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0	••		H	leavy Tru	icks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 fe	et	ŀ.	Voise So	uras Ela	votion	o (in f	na#1		
Centerline Dist.	to Observer:	52.0 fe	et		voise so			_ •	et)		
Barrier Distance	to Observer:	0.0 fe	et		A des elle co	Autos:	-	.000			
Observer Height (	Above Pad):	5.0 fe	et			n Trucks:	_	.297	0		
• .	ad Elevation:	0.0 fe	et		Heav	y Trucks:	8	.004	Grade Ad	justment.	0.0
Roa	ad Elevation:	0.0 fe	et	1	ane Equ	iivalent l	Distan	ce (in t	feet)		
	Road Grade:	0.0%				Autos:	46	.400			
	Left View:	-90.0 de	egrees		Mediun	n Trucks:	46	.209			
	Right View:	90.0 de	egrees		Heav	y Trucks:	46	.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flo	ow Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	70.20	-3	3.26	0.38	3	-1.20		-4.66	0.	000	0.000
Medium Trucks:	81.00	-12	2.00	0.4	1	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	85.38	-10	0.55	0.4	1	-1.20		-5.41	0.	000	0.000
Unmitigated Noise	Levels (with	out Topo a	and barri	er atten	uation)						
VehicleType	Leq Peak Hou	ır Leq	Day	Leq Ev	ening/	Leq N	light		Ldn	CI	VEL
Autos:	66	5.1	65.4		62.8		60.	9	68.	2	68.5
Medium Trucks:	68	3.2	67.8		63.1		62.	3	69.	9	70.1
Heavy Trucks:	74	1.0	73.1		70.4		69.	6	76.	6	76.9
Vehicle Noise:	75	5.6	74.8		71.7		70.	8	77.	9	78.2
Centerline Distanc	e to Noise Co	ontour (in	feet)								
				70 c		65 d			0 dBA		dBA
			Ldn:		176		379		817		1,760
			CNEL:		184		395	5	852	2	1.835

Tuesday, October 6, 2020

	FH	WA-RD-77-108	HIGH	WAY I	IOISE P	REDICT	ION MC	DEL			
Road Nan	rio: Existing W ne: Slover Av. ent: e/o Cedar	,				.,	t Name: lumber:		oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =				
Average Daily	Traffic (Adt):	11,432 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%				dium Tr	,				
Peak H	lour Volume:	800 vehicle	es		He	avy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	50 mph		H	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		H		icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.99	
Ba	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.29	6 10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 14.13%
	ist. to Barrier:	52.0 feet			Noise S	urco E	lovation	e (in f	not)		
Centerline Dist.	to Observer:	52.0 feet		H.	110/36 01	Auto		.000			
Barrier Distance	to Observer:	0.0 feet			Maratha	m Truck		.000			
Observer Height	(Above Pad):	5.0 feet							Grade Ad	r 4	4.00
P	ad Elevation:	0.0 feet			неа	y Truck	S: 8	.004	Grade Ad	justinen	i. U.U
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		ſ		Auto	s: 46	.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degre	es		Hea	y Truck	s: 46	.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	70.20	-4.47		0.3	8	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	81.00	-13.21		0.4	1	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	85.38	-11.76		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL
Autos:	-	1.9	64.2		61.6		59.		67.		67.3
Medium Trucks:	67	7.0	66.6		61.9		61.	1	68.	7	68.9
Heavy Trucks:		2.8	71.9		69.2		68.		75.		75.7
Vehicle Noise:	74	1.4	73.6		70.5		69.	6	76.	7	77.0
Centerline Distan	ce to Noise Co	ontour (in fee	t)							,	
			L	70	dBA	65	dBA		60 dBA		5 dBA
			Ldn:		146		315		679		1,462
		С	NEL:		152		328	3	708		1,524

	FHV	VA-RD-77-108	HIG	HWAY I	NOISE PI	REDICT	ON M	ODEL			
Road Nam	io: Existing Wi ne: Santa Ana i nt: w/o Cedar i	Ave.						Rubide 12722	oux Wareh	ouse No	
SITE	SPECIFIC IN	PUT DATA				N	OISE	MODE	L INPUT	s	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	8,647 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ıcks (2	Axles):	15		
Peak H	lour Volume:	605 vehicle	s		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		F	Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		-		icleType		Day	Evening	Night	Daily
Site Data						-	Autos:	71.3%	9.8%	18.9%	75.75%
Rai	rrier Height:	0.0 feet			М	edium Ti	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W	•	0.0				Heavy Ti	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		44.0 feet		-	M-1 0	5	41-	//- <b>f</b>	4)		
Centerline Dist.	to Observer:	44.0 feet		-	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet			A de elle	Auto: m Truck.		0.000 2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck	-	3.004	Grade Ad	iuctmant	. 0.0
Pa	ad Elevation:	0.0 feet			пеан	ry Truck	s. c	0.004	Grade Au	usunem	0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 40	0.460			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 40	0.241			
	Right View:	90.0 degre	es		Heav	y Truck	s: 40	0.262			
FHWA Noise Mode	el Calculations	3									
VehicleType	REMEL	Traffic Flow		stance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	66.51	-4.71		1.2		-1.20		-4.61		000	0.000
Medium Trucks:	77.72	-13.45		1.3		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-12.01		1.3		-1.20		-5.50	0.0	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou			Leq E	vening	- 1	Night		Ldn		VEL
Autos:	61		61.2		58.6		56		63.9		64.0
Medium Trucks:	64 71		64.0 70.2		59.3 67.4		58 66		66.0 73.1		66.3
Heavy Trucks: Vehicle Noise:	71		71.5		68.5		67		74.8		74.0 75.0
Centerline Distanc	ce to Noise Co	ntour (in feet	)								
		(		70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:		91		19	7	424		913
	CNEL:					95 205 442				952	

Road Name	o: Existing Wit e: Santa Ana A t: e/o Cedar A	ve.				.,	Name: I umber:		ux Wareho	ouse Noi	
	SPECIFIC IN	PUT DATA							L INPUTS	S	
Highway Data				S	ite Con	ditions	Hard =	10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	6,307 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%				dium Tru		,	15		
Peak H	our Volume:	441 vehicles	3		He	avy Truc	ks (3+ A	(xles	15		
Vel	nicle Speed:	40 mph		v	ehicle i	Mix					
Near/Far Lar	ne Distance:	36 feet		-		icleType		Day	Evening	Night	Daily
Site Data							utos:	71.3%	9.8%	18.9%	75.759
Rar	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-Wa	-	0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis		44.0 feet				<u> </u>					
Centerline Dist. t		44.0 feet		N	oise Sc	ource El		•	et)		
Barrier Distance t		0.0 feet				Autos		000			
Observer Height (		5.0 feet				m Trucks		297			
	d Flevation:	0.0 feet			Heav	y Trucks	8.0	004	Grade Adj	ustment	: 0.0
Roa	d Elevation:	0.0 feet		L	ane Eq	uivalent	Distanc	e (in i	eet)		
F	Road Grade:	0.0%				Autos	: 40.	160			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 40.:	241			
	Right View:	90.0 degree			Heav	y Trucks	3: 40.:	262			
FHWA Noise Mode	l Calculations										
VehicleType	REMEL	Traffic Flow	Distar	псе	Finite	Road	Fresn	el	Barrier Atte	en Ber	m Atten
Autos:	66.51	-6.08		1.28		-1.20		-4.61	0.0	000	0.00
Medium Trucks:	77.72	-14.82		1.31		-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	82.99	-13.38		1.31		-1.20		-5.50	0.0	000	0.00
Unmitigated Noise	Levels (witho	ut Topo and	barrier a	attenu	ation)						
VehicleType	Leq Peak Houi	Leq Day	L	eq Eve	ening	Leq	Night		Ldn	C	NEL
Autos:	60.		59.8		57.2		55.3		62.6		62
Medium Trucks:	63.	0	62.6		57.9		57.1		64.7	,	64
Heavy Trucks:	69.		8.8		66.1		65.3		72.3	3	72
Vehicle Noise:	71.	0	70.2		67.1		66.3	i	73.4	ļ.	73
Centerline Distanc	e to Noise Co	ntour (in feet)									
				70 dE	BA	65 (	iBA	6	0 dBA	55	dBA
			Ldn: VFL:		74 77		159 166		343 358		74i 77

Tuesday, October 6, 2020

	FHV	VA-RD-77-108	HIGH	1 YAWH	NOISE PR	EDICTIO	N M	DDEL			
Scenari	io: Existing Wi	thout Project				Project N	lame.	Rubido	oux Wareh	ouse Noi	
	e: Jurupa Ave					Job Nu	mber.	12722			
Road Segmer	nt: w/o Cedar /	Ave.									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Cond	ditions (F	lard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	5,716 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Med	dium Truc	ks (2	Axles):	15		
Peak H	lour Volume:	400 vehicle	s		Hea	avy Truck	s (3+	Axles):	15		
Ve	hicle Speed:	40 mph			Vehicle N	Miv					
Near/Far La	ne Distance:	48 feet				cleType		Day	Evening	Night	Daily
Site Data						Αι	ıtos:	71.3%	9.8%	18.9%	75.75%
Rai	rrier Height:	0.0 feet			Ме	dium Tru	cks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			H	leavy Tru	cks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet			Noise So	uros Els	ratio	na (in f	no#)		
Centerline Dist.	to Observer:	52.0 feet		Ė	Noise 30	Autos:		0.000	eet)		
Barrier Distance	to Observer:	0.0 feet			Modium	n Trucks:		2.297			
Observer Height (	Above Pad):	5.0 feet				y Trucks:		3.004	Grade Ad	liustmant	
Pa	ad Elevation:	0.0 feet								justinent	0.0
Roa	ad Elevation:	0.0 feet		L	Lane Equ	ıivalent L	Distai	nce (in	feet)		
ı	Road Grade:	0.0%				Autos:	46	6.400			
	Left View:	-90.0 degree	es		Mediun	n Trucks:	46	6.209			
	Right View:	90.0 degree	es		Heav	y Trucks:	46	5.228			
FHWA Noise Mode	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite I	Road	Fres	inel	Barrier Att	en Ber	m Atten
Autos:	66.51	-6.51		0.3	8	-1.20		-4.66	0.	000	0.000
Medium Trucks:	77.72			0.4	•	-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-13.80		0.4	1	-1.20		-5.41	0.	000	0.000
Unmitigated Noise				er atten	uation)						
VehicleType	Leq Peak Hou		′	Leq E	vening	Leq N	ight		Ldn		VEL
Autos:	59		58.5		55.9		54		61.	_	61.6
Medium Trucks:	61		61.3		56.6		55		63.	-	63.6
Heavy Trucks:	68		67.5		64.7		64		71.		71.3
Vehicle Noise:	69	.6	68.8		65.8		65	.0	72.	1	72.3
Centerline Distanc	ce to Noise Co	ontour (in feet,	)								
			L	70	dBA	65 di			60 dBA		dBA
			Ldn:		71		15		331		713
		C	NEL:		74		16	0	345	)	743

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	WAY N	IOISE PE	REDICT	ION MOI	DEL			
	o: Existing Wi e: Jurupa Ave nt: e/o Cedar /	ė.					Name: I umber:		oux Wareh	ouse No	İ
	SPECIFIC IN	IPUT DATA			a:: a				L INPUT	S	
Highway Data					Site Con	aitions	•				
Average Daily	. ,	5,986 vehicle	es					Autos:			
	Percentage:	7.00%					ucks (2 A				
Peak H	our Volume:	419 vehicle	S		He	avy Truc	cks (3+ A	(xles	15		
Vei	hicle Speed:	40 mph		-	Vehicle I	Mix					
Near/Far Lar	ne Distance:	48 feet		F		icleType		Day	Evening	Night	Daily
Site Data						-	Autos:	71.3%	9.8%	18.9%	75.75%
Rar	rier Heiaht:	0.0 feet			Me	edium Ti	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			F	leavy Ti	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet		-	Noise Sc	El	o rotio n	· /in f	204)		
Centerline Dist. t	o Observer:	52.0 feet			voise 30				ei)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height (	Above Pad):	5.0 feet				n Truck		297			
	d Elevation:	0.0 feet			Heav	y Truck	s: 8.0	004	Grade Adj	ustment	: 0.0
	d Elevation:	0.0 feet		7	Lane Eq	uivalent	Distanc	e (in i	feet)		
F	Road Grade:	0.0%				Auto	s: 46.4	400			
•	Left View:	-90.0 degree	20		Mediui	n Truck	s: 46.	209			
	Right View:	90.0 degree			Heav	y Truck	s: 46.	228			
FHWA Noise Mode	l Calculation	s									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fresn	el	Barrier Att	en Ber	m Atten
Autos:	66.51	-6.31		0.3	8	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72	-15.05		0.4	1	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-13.60		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	r atten	uation)						
VehicleType	Leq Peak Hou	ır Leq Day	,	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	59	0.4	58.7		56.1		54.2	:	61.4	1	61.8
Medium Trucks:	61	.9	61.5		56.8		56.0	)	63.5	5	63.8
Heavy Trucks:	68	1.6	67.7		64.9		64.2	!	71.2	2	71.5
Vehicle Noise:	69	0.8	69.0		66.0		65.2	!	72.3	3	72.5
Centerline Distance	e to Noise Co	ontour (in feet	)								
·			T	70 0	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:		74		158		341		735
		C	NEL:		77		165		356		766

	FH	WA-RD-77-108	HIG	I YAWH	NOISE P	REDICT	ION MO	DDEL			
Road Nam	io: Existing W e: 7th St. nt: w/o Cedar	-						Rubido 12722	oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard :				
Average Daily		6,781 vehicle	es					Autos:			
	Percentage:	7.00%				edium Tr	,				
	our Volume:	475 vehicles	S		He	eavy Tru	cks (3+	Axles):	15		
	hicle Speed:	45 mph		Ė	Vehicle	Mix					
Near/Far Lai	ne Distance:	24 feet			Veh	icleТуре		Day	Evening	Night	Daily
Site Data						,	Autos:	71.3%	9.8%	18.9%	75.75%
Bai	rier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.139
Centerline Dis	st. to Barrier:	25.0 feet		H	Noise S	ource F	ovatio	ne (in f	not)		
Centerline Dist.	to Observer:	25.0 feet		H	110/36 0	Auto		0.000			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height (	bserver Height (Above Pad): 5.0 feet					vy Truck		1.004	Grade Ad	iustment	. 0.0
Pa	ad Elevation:	0.0 feet					-			doumoni	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	Distar	nce (in	feet)		
F	Road Grade:	0.0%				Auto	s: 22	2.494			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 22	2.098			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 22	2.136			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	nel	Barrier Att	en Bei	m Atten
Autos:	68.46	-6.28		5.1		-1.20		-4.41		000	0.00
Medium Trucks:	79.45	-15.02		5.2	_	-1.20		-4.85		000	0.00
Heavy Trucks:	84.25	-13.57		5.2	20	-1.20		-5.94	0.0	000	0.00
Unmitigated Noise											
	Leq Peak Hou			Leq E	vening		Night		Ldn	_	NEL
Autos:	66		65.4		62.8		60		68.		68.
Medium Trucks:	68		68.1		63.4		62		70.		70.
Heavy Trucks: Vehicle Noise:	74		73.8 75.3		71.0 72.2		70 71		77.3 78.5		77. 78.
Centerline Distance	e to Noise C	ntour (in feet	)				-				
contormic Distance		mou. (m reet)		70	dBA	65	dBA	-	60 dBA	55	dBA
			Ldn:		92		19	7	425		917
		C	NEL:		96		20	6	443		955

		/A-RD-77-108	TIIOII		TOIOL I						
	o: Existing Wit	hout Project							ux Wareh	ouse Noi	
	e: Market St.					Job N	umber:	12722			
Road Segmer	nt: e/o Rubidou	x Bl.									
	SPECIFIC IN	PUT DATA			a:: a				L INPUT	S	
Highway Data					Site Con	ditions	(Hard =				
Average Daily	,	26,649 vehicle	es					Autos:	15		
	Percentage:	7.00%				dium Tru		,			
Peak H	our Volume:	1,865 vehicle	s		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		-		icleType		Day	Evening	Night	Daily
Site Data							lutos:	71.3%			75.75
Dai	rier Height:	0.0 feet			М	edium Tı	ucks:	77.3%	6.5%	16.2%	10.13
Barrier Type (0-W	-	0.0				Heavy Ti	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis	st. to Barrier:	59.0 feet			Noise S	ource Fl	evation	s (in fe	opt)		
Centerline Dist.	to Observer:	59.0 feet		ľ		Auto:		.000	,,,,		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck:		297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		.004	Grade Ad	iustmant	
Pa	ad Elevation:	0.0 feet			rica	ry IIuck	s. o	.004	Orauc Au	asancin	0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distan	ce (in i	feet)		
ı	Road Grade:	0.0%				Auto	5: 54	.129			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 53	.966			
	Right View:	90.0 degre	es		Heav	y Truck	s: 53	.982			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance		Road	Fres		Barrier Att		m Atter
Autos:	68.46	-0.34		-0.6	-	-1.20		-4.69		000	0.00
Medium Trucks:	79.45	-9.07		-0.6		-1.20		-4.88		000	0.00
Heavy Trucks:	84.25	-7.63		-0.6	-	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise								1			
VehicleType	Leq Peak Hou		_	Leq E	vening		Night		Ldn		VEL
Autos: Medium Trucks:	66. 68.		65.6 68.2		63.0 63.5		61. 62.		68.4 70.2		68 70
Heavy Trucks:		-								_	
Vehicle Noise:	74. 76.		73.9 75.4		71.2 72.4		70. 71.		77.4 78.6		77 78
Centerline Distance	e to Noise Co	ntour (in feet	)								
				70 0	dBA	65	dΒA	6	0 dBA	55	dBA
			Ldn:		221		476	3	1,026		2,21
									,		

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	B HIGI	1 YAWH	NOISE PR	EDICTIO	N M	DDEL			
Scenari	io: Existing Wi	ithout Project				Project N	lame.	Rubido	oux Wareh	ouse Noi	
Road Nam	e: Agua Mans	sa Rd.				Job Nu	mber.	12722			
Road Segmen	nt: e/o Riversio	de Ave.									
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Cond	aitions (i	lard				
Average Daily	. ,	13,350 vehic	les					Autos:			
	Percentage:	7.00%				dium Truc		,			
Peak H	lour Volume:	935 vehicle	es		Hea	avy Truck	s (3+	Axles):	15		
Ve	hicle Speed:	45 mph			Vehicle N	lix					
Near/Far La	ne Distance:	48 feet		İ	Vehi	cleType		Day	Evening	Night	Daily
Site Data						AL	itos:	71.3%	9.8%	18.9%	75.75%
Rai	rrier Height:	0.0 feet			Me	dium Tru	cks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			H	leavy Tru	cks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet		F	Noise So		41-	(i <b>f</b>			
Centerline Dist.	to Observer:	52.0 feet		-	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet				Autos:		0.000			
Observer Height (	Above Pad):	5.0 feet				n Trucks:		2.297	0		
	ad Elevation:	0.0 feet			Heav	y Trucks:	8	3.004	Grade Ad	justment	0.0
Roa	ad Elevation:	0.0 feet			Lane Equ	iivalent l	Dista	nce (in	feet)		
1	Road Grade:	0.0%				Autos:	46	6.400			
	Left View:	-90.0 degre	es		Mediun	n Trucks:	46	6.209			
	Right View:	90.0 degre	es		Heav	y Trucks:	46	6.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite I	Road	Fres	inel	Barrier At	en Ber	m Atten
Autos:	68.46			0.3		-1.20		-4.66		000	0.000
Medium Trucks:	79.45			0.4	•	-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-10.63	3	0.4	1	-1.20		-5.41	0.	000	0.000
Unmitigated Noise				er atten	uation)						
	Leq Peak Hou			Leq E	vening	Leq N	-		Ldn		VEL
Autos:	64		63.6		61.0		59		66.		66.7
Medium Trucks:	66		66.2		61.5		60		68.	_	68.5
Heavy Trucks:		2.8	71.9		69.2		68		75.		75.7
Vehicle Noise:	74	1.2	73.4		70.4		69	.5	76.	6	76.9
Centerline Distanc	e to Noise Co	ontour (in fee	t)							_	
			[	70	dBA	65 d			60 dBA		dBA
			Ldn:		144		30	-	666		1,436
		C	NEL:		150		32	2	695	5	1.496

Tuesday, October 6, 2020

	FH	WA-RD-77-108	HIGH	WAY N	OISE PE	REDICTI	ON MO	DEL						
Road Nam	io: Existing + l ne: Cedar Ave nt: n/o I-10 W				Project Name: Rubidoux Warehouse Noi Job Number: 12722									
	SPECIFIC IN	IPUT DATA							L INPUT	S				
Highway Data					Site Con	ditions	•							
Average Daily	Traffic (Adt):	51,803 vehicl	es					Autos:	15					
Peak Hour	Percentage:	7.00%				dium Tru			15					
Peak F	lour Volume:	3,626 vehicle	s		He	avy Truc	cks (3+ A	(xles	15					
Ve	hicle Speed:	40 mph		1	/ehicle l	Mix								
Near/Far La	ne Distance:	48 feet		F		icleType		Day	Evening	Night	Daily			
Site Data						A	lutos:	71.3%	9.8%	18.9%	75.79%			
Ra	rrier Heiaht:	0.0 feet			Me	edium Ti	ucks:	77.3%	6.5%	16.2%	10.11%			
Barrier Type (0-W		0.0			H	leavy Ti	ucks:	68.2%	9.0%	22.8%	14.10%			
Centerline Di		52.0 feet		,	Voise Sc	urca El	ovation	: (in fa	of)					
Centerline Dist.	to Observer:	52.0 feet		-	voise su	Auto:		000	ei)					
Barrier Distance	to Observer:	0.0 feet			Modiu	muto: m Truck:		97						
Observer Height	(Above Pad):	5.0 feet						004	Grade Adj	uatman				
P	ad Elevation:	0.0 feet			neav	y Truck	5. 8.0	JU4	Grade Adj	usunem	. 0.0			
Ro	ad Elevation:	0.0 feet		ı	ane Eq	uivalent	Distant	e (in i	feet)					
	Road Grade:	0.0%				Auto	s: 46.	400						
	Left View:	-90.0 degre	es		Mediui	n Truck:	s: 46.	209						
	Right View:	90.0 degre	es		Heav	y Truck:	s: 46.	228						
FHWA Noise Mod	el Calculation	s												
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten			
Autos:	66.51	3.06		0.38	3	-1.20		-4.66	0.0	000	0.000			
Medium Trucks:	77.72	-5.68		0.4	1	-1.20		-4.87	0.0	000	0.000			
Heavy Trucks:	82.99	-4.24		0.4	1	-1.20		-5.41	0.0	000	0.000			
Unmitigated Noise	e Levels (with	out Topo and	barrie	r atten	uation)									
VehicleType	Leq Peak Ho	ur Leq Da	/	Leg Ev	rening	Leq	Night		Ldn	С	NEL			
Autos:	68	3.8	68.0		65.5		63.5	i	70.8	3	71.2			
Medium Trucks:	71	1.2	70.9		66.1		65.4		72.9	9	73.1			
Heavy Trucks:	78	3.0	77.1		74.3		73.6	;	80.6	6	80.8			
Vehicle Noise:	79	9.2	78.4		75.4		74.5	,	81.6	6	81.9			
Centerline Distant	ce to Noise C	ontour (in feet	)											
·				70 c	IBA	65	dBA	6	i0 dBA	55	dBA			
			Ldn:		310		667		1,437		3,096			
		С	NEL:		323		695		1,498		3,227			

	FHV	WA-RD-77-10	8 HIG	HWAY N	OISE P	REDICTI	ON MO	DDEL			
Road Nam	io: Existing + F e: Cedar Ave. nt: s/o I-10 EB							Rubido 12722	oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				5	Site Con	ditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	36,192 vehic	cles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	icks (2	Axles):	15		
Peak H	our Volume:	2,533 vehicl	es		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	45 mph			/ehicle	Miv					
Near/Far Lai	ne Distance:	48 feet		-		icleType		Day	Evening	Night	Daily
Site Data							utos:	71.3%	-	18.9%	76.14%
Rai	rier Height:	0.0 feet			М	edium Tı	ucks:	77.3%	6.5%	16.2%	9.97%
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	13.90%
Centerline Dis		52.0 feet			/- / O	F1	41	(! <b>£</b>	4)		
Centerline Dist.	to Observer:	52.0 feet			voise So	ource El			eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		0.000			
Observer Height (	Above Pad):	5.0 feet				m Truck	-	2.297	0		
	ad Elevation:	0.0 feet			Heav	y Truck	S: 8	.004	Grade Ad	justment	. 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distar	nce (in	feet)		
F	Road Grade:	0.0%				Autos	s: 46	6.400			
	Left View:	-90.0 degr	ees		Mediu	m Trucks	s: 46	6.209			
	Right View:	90.0 degr	ees		Heav	y Truck	s: 46	5.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		istance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	1.0		0.38		-1.20		-4.66		000	0.00
Medium Trucks:	79.45	-7.8		0.41		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-6.3	7	0.41		-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo an	d barr	ier attenu	uation)						
	Leq Peak Hou		_	Leq Ev			Night		Ldn		NEL
Autos:	68		67.9		65.4		63		70.7		71.
Medium Trucks:	70		70.5		65.8		65		72.	-	72.7
Heavy Trucks: Vehicle Noise:	77		76.2 77.7		73.4 74.6		72 73		79.1 80.9		80.
Centerline Distance					7 1.0						01
Centernine Distant	e to Noise Co	miour (in ree	et)	70 d	BA .	65	dBA	- (	60 dBA	55	dBA
										1	
			Ldn:		276		59	6	1,283		2,765

e: Cedar Ave.	,							oux Wareh	ouse Noi	
SPECIFIC INF	UT DATA			ita Car					S	
			٥	nte Con	iaitions	•				
. ,	- 1	es								
							,			
	.,	8		He	eavy i ruc	CKS (3+ )	Axies):	15		
			ν	ehicle	Mix					
ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
						Autos:	71.3%	9.8%	18.9%	76.39
rier Heiaht:	0.0 feet			М	edium Ti	ucks:	77.3%	6.5%	16.2%	9.869
-	0.0			-	Heavy Ti	rucks:	68.2%	9.0%	22.8%	13.75
			_							
			^	ioise S				eet)		
,				Heav	vy Truck	s: 8.	004	Grade Ad	iustment:	0.0
			L	ane Eq	uivalent	Distan	ce (in i	feet)		
				•	Auto	s: 46	400	-		
Left View:		20		Mediu	m Truck					
Right View:				Hear	vy Truck	s: 46.	228			
l Calculations										
		Dista				Fresi	_			m Atten
68.46	-0.35		0.38	3	-1.20		-4.66	0.0	000	0.00
79.45	-9.24		0.41		-1.20		-4.87	0.0	000	0.00
84.25	-7.79		0.41		-1.20		-5.41	0.0	000	0.00
		$\overline{}$								
			.eq Ev							VEL
	3	66.6		64.0		62.		69.4		69.
67.3				64.3		63.	-	71.1	l	71.
69.4		69.1								
69.4 75.7	7	74.8		72.0		71.3	-	78.3		
69.4 75.7 77.1	1	74.8 76.3		72.0 73.2		71.3 72.4	-	78.5 79.5		
69.4 75.7	1	74.8 76.3	70.	73.2		72.	4	79.5	5	79
69.4 75.7 77.1	tour (in feet)	74.8 76.3	70 d	73.2		72.4 dBA	4	79.5 60 dBA	55	79. dBA
69.4 75.7 77.1	r I ntour (in feet)	74.8 76.3	70 d	73.2		72.	4	79.5	55	78. 79. dBA 2,22- 2,31:
	e: Cedar Ave. tt: n/o Santa An SPECIFIC INF Traffic (Adt): 2 Percentage: Dur Volume: Dick Speed: De Distance:  rier Height: De Distance:  rier Height: De Distance:  rier Height: De Distance:  rier Height: De Distance:  rier Height: De Distance:  rier Height: De Distance:  rier Height: De Distance:  rier Height: De Distance:  rier Height: De Distance: De Distance:  rier Height: De Distance: De Distance: De Distance: De Distance: De Cobserver: De Observer: ## n/o Santa Ana Av.  ### SPECIFIC INPUT DATA  ### Traffic (Adt):	E: Cedar Ave.  ### Ave.  #	E: Cedar Ave.  ### trino Santa Ana Av.  ### SPECIFIC INPUT DATA	E: Cedar Äve.  It: n/o Santa Ana Av.  SPECIFIC INPUT DATA  Site Cor  Traffic (Adf): 26,360 vehicles  Percentage: 7,00%	E: Cedar Ave.         Job N           specific Input DATA         N           Size Conditions         Site Conditions           Traffic (AdJ):         26,360 vehicles           Percentage:         7,00%         Medium Trn           pur Volume:         1,845 vehicles         Heavy Tru           vehicle Speed:         48 feet         Vehicle Mix           vehicle Type         Medium Tr         Medium Tr           all, 1-Berm):         0.0         Heavy Trut           10 Observer:         52.0 feet         Moise Source El           10 Observer:         52.0 feet         Medium Truck           d Elevation:         0.0 feet         Heavy Truck           d Elevation:         0.0 feet         Lane Equivalent           Soad Grade:         90.0 degrees         Medium Truck           d Calculation:         90.0 degrees         Medium Truck           d Calculation:         Finite Road           REMEL         Traffic Flow         Distance         Finite Road           68.46         -0.35         0.38         +1.20           7.79         0.41         -1.20           Levels (without Topo and barrier attenuation)	## Cedar Ave.  ## Codar E: Cedar Äve.  20b Number: 12722  **ROPECIFIC INPUT DATA**  **SPECIFIC INPUT DATA*  **SITE Conditions (Hard = 10, Sc. Autos: Percentage: 7, 00% Medium Trucks (2 Axles): Heavy Trucks (3 Axles): Heavy Trucks (3 Axles): he Distance: 48 feet  **Vehicle Mix**  **Vehicle Mix**  **Vehicle Mix**  **Vehicle Mix**  **Vehicle Input**  **Autos: 71.3% Medium Trucks: 77.3% Medium Trucks: 77.3% Medium Trucks: 77.3% Medium Trucks: 68.2% to 0 Distance: 52.0 feet to 0 Observer: 52.0 feet to 0 Observer: 52.0 feet to 0 Observer: 0.0 feet delevation	## Cedar Ave.  ## Company	## Cedar Ave. ## Job Number: 12722    Sipecific Input Data		

Tuesday, October 6, 2020

	FH\	WA-RD-	77-108	HIGH	WAY	NOISE PI	REDICTI	ON N	IODEL			
Road Nan	io: Existing + F								e: Rubido r: 12722	oux Wareh	ouse No	
Road Segme	nt: s/o Santa A	Ana Av.										
	SPECIFIC IN	IPUT D	ATA							L INPUT	S	
Highway Data						Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	25,648	vehicle	s					Autos:	15		
Peak Hour	Percentage:	7.00%	6			Me	dium Tru	icks (	2 Axles):	15		
Peak H	lour Volume:	1,795	vehicles			He	avy Truc	ks (3	+ Axles):	15		
Ve	hicle Speed:	45 ו	mph		ŀ	Vehicle i	Miv					
Near/Far La	ne Distance:	48 1	feet		ł		icleType		Dav	Evening	Night	Daily
Site Data								utos	.,	-	18.9%	
Pa	rrier Height:	0.0	feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	
Barrier Type (0-W		0.0				- 1	leavy Tr	ucks:	68.2%	9.0%	22.8%	13.70%
Centerline Di			feet		ŀ							
Centerline Dist.	to Observer:	52.0	feet		-	Noise So				eet)		
Barrier Distance	to Observer:	0.0	feet				Autos		0.000			
Observer Height	(Above Pad):	5.0	feet				m Trucks		2.297	Crada Aa	livotmont	
P	ad Elevation:	0.0	feet			neav	y Trucks	i.	8.004	Grade Ad	justinent	0.0
Ro	ad Elevation:	0.0	feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%			ĺ		Autos	: 4	6.400			
	Left View:	-90.0	degree	s		Mediu	m Trucks	: 4	6.209			
	Right View:	90.0	degree	S		Heav	y Trucks	S: 4	6.228			
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic	Flow	Dis	stance	Finite		Fre	snel	Barrier Att	en Bei	m Atten
Autos:	68.46		-0.46		0.3		-1.20		-4.66		000	0.000
Medium Trucks:	79.45		-9.37		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25		-7.93		0.4		-1.20		-5.41	0.	000	0.000
Unmitigated Nois				arri								
VehicleType	Leq Peak Hou		eq Day		Leq E	vening	Leq I	Night		Ldn		NEL
Autos:	67		-	6.5		63.9		-	2.0	69.	_	69.6
Medium Trucks:	69		-	8.9		64.2		-	3.4	70.	-	71.2
Heavy Trucks:		5.5		4.6		71.9			1.1	78.		78.4
Vehicle Noise:		5.9		6.2		73.1		7	2.2	79.	3	79.6
Centerline Distan	ce to Noise Co	ontour (	in feet)		70		0.5					
					70	dBA	65 (		70	60 dBA		dBA
			-	.dn:		218				1,012		2,179
			CV	IEL:		227		4	89	1,055	)	2,272

Tuesday, October 6, 2020 Tuesday, October 6, 2020

	FH'	WA-RD-77	7-108 HI	GHWAY	NOISE P	REDICT	ION MO	DEL			
Road Nan	rio: Existing + I ne: Cedar Ave nt: s/o Jurupa	. 1				.,	t Name: lumber:		oux Wareh	ouse No	oi
SITE	SPECIFIC II	IPUT DA	TA						L INPUT	s	
Highway Data					Site Cor	nditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	25,508 v	ehicles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak F	lour Volume:	1,786 ve	hicles		He	eavy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	45 m	ph		Vehicle	Miv					
Near/Far La	ne Distance:	48 fe	et			icleType	•	Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.99	,
Ra	rrier Height:	0.0 f	eet		М	ledium T	rucks:	77.3%	6.5%	16.29	6 9.80%
Barrier Type (0-V	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 13.66%
	ist. to Barrier:	52.0 fe	eet		Noise S	E	lavation	o (in f	2041		
Centerline Dist.	to Observer:	52.0 fe	eet		Noise 3				ei)		
Barrier Distance	to Observer:	0.0 fe	eet		44-45	Auto		.000			
Observer Height	(Above Pad):	5.0 fe	eet			m Truck		.297	0		4. 0.0
P	ad Elevation:	0.0 fe	eet		Hea	vy Truck	(S: 8	.004	Grade Ad	justmer	it: 0.0
Ro	ad Elevation:	0.0 fe	eet		Lane Eq	uivalen	t Distar	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 d	legrees		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 d	legrees		Hea	vy Truck	s: 46	.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic F	low I	Distance	Finite	Road	Fres	nel	Barrier Att	en Be	erm Atten
Autos:			-0.48		38	-1.20		-4.66		000	0.000
Medium Trucks:			-9.41		41	-1.20		-4.87		000	0.000
Heavy Trucks:	84.25		-7.97	0.	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo	and bar	rier atte	nuation)						
VehicleType	Leq Peak Ho		g Day		Evening		Night		Ldn	_	CNEL
Autos:		7.2	66.	-	63.9		61.		69.:		69.6
Medium Trucks:		9.3	68.	-	64.2		63.		70.	-	71.2
Heavy Trucks:		5.5	74.	•	71.8		71.		78.		78.4
Vehicle Noise:		6.9	76.	1	73.1		72.	2	79.	3	79.6
Centerline Distan	ce to Noise C	ontour (in	feet)								
					dBA	65	dBA		0 dBA		5 dBA
			Ldr		217		46		1,006		2,168
			CNE		226		48	7	1,049	)	2,260

Scenari	o: Existing + F	Project				Project	Name.	Rubide	oux Wareh	ouse No	i
	e: Cedar Ave.					Job Nu	ımber	12722			
Road Segmer	nt: s/o 7th Stre	et									
	SPECIFIC IN	PUT DAT	Ά						L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	26,698 veh	nicles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak H	our Volume:	1,869 vehi	icles		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	50 mph	1	ŀ	Vehicle	Miv					
Near/Far Lai	ne Distance:	48 feet				icleType		Dav	Evening	Night	Daily
Site Data							utos:	71.3%		18.9%	
Par	rier Height:	0.0 fee			М	edium Tr	icks:	77.3%	6.5%	16.2%	9.80%
Barrier Type (0-W		0.0	ı			Heavy Tr	ıcks:	68.2%	9.0%	22.8%	13.67%
Centerline Dis		52.0 fee	at								
Centerline Dist.		52.0 fee			Noise S				eet)		
Barrier Distance		0.0 fee				Autos		0.000			
Observer Height (		5.0 fee				m Trucks		2.297			
• ,	d Flevation:	0.0 fee			Heav	y Trucks	: 8	3.004	Grade Ad	justmen	t: 0.0
Ros	d Flevation:	0.0 fee	et		Lane Eq	uivalent	Dista	nce (in	feet)		
·	Road Grade:	0.0%		i		Autos	: 40	6.400			
	Left View:	-90.0 ded	arees		Mediu	m Trucks	: 40	5.209			
	Right View:	90.0 de	grees		Heav	y Trucks	: 40	3.228			
FHWA Noise Mode	el Calculation:	s									
VehicleType	REMEL	Traffic Flo		Distance		Road	Fres		Barrier Att		rm Atten
Autos:	70.20	-0	.74	0.0	38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	81.00	-9	.67	0.4	41	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	85.38	-8	.22	0.4	41	-1.20		-5.41	0.0	000	0.000
Inmitigated Noise											
	Leq Peak Hou				vening	Leq I	_		Ldn		NEL
Autos:	68		67.9		65.3		63		70.		71.0
Medium Trucks:	70		70.2	_	65.5		64		72.:	_	72.4
Heavy Trucks: Vehicle Noise:	76 77		75.5 77.1		72.7 74.1		72		79.1 80.1		79.2 80.6
Centerline Distanc											
Jemeriine Distanc	e to Noise Co	mour (in f	eet)	70	dBA	65 0	IBA .	_	60 dBA	5.5	5 dBA
				1 ,0					00, .		
			Ldn		253		54	4	1.172	•	2.526

Scenari	o: Existing + Pr	oject				Project	Name:	Rubido	oux Wareho	ouse No	oi .
	e: Rubidoux Bl.	,					umber:				
Road Segmer	nt: s/o El Rivino	Rd									
	SPECIFIC INF	UT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 2	6,224 vehicle	es					Autos:			
	Percentage:	7.00%				dium Tr		,			
Peak H	our Volume: 1	,836 vehicles	3		He	avy Tru	cks (3+ ,	Axles):	15		
	hicle Speed:	50 mph		ī	/ehicle	Mix					
Near/Far Lar	ne Distance:	48 feet		F	Veh	icleType		Day	Evening	Night	Daily
Site Data						,	Autos:	71.3%	9.8%	18.9%	76.559
Bar	rier Height:	0.0 feet			М	edium Ti	rucks:	77.3%	6.5%	16.2%	9.809
Barrier Type (0-W	-	0.0				Heavy Ti	rucks:	68.2%	9.0%	22.8%	13.66
Centerline Dis		59.0 feet		١,	Voico S	ource El	ovation	c (in f	not)		
Centerline Dist.	to Observer:	59.0 feet		ľ	V0/36 30	Auto.		000	et)		
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto. m Truck		297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		004	Grade Adj	iustman	t· 0.0
Pa	d Elevation:	0.0 feet			пеа	y Huck	s. o.	004	Grade Auj	usunen	1. 0.0
Roa	d Elevation:	0.0 feet		ı	ane Eq	uivalent	Distan	ce (in :	feet)		
F	Road Grade:	0.0%				Auto.	s: 54.	129			
	Left View:	-90.0 degree	es			m Truck		966			
	Right View:	90.0 degree	es		Hear	y Truck	s: 53.	982			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dist	ance		Road	Fresi	_	Barrier Att	_	rm Atten
Autos:	70.20	-0.82		-0.62	_	-1.20		-4.69		000	0.00
Medium Trucks:	81.00	-9.75		-0.60	-	-1.20		-4.88		000	0.00
Heavy Trucks:	85.38	-8.30		-0.60		-1.20		-5.35	0.0	000	0.00
Unmitigated Noise VehicleType	Lea Peak Hour			r atten Leg Ev		100	Aliabt	1	Ldn		NEL
Autos:	67.6	, , ,	66.9	Ley El	64.3		Night 62.:	3	69.6		70
Medium Trucks:	69.5		69.1		64.4		63.0	-	71.1	-	71
Heavy Trucks:	75.3		74.4		71.6		70.9	-	77.9		78.
Vehicle Noise:	76.8		76.1		73.0		72.		79.2		79
Centerline Distanc	e to Noise Con	tour (in feet)									
				70 c		65	dBA		60 dBA	55	dBA
			Ldn:		242		522		1,125		2,42
			VEL:		253		545		1.173		2.52

Tuesday, October 6, 2020

	FH\	WA-RD-77-	108 HIGH	A YAW	IOISE PR	EDICTIC	N MC	DEL			
Scenari	io: Existing + F	Project				Project N	lame:	Rubido	oux Wareh	ouse Noi	
Road Nam	e: Rubidoux E	BI.				Job Nu	mber:	12722			
Road Segmer	nt: s/o Market	St.									
	SPECIFIC IN	IPUT DAT	Ά						L INPUT	S	
Highway Data					Site Cond	ditions (F	lard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	25,125 vel	hicles					Autos:			
Peak Hour	Percentage:	7.00%				dium Truc		,			
Peak H	lour Volume:	1,759 veh	icles		Hea	avy Truck	s (3+	Axles):	15		
Ve	hicle Speed:	50 mph	n	,	/ehicle N	lix					
Near/Far La	ne Distance:	48 feet		F		cleType		Day	Evening	Night	Daily
Site Data						Αι	itos:	71.3%	9.8%	18.9%	75.84%
Rai	rrier Height:	0.0 fee	et		Ме	dium Tru	cks:	77.3%	6.5%	16.2%	10.09%
Barrier Type (0-W		0.0			H	leavy Tru	cks:	68.2%	9.0%	22.8%	14.06%
Centerline Dis		59.0 fee	et		Voice Se	urce Ele	vatio	ne (in f	not)		
Centerline Dist.	to Observer:	59.0 fee	et	ť	voise 30	Autos:		.000	ei)		
Barrier Distance	to Observer:	0.0 fee	et		Modium	n Trucks:	-	.297			
Observer Height (	Above Pad):	5.0 fee	et			y Trucks:		.004	Grade Ad	liustmant	. 0.0
Pa	ad Elevation:	0.0 fee	et							justinent	. 0.0
Roa	ad Elevation:	0.0 fee	et	1	ane Equ	ıivalent L	Distar	ice (in i	feet)		
ı	Road Grade:	0.0%				Autos:	54	.129			
	Left View:	-90.0 de	grees		Mediun	n Trucks:	53	.966			
	Right View:	90.0 de	grees		Heav	y Trucks:	53	.982			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flo		stance	Finite		Fres		Barrier Att		m Atten
Autos:	70.20		.04	-0.6		-1.20		-4.69		000	0.000
Medium Trucks:	81.00		.80	-0.6		-1.20		-4.88		000	0.000
Heavy Trucks:	85.38	-8	.36	-0.6	)	-1.20		-5.35	0.	000	0.000
Unmitigated Noise				er atten	uation)						
	Leq Peak Hou			Leq E		Leq N	-		Ldn		NEL
Autos:	67		66.6		64.0		62		69.		69.7
Medium Trucks:	69		69.0		64.3		63	-	71.		71.3
Heavy Trucks:		i.2	74.3		71.5		70		77.		78.1
Vehicle Noise:	76	5.8	76.0		72.9		72	0	79.	1	79.4
Centerline Distanc	e to Noise Co	ontour (in f	eet)								
			L	70 c		65 di			0 dBA		dBA
			Ldn:		240		51	-	1,112		2,396
			CNEL:		250		53	3	1.159	9	2.498

Tuesday, October 6, 2020

ı	HW/	A-RD-77-108	HIGH	1 YAW	NOISE PI	REDICT	ION MO	DEL				
Scenario: Existing Road Name: Rubidou Road Segment: s/o 24th	x Bl.	ject					Name: I lumber:		oux Wareh	ouse	Noi	
SITE SPECIFIC	INP	UT DATA							EL INPUT	S		
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)			
Average Daily Traffic (Adt	: 2	5,322 vehicle	:S					Autos	: 15			
Peak Hour Percentage	1	7.00%			Me	dium Tr	ucks (2 A	4xles)	: 15			
Peak Hour Volume	: 1	,773 vehicles	;		He	avy Tru	cks (3+ A	Axles)	: 15			
Vehicle Speed	l:	50 mph		-	Vehicle	Mix						
Near/Far Lane Distance	):	48 feet				icleType		Dav	Evening	Nigh	nt	Daily
Site Data								71.39		_		75.84%
Barrier Heigh	į.	0.0 feet			М	edium T	rucks:	77.39	6.5%	16.3	2%	10.09%
Barrier Type (0-Wall, 1-Berm		0.0			- 1	Heavy T	rucks:	68.29	6 9.0%	22.	3%	14.06%
Centerline Dist. to Barrie		59.0 feet			M-1 0	F		- (! 4	41			
Centerline Dist. to Observe	r	59.0 feet		F	Noise S				eet)			
Barrier Distance to Observe	r	0.0 feet				Auto		000				
Observer Height (Above Pad	):	5.0 feet				m Truck		297				
Pad Elevation		0.0 feet			Heav	y Truck	s: 8.0	004	Grade Ad	justm	ent: (	0.0
Road Elevation	1:	0.0 feet		Ī	Lane Eq	uivalen	Distanc	ce (in	feet)			
Road Grade	2.	0.0%		Ī		Auto	s: 54.	129				
Left View	<i>r</i> :	-90.0 degree	s		Mediu	m Truck	s: 53.	966				
Right View	<i>r</i> :	90.0 degree	:S		Heav	y Truck	s: 53.	982				
FHWA Noise Model Calculate	ons											
VehicleType REMEL	7	raffic Flow	Dist	tance	Finite	Road	Fresn	nel	Barrier Att	en l	Berm	Atten
Autos: 70	20	-1.01		-0.6	32	-1.20		-4.69	0.0	000		0.000
Medium Trucks: 81	00	-9.77		-0.6	30	-1.20		-4.88	0.0	000		0.000
Heavy Trucks: 85	38	-8.33		-0.6	60	-1.20		-5.35	0.0	000		0.000
Unmitigated Noise Levels (w	ithou	t Topo and	barrie	r atter	nuation)							
VehicleType Leq Peak	lour	Leq Day		Leq E	vening	Leq	Night		Ldn		CN	ΞL
Autos:	67.4		66.7		64.1		62.1		69.	-		69.8
Medium Trucks:	69.4		39.1		64.3		63.5	-	71.			71.3
Heavy Trucks: Vehicle Noise:	75.2 76.8		74.3 76.0		71.6 72.9		70.8 72.0		77.5 79.5			78.1 79.4
Centerline Distance to Noise							. 2.0	-				
Contorning Diotained to Holes	Con	tour (in feet)		70	dBA	65	dBA		60 dBA		55 d	BA
Contornio Diotanio to Noice	Con	, ,,,	Ldn:	70	dBA 241	65	dBA 519		60 dBA 1,118		55 d	<i>BA</i> 2,409

	FHV	VA-RD-77-108	HIG	HWAY N	IOISE PI	REDICTI	ON MO	DDEL			
Road Nam	io: Existing + P e: Rubidoux B nt: s/o 26th St.	l.						Rubido 12722	oux Wareh	ouse No	İ
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	24,937 vehicl	les					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	ıcks (2	Axles):	15		
Peak H	our Volume:	1,746 vehicle	es		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		Ι,	Vehicle I	Miv					
Near/Far Lai	ne Distance:	48 feet				icleType		Day	Evening	Night	Daily
Site Data							utos:	71.3%	9.8%	18.9%	75.57%
Rai	rier Height:	0.0 feet			М	edium Tı	ucks:	77.3%	6.5%	16.2%	10.21%
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.22%
Centerline Dis		59.0 feet			O		41	(! <b>£</b>	4)		
Centerline Dist.	to Observer:	59.0 feet		Ľ	Voise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto: m Truck:		297			
Observer Height (	Above Pad):	5.0 feet					-	1.004	Grade Ad	i ratmant	. 0.0
Pa	ad Elevation:	0.0 feet			neat	ry Truck	s: e	1.004	Grade Ad,	justriient	. 0.0
Roa	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distar	nce (in	feet)		
F	Road Grade:	0.0%				Autos	3: 54	1.129			
	Left View:	-90.0 degre	es		Mediu	m Trucks	5: 53	3.966			
	Right View:	90.0 degre	es		Heav	y Truck	s: 53	8.982			
FHWA Noise Mode	el Calculations	5		1							
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	70.20	-1.09	)	-0.6	2	-1.20		-4.69	0.0	000	0.000
Medium Trucks:	81.00	-9.79	)	-0.6	0	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-8.35		-0.6	0	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise			_								
	Leq Peak Hou		,	Leg E		Leq	Night		Ldn		NEL
Autos:	67.		66.6		64.0		62		69.4		69.7
Medium Trucks:	69		69.0		64.3		63		71.		71.3
Heavy Trucks: Vehicle Noise:	75. 76.		74.3		71.6 72.9		70 72		77.8 79.1		78. <sup>-</sup>
Centerline Distanc											
Cerrierinie Distant	110/36 00	intour (III ree	9	70 0	iBA	65	iBA	-	60 dBA	55	dBA
			Ldn:		240		51	7	1,114		2,400
	CNEL:					250 539 1,161 2,					

	o: Existing + Pro e: Rubidoux Bl. t: s/o 34th St.				Project Name: Rubidoux Warehouse Noi Job Number: 12722										
	PECIFIC INP	UT DATA							L INPUT	S					
Highway Data				S	ite Con	ditions (	Hara =								
Average Daily 1	. ,	4,942 vehicle	es					Autos:							
Peak Hour F		7.00%				dium Tru		,							
		,746 vehicles	3		He	avy Truc	ks (3+	Axles):	15						
	nicle Speed:	50 mph		V	ehicle	Mix									
Near/Far Lan	e Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily				
Site Data						A	utos:	71.3%	9.8%	18.9%	75.849				
Ran	rier Height:	0.0 feet			М	edium Tri	ucks:	77.3%	6.5%	16.2%	10.099				
Barrier Type (0-Wa	-	0.0			1	Heavy Tri	ucks:	68.2%	9.0%	22.8%	14.079				
Centerline Dis	t. to Barrier:	59.0 feet		M	nisa Si	ource Ele	vation	e (in f	not)						
Centerline Dist. to	o Observer:	59.0 feet		- 1	0.00 0	Autos		.000	,,,						
Barrier Distance to	o Observer:	0.0 feet			Modiu	m Trucks		297							
Observer Height (A	Above Pad):	5.0 feet				/y Trucks	. –	004	Grade Ad	iustmant	. 0 0				
Pa	d Elevation:	0.0 feet			rica	ry IIucks	. 0	.004	Orauc Au	Justinent	. 0.0				
Roa	d Elevation:	0.0 feet		L	ane Eq	uivalent	Distan	ce (in :	feet)						
R	Road Grade:	0.0%				Autos	: 54	.129							
	Left View:	-90.0 degree	es			m Trucks		.966							
	Right View:	90.0 degree	es		Heav	y Trucks	: 53	.982							
FHWA Noise Mode	I Calculations														
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten				
Autos:	70.20	-1.08		-0.62		-1.20		-4.69	0.	000	0.00				
Medium Trucks:	81.00	-9.84		-0.60		-1.20		-4.88	0.	000	0.00				
Heavy Trucks:	85.38	-8.39		-0.60		-1.20		-5.35	0.	000	0.00				
Unmitigated Noise			barrier	attenu	ation)			,		,					
	Leq Peak Hour			Leq Eve		Leq N			Ldn		NEL				
Autos:	67.3		66.6		64.0		62.		69.		69.				
Medium Trucks:	69.4		69.0		64.3		63.	-	71.	-	71.				
Heavy Trucks:	75.2		74.3		71.5		70.		77.		78.				
Vehicle Noise:	76.7		75.9		72.9		72.	0	79.	1	79.				
	a ta Naisa Can	tour (in feet	_												
Centerline Distance	e to Noise Con	(		70 "	D 4						-/D 4				
Centerline Distanc	e to Noise Con		Ldn:	70 dE	BA 239	65 a	IBA 514		50 dBA 1.107		dBA 2.385				

Tuesday, October 6, 2020

	FH\	WA-RD-7	77-108 I	HIGHW	AY N	OISE PF	REDICTI	ON N	IODEL			
	o: Existing + F e: Market St.	Project							e: Rubide r: 12722	oux Wareh	ouse Noi	
Road Segmen	t: n/o Rivera	St.										
	SPECIFIC IN	IPUT D	ATA							L INPUT	s	
Highway Data					5	ite Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	24,690	vehicles	3					Autos:	15		
Peak Hour	Percentage:	7.00%				Me	dium Tru	cks (	2 Axles).	15		
Peak H	our Volume:	1,728 v	ehicles			He	avy Truc	ks (3	+ Axles).	15		
Vel	nicle Speed:	45 n	nph		,	/ehicle I	Miv					
Near/Far Lar	ne Distance:	48 f	eet		-		cleType		Dav	Evening	Night	Daily
Site Data								utos:	71.3%		18.9%	
Par	rier Height:	0.0	feet			Me	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-Wa		0.0	ieet			F	leavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		59.0	feet		١.	O-	51			41		
Centerline Dist. t	o Observer:	59.0	feet		,	ioise so	urce Ele			eet)		
Barrier Distance t	o Observer:	0.0	feet				Autos		0.000			
Observer Height (	Above Pad):	5.0	feet				n Trucks		2.297	Crada As	livatmant	
Pa	d Elevation:	0.0	feet			neav	y Trucks	i:	8.004	Grade Ad	justinent.	0.0
Roa	d Elevation:	0.0	feet		L	ane Equ	uivalent	Dista	nce (in	feet)		
F	Road Grade:	0.0%					Autos	: 5	4.129			
	Left View:	-90.0	degrees	3		Mediur	n Trucks	: 5	3.966			
	Right View:	90.0	degrees	S		Heav	y Trucks	: 5	3.982			
FHWA Noise Mode	l Calculation	s										
VehicleType	REMEL	Traffic		Dista		Finite		Fre	snel	Barrier At		m Atten
Autos:	68.46		-0.67		-0.62		-1.20		-4.69		000	0.000
Medium Trucks:	79.45		-9.40		-0.60		-1.20		-4.88		000	0.000
Heavy Trucks:	84.25		-7.96		-0.60	)	-1.20		-5.35	0.	000	0.000
Unmitigated Noise			o and b	arrier a	atteni	uation)						
	Leq Peak Hοι		eq Day		eq Ev	ening	Leq I	_		Ldn		NEL
Autos:	66			5.3		62.7		_	0.7	68.		68.4
Medium Trucks:	68		-	7.9		63.2		-	2.4	69.	-	70.1
Heavy Trucks:	74			3.6		70.8			0.1	77.		77.4
Vehicle Noise:	75	5.9	7	5.1		72.0		7	1.2	78.	3	78.5
Centerline Distanc	e to Noise Co	ontour (i	in feet)									
					70 d		65 c			60 dBA		dBA
			_	.dn:		210			53	976		2,102
			CN	EL:		219		4	72	1,017	,	2,191

Tuesday, October 6, 2020

	FHW	A-RD-77-108	HIGHV	NAY 1	NOISE PI	REDICT	ION MO	DEL				
Road Nam	rio: Existing + Pr ne: Market St. nt: s/o SR-60 E	•					Name: I lumber:		oux Wareh	ouse N	loi	
SITE	SPECIFIC IN	PUT DATA				N	IOISE N	/IODE	L INPUT	5		
Highway Data					Site Con	ditions	(Hard =	10, S	oft = 15)			
Average Daily	Traffic (Adt):	33,145 vehicle	es					Autos.	15			
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2 A	(xles	15			
Peak H	lour Volume:	2,320 vehicles	3		He	avy Tru	cks (3+ A	xles).	15			
Ve	hicle Speed:	45 mph		-	Vehicle	Miv						
Near/Far La	ne Distance:	65 feet		ŀ		icleType		Dav	Evening	Nigh		Daily
Site Data								71.39		_	_	5.82%
Pa Pa	rrier Height:	0.0 feet			М	edium T	rucks:	77.39	6.5%	16.2	% 1	0.10%
Barrier Type (0-W	•	0.0			- 1	Heavy T	rucks:	68.29	6 9.0%	22.8	% 1	4.08%
Centerline Di		50.0 feet		-	Noise So	F		- /:- 4				
Centerline Dist.	to Observer:	50.0 feet		L.	Noise S			<u> </u>	eet)			
Barrier Distance	to Observer:	0.0 feet				Auto		000				
Observer Height	(Above Pad):	5.0 feet				m Truck		297	0		-4. 0	
P	ad Elevation:	0.0 feet			Heav	y Truck	s: 8.	004	Grade Adj	ustme	nt: U	.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distand	e (in	feet)			
	Road Grade:	0.0%				Auto	s: 38.	324				
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 38.	093				
	Right View:	90.0 degree	es		Heav	y Truck	s: 38.	115				
FHWA Noise Mod	el Calculations											
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresn	el	Barrier Att	en E	erm .	Atten
Autos:	68.46	0.62		1.6	3	-1.20		-4.65	0.0	000		0.000
Medium Trucks:	79.45	-8.14		1.6	7	-1.20		-4.87	0.0	000		0.000
Heavy Trucks:	84.25	-6.69		1.6	6	-1.20		-5.43	0.0	000		0.000
<b>Unmitigated Noise</b>	e Levels (witho	ut Topo and	barrier	atten	uation)							
VehicleType	Leq Peak Hour	Leq Day		Leq E	vening	Leq	Night		Ldn		CNE	L
Autos:		-	68.8		66.2		64.3		71.6			71.9
Medium Trucks:		3	71.4		66.7		65.9	)	73.4	1		73.7
Heavy Trucks:	78.0	)	77.1		74.4		73.6	;	80.6	ì		80.9
Vehicle Noise:	79.4	4	78.6		75.6		74.7	•	81.8	3		82.1
Centerline Distant	ce to Noise Coi	ntour (in feet,										
	-			70	dBA	65	dBA		60 dBA		55 dE	3 <i>A</i>
			Ldn:		306		660		1,422			3,064
		CI	VEL:		319		688		1,483			3,194

	FH	WA-RD-77-108	HIGH	YAW	NOISE PI	REDICTI	ON M	ODEL			
Road Na	rio: Existing + me: Riverside / ent: n/o Agua N	Av.						Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC II	NPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	/ Traffic (Adt):	27,938 vehicl	es					Autos:			
Peak Hou	r Percentage:	7.00%				edium Tru					
Peak	Hour Volume:	1,956 vehicle	s		He	eavy Truc	ks (3+	Axles):	15		
V	ehicle Speed:	55 mph		ŀ	Vehicle	Mix					
Near/Far L	ane Distance:	48 feet		ŀ		icleType	T	Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.78%
R	arrier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.12%
Barrier Type (0-1		0.0			1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.11%
	ist. to Barrier:	52.0 feet			M-1 0	F1-	4!-	/	41		
Centerline Dist	to Observer:	52.0 feet		ľ	Noise S	ource Ele			eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		2.000			
Observer Height	(Above Pad):	5.0 feet				m Trucks			0	···	
	Pad Elevation:	0.0 feet			Heav	vy Trucks	c -	3.004	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		-	Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%		Ī		Autos	: 4	6.400			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 4	6.209			
	Right View:	90.0 degre	es		Heav	vy Trucks	: 4	6.228			
FHWA Noise Mod	del Calculation	ıs									
VehicleType	REMEL	Traffic Flow		tance		Road	Fre:		Barrier Att		rm Atten
Autos				0.3		-1.20		-4.66		000	0.000
Medium Trucks				0.4		-1.20		-4.87		000	0.000
Heavy Trucks	: 86.40	-8.30		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois										_	
VehicleType	Leq Peak Ho			Leq E	vening	Leq I	_		Ldn		NEL
Autos		0.0	69.3		66.7			.7	72.		72.4
Medium Trucks		1.9	71.5		66.8			.0	73.	-	73.8
Heavy Trucks Vehicle Noise		7.3 9.0	76.4 78.2		73.6 75.1			.9	79.9 81.3	-	80.2 81.6
Centerline Distar			1							-	
Jones mie Distui		ontour (m reet		70	dBA	65 0	IBA		60 dBA	55	dBA
			Ldn:		296		63	9	1,376	,	2,965
		С							1.435		3,091

Scenar	io: Existing + P	roject				Project	Name:	Rubido	oux Wareh	ouse Noi	
	e: Agua Mansa							12722			
Road Segme	nt: n/o Market S	St.									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hara				
Average Daily	. ,	18,071 vehicle	es					Autos:			
	Percentage:	7.00%				edium Tr		,			
		1,265 vehicle	S		He	eavy Tru	cks (3+	Axles):	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		l	Veh	icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.859
Bai	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.09
Barrier Type (0-W	/all, 1-Berm):	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.07
Centerline Di		50.0 feet			Noise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.		50.0 feet		ı		Auto	s: C	0.000			
Barrier Distance		0.0 feet			Mediu	m Truck	s: 2	.297			
Observer Height (	,	5.0 feet			Hea	vy Truck	s: 8	3.004	Grade Ad	justment	0.0
	ad Elevation:	0.0 feet				•					
	ad Elevation:	0.0 feet		1	Lane Eq	uivalen			feet)		
	Road Grade:	0.0%				Auto		3.915			
	Left View:	-90.0 degree				m Truck		5.726			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 46	5.744			
FHWA Noise Mode					1					- 1 -	
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	-2.02		0.3		-1.20		-4.65		000	0.00
Medium Trucks:	79.45	-10.78		0.3		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-9.34		0.3		-1.20		-5.43	0.0	000	0.00
Unmitigated Noise VehicleType	Leg Peak Hou				vening	Lea	Night		Ldn	C	NEL
Autos:	65		64.8	204 L	62.3		60	.3	67.6		67
Medium Trucks:	67.	-	67.4		62.7		61		69.	-	69
Heavy Trucks:	74.	1	73.1		70.4		69	.6	76.0	3	76
Vehicle Noise:	75.		74.7		71.6		70		77.8		78
Centerline Distand	ce to Noise Co	ntour (in feet,	)								
			L	70 (	dBA	65	dBA		60 dBA		dBA
			Ldn:		167		35	9	773		1,66
		_	NEL:		174		37		806		1.73

Tuesday, October 6, 2020

., , ,					DEL	OM MO	REDICTIO	OISE PF	HWAY	HIGH	A-RD-77-108	FHW.	FI	
		e Noi	hous								•	٩v.	e: Slover Av	Road Nam
Average Daily Traffic (Adt): 15.171 vehicles   Peak Hour Poterentage: 7.00%   Medium Trucks (2 Axles): 15   Section   Peak Hour Volume: 1,062 vehicles   Vehicle Speed: 50 mph   Near/Far Lane Distance: 48 feet   Vehicle Type   Day   Evening   Night   Near/Far Lane Distance: 48 feet   Vehicle Type   Day   Evening   Night   Near/Far Lane Distance: 48 feet   Vehicle Type   Day   Evening   Night   Near/Far Lane Distance: 48 feet   Vehicle Type   Day   Evening   Night   Near/Far Lane Distance: 48 feet   Vehicle Type   Day   Evening   Night   Near/Far Lane Distance: 48 feet   Vehicle Type   Day   Evening   Night   Near/Far Lane Distance: 48 feet   Near/Far Lane Distance: 68.2%   9.0%   16.2%   Near/Far Lane Distance   Night   Night   Near/Far Lane Distance   No Server: 52.0 feet   Heavy Trucks: 0.000   Near Heavy Trucks: 0.000   Near Heavy Trucks: 0.000   Near Heavy Trucks: 0.000   Near Heavy Trucks: 46.209   Near Hea			TS								UT DATA	INF	SPECIFIC	
Peak Hour Percentage: 7.00%   Medium Trucks (2 Axles): 15				oft = 15)	10, S	lard =	ditions (H	ite Con						Highway Data
Peak Hour Volume:										es	- 7	,	. ,	
Vehicle Speed:   55 mph   Near/Far Lane Distance:   48 feet     Vehicle Mix   Vehicle Type   Day   Evening   Night   I   Night   Night   I   Night														
Near/Far Lane Distance:				15	Axles):	is (3+ A	avy Truck	He		s	,			
Site Data							/lix	'ehicle l	l					
Barrier Height:   0.0   feet	Daily	ght L	Ni	Evening	Day		cleType	Vehi			48 feet	e:	ne Distance:	Near/Far La
Barrier Type (0-Wall, 1-Berm): 0.0   Heavy Trucks: 68.2% 9.0% 22.8% 1	75.86%	8.9% 7	1	9.8%	71.3%	itos:	Au							Site Data
Centerline Dist. to Barrier.   52.0 feet   Sc.0 feet	0.08%	8.2% 1	1	6.5%	77.3%	cks:	edium Truc	Me			0.0 feet	t:	rrier Height:	Ba
Noise Source Elevations (in Teet)	4.06%	2.8% 1	2	9.0%	68.2%	cks:	leavy Tru	F			0.0	):	'all, 1-Berm):	Barrier Type (0-W
Autos: 0.000				eet)	s (in f	vations	urce Elev	loise So	ŀ		52.0 feet	er:	st. to Barrier:	Centerline Di
Medium Trucks: 2.297   Medium Trucks: 8.004   Grade Adjustment: 0				,					İ		52.0 feet	r:	to Observer:	Centerline Dist.
Diserver Height (Above Pad):								Mediur			0.0 feet	er:	to Observer:	Barrier Distance
Pad Elevation:   0.0 feet	0.0	ment: 0	djusti	Grade Ad			v Trucks:	Heav				,	,	
Road Grade: 0.0%			_											
Left View:				reet)				ane Equ	-					
VehicleType         REMEL         Traffic Flow         Distance         Finite Road         Fresnel         Barrier Atten         Berm.           Autos:         70.20         -3.23         0.38         -1.20         -4.66         0.000           Medium Trucks:         81.00         -12.00         0.41         -1.20         -4.87         0.000           Heavy Trucks:         85.38         -10.55         0.41         -1.20         -5.41         0.000           Unmitigated Noise Levels (without Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Loh         CNE           Autos:         66.2         65.4         62.8         60.9         68.2           Medium Trucks:         68.2         67.8         63.1         62.3         69.9					228	46.2	y Trucks:	neav		es	90.0 degre	v:	Right View:	
Autos: 70.20														HWA Noise Mod
Medium Trucks: 81.00		Berm .												
Heavy Trucks: 85.38	0.000													
Unmitigated Noise Levels (without Topo and barrier attenuation)           VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNE           Autos:         66.2         65.4         62.8         60.9         68.2           Medium Trucks:         68.2         67.8         63.1         62.3         69.9	0.000													
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNE           Autos:         66.2         65.4         62.8         60.9         68.2           Medium Trucks:         68.2         67.8         63.1         62.3         69.9	0.00		.000	0.	-5.41		-1.20							
Autos: 66.2 65.4 62.8 60.9 68.2 Medium Trucks: 68.2 67.8 63.1 62.3 69.9	-,	CNE		I do		lindat	I on Ni							
Medium Trucks: 68.2 67.8 63.1 62.3 69.9	68.	CIVE	2		1	•	Leq IVI		Ley E					
	70.													
70.1 70.1 10.0 10.1	76.9													
Vehicle Noise: 75.6 74.8 71.7 70.8 77.9	78.2													
Centerline Distance to Noise Contour (in feet)										t)	tour (in feet	Con	e to Noise (	Centerline Distanc
	3 <i>A</i>	55 dB				BA	65 dE	BA	70					
Ldn: 176 379 817	1,761													
CNEL: 184 396 852	1,836		2	852		396		184		NEL:	С			

Tuesday, October 6, 2020

Fi	lWA	-RD-77-108	HIGH	IWAY N	OISE PI	REDICT	ION MC	DEL			
Scenario: Existing + Road Name: Slover Av Road Segment: e/o Cedar	. ′						Name: umber:		oux Wareh	ouse No	i
SITE SPECIFIC I	NPL	JT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily Traffic (Adt):	11	,480 vehicle	s					Autos:			
Peak Hour Percentage:	7	.00%				dium Tr	,				
Peak Hour Volume:		804 vehicles			He	avy Tru	cks (3+ .	4xles):	15		
Vehicle Speed:		50 mph		1	/ehicle l	Mix					
Near/Far Lane Distance:		48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.85%
Barrier Height:		0.0 feet			M	edium T	rucks:	77.3%	6.5%	16.2%	10.09%
Barrier Type (0-Wall, 1-Berm):		0.0			F	Heavy T	rucks:	68.2%	9.0%	22.8%	14.07%
Centerline Dist. to Barrier:		52.0 feet			loise So	urco E	ovation	c (in f	not)		
Centerline Dist. to Observer:		52.0 feet		<u> </u>	voise sc	Auto		000	eei)		
Barrier Distance to Observer:		0.0 feet			A decedior	Auto m Truck		000 297			
Observer Height (Above Pad):		5.0 feet				n Truck vy Truck		297 004	Grade Ad	iuctmont	
Pad Elevation:		0.0 feet			пеач	ry Truck	s. o.	004	Grade Au	Justinent	. 0.0
Road Elevation:		0.0 feet		L	ane Eq	uivalen	Distan	ce (in	feet)		
Road Grade:	(	0.0%				Auto	s: 46	400			
Left View:	-	90.0 degree	s		Mediu	m Truck	s: 46	209			
Right View:		90.0 degree	s		Heav	y Truck	s: 46	228			
FHWA Noise Model Calculatio	ns										
VehicleType REMEL	Tı	raffic Flow	Dis	tance	Finite	Road	Fresi		Barrier Att	en Bei	rm Atten
Autos: 70.2		-4.45		0.38		-1.20		-4.66		000	0.00
Medium Trucks: 81.0	-	-13.21		0.41		-1.20		-4.87		000	0.000
Heavy Trucks: 85.3	В	-11.76		0.41	l	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise Levels (wit		t Topo and L	arrie	er atteni	uation)						
		Leg Day		Leg Ev	_	_	Night		Ldn		NEL
VehicleType Leq Peak Ho	_						59.	7	67.0	1	67.3
Autos: 6	4.9		34.2		61.6					-	
Autos: 6 Medium Trucks: 6	4.9 7.0		6.6		61.9		61.	1	68.7	7	68.
Autos: 6 Medium Trucks: 6 Heavy Trucks: 7	4.9 7.0 2.8	6	66.6		61.9 69.2		61. 68.	1	68.1 75.4	7	68. 75.
Autos: 6 Medium Trucks: 6 Heavy Trucks: 7 Vehicle Noise: 7	4.9 7.0 2.8 4.4	7	6.6		61.9		61.	1	68.7	7	68.9 75.1
Autos: 6 Medium Trucks: 6 Heavy Trucks: 7	4.9 7.0 2.8 4.4	7	66.6	70 a	61.9 69.2 70.5		61. 68.	1 4 6	68.1 75.4	7	68.9 75.7 77.0
Autos: 6 Medium Trucks: 6 Heavy Trucks: 7 Vehicle Noise: 7	4.9 7.0 2.8 4.4	our (in feet)	66.6	70 a	61.9 69.2 70.5		61. 68. 69.	1 4 6	68.7 75.4 76.7	7 4 7 55	68.9 75.1 77.0

Tuesday,	October	6.	2020

Scenar	io: Existing + P	roject				Project	Name:	Rubid	oux Wareh	ouse 1	Voi
	ie: Santa Ana A						lumber:			ouse i	101
	nt: w/o Cedar A					0007					
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	8,694 vehicle	es					Autos	: 15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak H	lour Volume:	609 vehicles	s		He	avy Tru	cks (3+	Axles)	: 15		
Ve	hicle Speed:	40 mph		1	Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		F.		icleType	,	Day	Evening	Nigh	t Daily
Site Data							Autos:	71.39	6 9.8%	18.9	75.889
Rai	rrier Heiaht:	0.0 feet			М	edium T	rucks:	77.39	6.5%	16.2	2% 10.079
Barrier Type (0-W		0.0			- 1	Heavy T	rucks:	68.29	6 9.0%	22.8	3% 14.059
Centerline Dis	st. to Barrier:	44.0 feet		,	Voise So	ource F	lovatio	ne (in f	oot)		
Centerline Dist.	to Observer:	44.0 feet		ľ	10/36 00	Auto		0.000	ccij		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height (	Above Pad):	5.0 feet				vv Truck		.004	Grade Ad	liustme	ent: 0.0
Pa	ad Elevation:	0.0 feet		L		,				juoum	J. 11. 0.0
Ros	ad Elevation:	0.0 feet		I	Lane Eq	uivalen	t Distar	ıce (in	feet)		
	Road Grade:	0.0%				Auto		0.460			
	Left View:	-90.0 degree	es			m Truck		).241			
	Right View:	90.0 degree	es		Heav	vy Truck	s: 40	).262			
FHWA Noise Mode	el Calculations	1									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en E	Berm Atten
Autos:	66.51	-4.68		1.28	-	-1.20		-4.61		000	0.00
Medium Trucks:	77.72	-13.45		1.3		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-12.01		1.3	1	-1.20		-5.50	0.0	000	0.00
Unmitigated Noise	e Levels (witho	ut Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou			Leq Ev			Night		Ldn		CNEL
Autos:	61.		61.2		58.6		56		64.		64.
Medium Trucks:	64.	•	64.0		59.3		58		66.		66.
Heavy Trucks:	71.		70.2		67.4		66		73.	_	74.
Vehicle Noise:	72.	3	71.5		68.5		67	.7	74.	В	75.
Centerline Distanc	ce to Noise Co	ntour (in feet,	)								
			l	70 c		65	dBA		60 dBA		55 dBA
			Ldn:		91		19		424		913
		CI	NEL:		95		20	ວ	442		952

Scenar	io: Existing + P	roject				Projec	t Name:	Rubido	oux Wareh	ouse No	
Road Nan	ne: Santa Ana	Ave.				Job I	Number:	12722			
Road Segme	nt: e/o Cedar A	ve.									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	6,330 vehicle	es					Autos:			
Peak Hour	Percentage:	7.00%			Me	dium Ti	rucks (2	Axles):	15		
Peak F	lour Volume:	443 vehicle	s		He	avy Tru	icks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		-	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		T I	Veh	icleTyp	e	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.84%
Ra	rrier Heiaht:	0.0 feet			М	edium 1	rucks:	77.3%	6.5%	16.2%	10.09%
Barrier Type (0-W		0.0				Heavy 1	rucks:	68.2%	9.0%	22.8%	14.07%
Centerline Di		44.0 feet		-	Noise S	a E	lovetio	an (in f	no.et)		
Centerline Dist.	to Observer:	44.0 feet		H	NOISE S	Auto		.000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		.297			
Observer Height	(Above Pad):	5.0 feet				n muci vy Truck		.004	Grade Ad	iustmant	
P	ad Elevation:	0.0 feet			i ica	ry IIucr	13. 0	.004	Orace Au	Justinoni	. 0.0
Ro	ad Elevation:	0.0 feet		_	Lane Eq	uivalen	t Distar	ice (in	feet)		
	Road Grade:	0.0%				Auto		.460			
	Left View:	-90.0 degre	es			m Truck		1.241			
	Right View:	90.0 degre	es		Hea	y Truck	(s: 40	).262			
FHWA Noise Mod	el Calculations	;									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	nel	Barrier Att	en Bei	m Atten
Autos:	66.51	-6.06		1.2	18	-1.20		-4.61	0.0	000	0.000
Medium Trucks:	77.72	-14.82		1.3	11	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-13.38		1.3	11	-1.20		-5.50	0.0	000	0.000
Unmitigated Noise			barr	ier atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:		-	59.8		57.2		55	-	62.0	-	62.9
Medium Trucks:		-	62.6		57.9		57.		64.7		64.9
Heavy Trucks:		-	68.8		66.1		65	-	72.		72.6
Vehicle Noise:	71	.0	70.2		67.1		66	.3	73.4	4	73.7
Centerline Distant	ce to Noise Co	ntour (in feet	)			r		1			
				70	dBA	I 65	dBA	1 6	30 dBA	55	dBA

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGI	HWAY	NOISE PF	REDICTION	ON M	ODEL			
Road Nam	io: Existing + F e: Jurupa Ave nt: w/o Cedar	).						: Rubido : 12722	oux Wareh	ouse No	
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	5,740 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	2 Axles):	15		
Peak H	lour Volume:	402 vehicle	s		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	40 mph			Vehicle I	Aire					
Near/Far La	ne Distance:	48 feet				cleType	- 1	Dav	Evening	Night	Daily
Site Data					Veni		utos:	71.3%			75.85%
					14	edium Tri		77.3%			10.09%
	rrier Height:	0.0 feet				leavy Tri		68.2%			14.07%
Barrier Type (0-W		0.0				icavy iii	ucns.	00.27	3.070	22.070	14.07 /
Centerline Di		52.0 feet			Noise So	urce Ele	evatio	ns (in f	eet)		
Centerline Dist.		52.0 feet				Autos	d I	0.000			
Barrier Distance		0.0 feet			Mediur	n Trucks	: :	2.297			
Observer Height (	,	5.0 feet			Heav	y Trucks		8.004	Grade Ad	ljustment	: 0.0
	ad Elevation: ad Elevation:	0.0 feet 0.0 feet			Lane Equ	iivalent	Dieta	nco (in	foot)		
	Road Grade:	0.0 reet			Lane Lye	Autos		6.400	icci)		
,	Left View:	-90.0 deare			Modius	n Trucks		6.209			
						y Trucks		6.209			
	Right View:	90.0 degre	es		ricav	y IIucks	. 4	0.220			
HWA Noise Mode											
VehicleType	REMEL	Traffic Flow		stance	Finite		Fre	snel	Barrier At		m Atten
Autos:	66.51	-6.49		0.3		-1.20		-4.66		000	0.000
Medium Trucks:	77.72			0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-13.80		0.4	11	-1.20		-5.41	0.	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leq N	_		Ldn		NEL
Autos:	59		58.5		55.9		-	1.0	61.	-	61.6
Medium Trucks:	61		61.3		56.6		-	5.8	63.	-	63.6
Heavy Trucks:	68		67.5		64.7			1.0	71.		71.3
Vehicle Noise:	69	).6	68.8		65.8		65	5.0	72.	1	72.3
Centerline Distanc	e to Noise Co	ontour (in fee	t)								
			L	70	dBA	65 a			60 dBA		dBA
			Ldn:		71		15		331		713
		С	NEL:		74		16	60	345	5	743

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	1 YAWI	NOISE PE	REDICTI	ON MOI	DEL			
Road Nam	io: Existing + I e: Jurupa Ave nt: e/o Cedar i	).					Name: I umber:		oux Wareh	ouse N	oi
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions					
Average Daily		6,033 vehicl	es					Autos:			
Peak Hour	Percentage:	7.00%				dium Tru					
Peak H	our Volume:	422 vehicle	s		He	avy Truc	ks (3+ A	(xles	15		
Ve	hicle Speed:	40 mph		H	Vehicle I	Mix					
Near/Far La	ne Distance:	48 feet				icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.99	6 75.94%
Rai	rier Heiaht:	0.0 feet			Me	edium Tr	ucks:	77.3%	6.5%	16.29	6 10.05%
Barrier Type (0-W		0.0			F	leavy Tr	ucks:	68.2%	9.0%	22.89	6 14.01%
Centerline Dis		52.0 feet		-	Noise Sc	urce El	ovation	: (in fa	not)		
Centerline Dist.	to Observer:	52.0 feet		H.	110/36 00	Autos		000	,		
Barrier Distance	to Observer:	0.0 feet			Madiu	n Trucks		97			
Observer Height (	Above Pad):	5.0 feet				y Trucks		004	Grade Ad	liustmar	ot: 0.0
Pa	ad Elevation:	0.0 feet			пеач	y Trucks	s. 0.t	JU4	Grade Au	jusunei	п. 0.0
Roa	ad Elevation:	0.0 feet		L	Lane Eq	uivalent	Distanc	e (in i	feet)		
I	Road Grade:	0.0%				Autos	3: 46.4	400			
	Left View:	-90.0 degre	es		Mediui	n Trucks	3: 46.2	209			
	Right View:	90.0 degre	es		Heav	y Trucks	3: 46.2	228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresn	el	Barrier Att	en Be	erm Atten
Autos:	66.51	-6.27		0.3	8	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72	-15.05		0.4	1	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-13.60		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq i	Night		Ldn	(	CNEL
Autos:		9.4	58.7		56.1		54.2		61.5		61.8
Medium Trucks:		1.9	61.5		56.8		56.0	)	63.5	5	63.8
Heavy Trucks:	68		67.7		64.9		64.2		71.2		71.5
Vehicle Noise:	69	9.8	69.1		66.0		65.2		72.3	3	72.5
Centerline Distance	e to Noise Co	ontour (in feet	)								
			L	70	dBA	65 (	dBA	6	60 dBA		5 dBA
			Ldn:		74		159		342		736
		С	NEL:		77		165		356		767

		VA-RD-77-10									
	io: Existing + F	Project							oux Wareh	ouse No	
Road Nam						Job N	lumber.	12722			
Road Segmen	nt: w/o Cedar	ave.									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Cor	nditions	(Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	6,804 vehic	les					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	476 vehicle	es		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		-	Vehicle	Mix					
Near/Far La	ne Distance:	24 feet		F		icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.83%
Rai	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.09%
Barrier Type (0-W		0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.08%
Centerline Dis	st. to Barrier:	25.0 feet		-	Noise S	ourco E	lovatio	ne (in f	not)		
Centerline Dist.	to Observer:	25.0 feet		H	Noise 3	Auto		0.000	eet)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		3.004	Grade Ad	iietmant	. 0 0
Pa	ad Elevation:	0.0 feet								asancin	. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
ı	Road Grade:	0.0%				Auto	s: 2	2.494			
	Left View:	-90.0 degre	es			m Truck		2.098			
	Right View:	90.0 degre	ees		Hea	vy Truck	s: 2	2.136			
FHWA Noise Mode	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	68.46	-6.26		5.1		-1.20		-4.41	0.0		0.000
Medium Trucks:		-15.02	-	5.2	_	-1.20		-4.85		000	0.000
Heavy Trucks:	84.25	-13.57	,	5.2	.0	-1.20		-5.94	0.0	000	0.000
Unmitigated Noise	•		_								
VehicleType	Leq Peak Hou		,	Leq E	vening		Night		Ldn		VEL
Autos:	66		65.4		62.8		60		68.2		68.
Medium Trucks:	68		68.1		63.4		62		70.1		70.3
Heavy Trucks: Vehicle Noise:	74 76		73.8		71.0		70		77.3 78.5		77.5 78.7
Centerline Distance									. 0.0		
Centernine Distant	e to Noise Co	nitour (in fee	4	70	dBA	65	dBA	-	60 dBA	55	dBA
			Ldn:		92		19	18	426		917

Scenari	o: Existing + Pr	oiect				Proiect	Name:	Rubido	ux Wareh	ouse No	i
	e: Market St.	,					umber:				
Road Segmen	t: e/o Rubidoux	BI.									
SITE S	SPECIFIC INF	UT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	: 10, Sc	ft = 15)		
Average Daily	Traffic (Adt): 2	7,327 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tru	icks (2	Axles):	15		
Peak He	our Volume: 1	,913 vehicles	3		He	eavy Truc	ks (3+.	Axles):	15		
Vel	nicle Speed:	45 mph		F	Vehicle	Miv					
Near/Far Lar	ne Distance:	48 feet		ŀ		icleType		Dav	Evening	Night	Dailv
Site Data							lutos:	71.3%	-		75.59%
	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%		10.209
Barrier Type (0-Wa	•	0.0 1001				Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.219
Centerline Dis		59.0 feet		-							
Centerline Dist. t		59.0 feet		L	Noise S	ource El		- ,	eet)		
Barrier Distance I		0.0 feet				Autos		.000			
Observer Height (	Above Pad):	5.0 feet				m Trucks	-	.297			
Pa	d Elevation:	0.0 feet			Hea	vy Trucks	s: 8.	.004	Grade Ad	justment	. 0.0
Roa	d Elevation:	0.0 feet			Lane Eq	uivalent	Distan	ce (in i	feet)		
F	Road Grade:	0.0%				Autos	5: 54	.129			
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 53	.966			
	Right View:	90.0 degree	es		Hea	vy Trucks	s: 53	.982			
FHWA Noise Mode	I Calculations										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Att	en Bei	m Atten
Autos:	68.46	-0.24		-0.6	_	-1.20		-4.69		000	0.00
Medium Trucks:	79.45	-8.94		-0.6	-	-1.20		-4.88		000	0.00
Heavy Trucks:	84.25	-7.49		-0.6	0	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise											
	Leq Peak Hour			Leq E	vening		Night		Ldn		NEL
Autos: Medium Trucks:	66.4 68.7		65.7 68.3		63.1 63.6		61. 62.	_	68.		68. 70.
			68.3 74.0					-	70.4		
Heavy Trucks: Vehicle Noise:	75.0 76.3		74.0 75.6		71.3 72.5		70. 71.		77.0 78.1		77. 79.
Centerline Distanc	e to Noise Con	tour (in feet	)								
contornine Distant	0.10.110130 0011	itour (in reet)	1	70	dBA	65 (	dBA	6	0 dBA	55	dBA
			Ldn:		226		486	6	1,048		2,257

Tuesday, October 6, 2020

Autos: 71.3% 9.8% 15.9% 75.51		FHV	VA-RD-77-108	HIGH	1 YAWH	NOISE P	REDICT	ION MO	DEL			
Autos: 15   Autos: 16   Auto	Road Nan	ne: Agua Mans	a Ŕd.								ouse	Noi
Average Daily Traffic (Adt): 13,494 vehicles   Peak Hour Percentage: 7,00%   Medium Trucks (2 Axles): 15	SITE	SPECIFIC IN	PUT DATA				N	IOISE I	MODE	L INPUTS	3	
Peak Hour Percentage: 7.00%   Peak Hour Volume: 945 vehicles Speed: 45 mph   Near/Far Lane Distance: 48 feet   Vehicle Type   Day   Evening   Night   Daily   Vehicle Type   Day   Evening   Night   Daily   Night   Daily   Vehicle Type   Day   Evening   Night   Daily   Night	Highway Data					Site Con	nditions	(Hard =	10, S	oft = 15)		
Near/Far Lane Distance:	Peak Hour	Percentage:	7.00%					ucks (2	Axles)	: 15		
Near/Far Lane   Distance:   48   feet     VehicleType   Day   Evening   Night   Daily   Autos: 71.3%   9.8%   19.9%   75.0   10.7%   10.2%	Ve	hicle Speed:	45 mph		t	Vehicle	Mix					
Autos: 71.3% 9.8% 18.9% 75.81	Near/Far La	ne Distance:	48 feet		-				Dav	Evenina	Niah	nt Daily
Heavy Trucks: 68.2% 9.0% 22.8% 14.09	Site Data								71.39		_	
Barrier Type (0-Wall, 1-Berm): 0.0   Heavy Trucks: 68.2% 9.0% 22.8% 14.09	Ва	rrier Heiaht:	0.0 feet			М	edium Ti	rucks:	77.39	6.5%	16.	2% 10.10%
Noise Model Calculations   Vehicle Type   REMEL   Traffic Flow   Distance   Trucks:   1.20		•				-	Heavy T	rucks:	68.29	6 9.0%	22.	8% 14.09%
Autos: 0.000   Barrier Attent   Barrie	Centerline Di	st. to Barrier:			i.	Noise S	ource El	evation	s (in f	eet)		
Barrier Distance to Observer: 0.0 feet   Distance   D	Centerline Dist.	to Observer:	52.0 feet		Ė					,		
Diserver Height (Above Pad):   5.0 feet   Pad Elevation: 0.0 feet   Cancel Companies	Barrier Distance	to Observer:	0.0 feet			Mediu						
Pad Elevation: 0.0 feet   Cane Equivalent Distance (in feet)   Cane Equivalent Distance (in feet)	Observer Height	(Above Pad):	5.0 feet							Grade Adi	ustm	ent: 0 0
Road Grade: 0.0%	P	ad Elevation:	0.0 feet				,					
Right View: 90.0 degrees	Ro	ad Elevation:	0.0 feet		_	Lane Eq	uivalent	Distan	ce (in	feet)		
Filiph View: 90.0 degrees   Heavy Trucks: 46.228		Road Grade:	0.0%				Auto.	s: 46.	400			
		Left View:	-90.0 degree	es		Mediu	m Truck	s: 46.	209			
VehicleType		Right View:	90.0 degree	es		Hear	vy Truck	s: 46.	228			
Autos: 68.46   -3.29   0.38   -1.20   -4.66   0.000   0.00   Medium Trucks: 79.45   -12.04   0.41   -1.20   -4.87   0.000   0.00   Medium Trucks: 84.25   -10.60   0.41   -1.20   -5.41   0.000   0.00   Medium Trucks: 84.25   -10.60   0.41   -1.20   -5.41   0.000   0.00   Medium Trucks: 84.45   -10.60   0.41   -1.20   -5.41   0.000   0.00   Medium Trucks: 84.4   63.6   61.1   59.1   66.4   66.6   Medium Trucks: 66.6   66.3   61.5   60.7   68.3   68   Medium Trucks: 72.9   72.0   69.2   68.5   75.5   75   Medium Trucks: 74.3   73.5   70.4   69.5   76.7   76   Medium Trucks: 74.3   73.5   70.4   69.5   76.7   76   Medium Trucks: 74.3   75.6   75.6   75   75   75   75   75   75   75   7	FHWA Noise Mod	el Calculation:	s		1							
Medium Trucks: 79.45	VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresi	nel	Barrier Atte	en l	Berm Atten
Heavy Trucks: 84.25	Autos:	68.46	-3.29		0.3	8	-1.20		-4.66	0.0	00	0.000
Unmitigated Noise Levels (without Topo and barrier attenuation)   VehicleType   Leq Peak Hour   Leq Day   Leq Evening   Leq Night   Ldn   CNEL	Medium Trucks:	79.45	-12.04		0.4	1	-1.20		-4.87	0.0	00	0.000
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         64.4         63.6         61.1         59.1         66.4         66.8           Medium Trucks:         66.6         66.3         61.5         60.7         68.3         68           Heavy Trucks:         72.9         72.0         69.2         68.5         75.5         75           Vehicle Noise:         74.3         73.5         70.4         69.5         76.7         76           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA           Ldn:         144         311         670         1,44	Heavy Trucks:	84.25	-10.60		0.4	1	-1.20		-5.41	0.0	00	0.000
Autos:         64.4         63.6         61.1         59.1         66.4         66           Medium Trucks:         66.6         66.3         61.5         60.7         68.3         68           Heavy Trucks:         72.9         72.0         69.2         68.5         75.5         75           Vehicle Noise:         74.3         73.5         70.4         69.5         76.7         76           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA           Ldn:         144         311         670         1,44												
Medium Trucks:         66.6         66.3         61.5         60.7         68.3         68           Heavy Trucks:         72.9         72.0         69.2         68.5         75.5         75           Vehicle Noise:         74.3         73.5         70.4         69.5         76.7         76           Centerline Distance to Noise Contour (in feet)         70 dBA         65 dBA         60 dBA         55 dBA           Ldn:         144         311         670         1,44					Leq E			_				
Heavy Trucks:   72.9   72.0   69.2   68.5   75.5   75     Vehicle Noise:   74.3   73.5   70.4   69.5   76.7   76     Centerline Distance to Noise Contour (in feet)												66.7
Vehicle Noise:         74.3         73.5         70.4         69.5         76.7         76           Centerline Distance to Noise Contour (in feet)           70 dBA         65 dBA         60 dBA         55 dBA           Ldn:         144         311         670         1,44												68.5
Centerline Distance to Noise Contour (in feet)           70 dBA         65 dBA         60 dBA         55 dBA           Ldn:         144         311         670         1,44		· -										75.7 76.9
70 dBA 65 dBA 60 dBA 55 dBA Ldn: 144 311 670 1,44						, 5.4		55.	-	. 0.7		. 0.0
	Centernine Distant	re to Moise Co	mour (in reet,	, 	70	dBA	65	dBA		60 dBA		55 dBA
				Ldn:		144		311	-	670		1,443
CNEL: 150 324 698 1,50			C	NEL:		150		324		698		1,505

Tuesday, October 6, 2020 Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	WAY I	NOISE P	REDICT	ION MC	DEL			
	rio: EA					.,			oux Wareh	ouse No	oi
	ne: Cedar Ave.					Job N	lumber:	12722			
Road Segme	nt: n/o I-10 WI	3 Ramps									
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	54,874 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	3,841 vehicle	:S		He	eavy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		F	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		ŀ		icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.99	6 75.75%
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.29	6 10.13%
Barrier Type (0-V	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 14.13%
	ist. to Barrier:	52.0 feet			Noise S	ourco E	lovation	c (in f	not)		
Centerline Dist.	to Observer:	52.0 feet			NOISE 3	Auto		.000	eei)		
Barrier Distance	to Observer:	0.0 feet				m Truck		.000			
Observer Height	(Above Pad):	5.0 feet						.004	Grade Ad	li ratman	t: 0.0
P	ad Elevation:	0.0 feet			неа	vy Truck	S: 8	.004	Grade Ad	justriieri	i. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 46	.228			
FHWA Noise Mod	el Calculation	s		1							
VehicleType	REMEL	Traffic Flow		stance		Road	Fres	_	Barrier Att		rm Atten
Autos:		3.31		0.3	-	-1.20		-4.66		000	0.000
Medium Trucks:				0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-3.98		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atter	uation)						
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		CNEL
Autos:			68.3		65.7		63.		71.		71.4
Medium Trucks:			71.1		66.4		65.	-	73.:		73.4
Heavy Trucks:		1.2	77.3		74.6		73.		80.		81.1
Vehicle Noise:	79	).5	78.7		75.6		74.	8	81.	9	82.1
Centerline Distan	ce to Noise Co	ontour (in fee	)								
			L	70	dBA	65	dBA		60 dBA		5 dBA
			Ldn:		322		694	-	1,495		3,221
		С	NEL:		336		723	3	1,558	3	3,357

	FH	WA-RD-77-108	HIG	HWAY	NOISE P	REDICTI	ON M	ODEL			
Road Nar	rio: EA ne: Cedar Ave ent: s/o I-10 EE							Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC IN	NPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	37,449 vehicl	es					Autos:	15		
Peak Hou	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak I	Hour Volume:	2,621 vehicle	:S		He	eavy Truc	ks (3+	Axles):	15		
Ve	ehicle Speed:	45 mph		F	Vehicle	Miv					
Near/Far La	ane Distance:	48 feet				icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Rs	rrier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-V		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%
	ist to Barrier:	52.0 feet		-							
Centerline Dist	to Observer:	52.0 feet		-	Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		0.000			
Observer Height	(Above Pad):	5.0 feet				m Trucks		2.297			
	ad Elevation:	0.0 feet			Heav	vy Trucks	: 1	3.004	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		f	Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	6.400			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 4	3.209			
	Right View:	90.0 degre	es		Heav	vy Trucks	: 4	6.228			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow		istance		Road	Fre:		Barrier At		rm Atten
Autos.				0.3		-1.20		-4.66		000	0.000
Medium Trucks:				0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-6.15		0.4	11	-1.20		-5.41	0.	000	0.000
Unmitigated Nois			_							_	
VehicleType	Leq Peak Ho			Leq E	vening	Leq I	_		Ldn		NEL
Autos.		3.8	68.1		65.5			.6	70.		71.2
Medium Trucks:		1.1	70.7		66.0			.2	72.		73.0
Heavy Trucks: Vehicle Noise		7.3	76.4 77.9		73.6 74.9			.0	79. 81.	-	80.2 81.4
Centerline Distan											01.
Senterinie Distan	ce to Noise C	untour (in ree	,	70	dBA	65 0	IBA		60 dBA	55	dBA
			Ldn:		286		61		1,325	;	2,855

· FA					Project	Vame:	Ruhida	ux Wareh	ouse No	i
									0030 140	
	a Av.				000 / 10					
					N	OISE	MODE	L INPUT	s	
			Sit	te Con						
raffic (Adt): 2	6,889 vehicle	:S					Autos:	15		
Percentage:	7.00%			Me	dium Tru	cks (2 .	Axles):	15		
our Volume:	,882 vehicles	;		He	avy Truc	ks (3+.	Axles):	15		
icle Speed:	45 mph		Va	hiclo I	Miv					
e Distance:	48 feet		76				Dav	Evenina	Niaht	Daily
						utos:				75.759
rier Heiaht	0.0 feet			М	edium Tri	ıcks:	77.3%	6.5%	16.2%	10.139
all, 1-Berm):	0.0			F	leavy Tri	ıcks:	68.2%	9.0%	22.8%	14.139
t. to Barrier:	52.0 feet		No	ise Sc	urce Fle	vation	s (in f	oet)		
o Observer:	52.0 feet							,,,		
o Observer:	0.0 feet			Mediu		-				
Above Pad):	5.0 feet							Grade Ad	iustment	. 0.0
d Elevation:	0.0 feet									
	0.0 feet		La	ne Eq				feet)		
	0.0%									
Right View:	90.0 degree	:S		Heav	y Trucks	: 46	228			
I Calculations										
		Distan		Finite		Fresi				m Atten
										0.00
										0.00
84.25	-7.59		0.41		-1.20		-5.41	0.	000	0.00
									1	
	Leg Day		eq Eve	•	Leq N	•		Ldn		NEL
Leq Peak Hour				64.0		62.		69. 71.		69.
67.3	3	66.6							3	71.
67.3 69.6	3	39.3		64.5		63.			-	
67.3 69.6 75.9	3	69.3 75.0		72.2		71.	5	78.		
67.3 69.6 75.9 77.3	3	39.3					5			
67.3 69.6 75.9	3	69.3 75.0	70 dB	72.2 73.4	65.0	71. 72.	5	78. 79.	7	79
67.3 69.6 75.9 77.3	tour (in feet)	69.3 75.0	70 dB	72.2 73.4	65 a	71. 72.	5	78.	55	78. 79. dBA 2.290
	PECIFIC INF Traffic (Adt): 2 Percentage: pur Volume: 1 licle Speed: e Distance: rier Height: all, 1-Berm): t to Barrier: 0 Observer: bbove Pad): d Elevation: d Elevation: d Elevation: REMEL 68.46 79.45 84.25 Levels (withou	### Cedar Ave. ### Craffic (Adt): 26,889 vehicle ### Peccific INPUT DATA ### DATA ### Craffic (Adt): 26,889 vehicle ### Percentage: 7.00% ### 45 mph ### 62 vehicles ### 63 vehicles ### 64 vehicles ### 64 ve	### Cedar Ave. ####################################	### Cedar Ave. ####################################	### Cedar Ave. #### Company	### Steel	PECIFIC INPUT DATA	PECIFIC INPUT DATA	PECIFIC INPUT DATA	PECIFIC INPUT DATA

Tuesday, October 6, 2020

	FH\	WA-RD-	-77-108	HIGH	WAY	NOISE PI	REDICTI	ON N	IODEL			
Scenar	io: EA						Project	Name	: Rubido	oux Wareh	ouse Noi	
Road Nan	ne: Cedar Ave.						Job N	umbe	r: 12722			
Road Segme	nt: s/o Santa A	na Av.										
	SPECIFIC IN	IPUT [	DATA			2				L INPUT	s	
Highway Data						Site Con	aitions (	Haro				
Average Daily	. ,	.,	vehicle:	S					Autos:			
	Percentage:	7.009	-				dium Tru					
Peak F	lour Volume:	1,824	vehicles			He	avy Truc	ks (3	+ Axles):	15		
Ve	hicle Speed:	45	mph		İ	Vehicle i	Mix					
Near/Far La	ne Distance:	48	feet		l		icleType		Day	Evening	Night	Daily
Site Data							Α.	utos:	71.3%	6 9.8%	18.9%	75.75%
Pa	rrier Height:	0.0	feet			M	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0				1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Di		52.0	feet		ŀ	Noise So	roo El	o rođi.	na lin f	and)		
Centerline Dist.	to Observer:	52.0	feet		-	Noise 30	Autos		0.000	eet)		
Barrier Distance	to Observer:	0.0	feet				Autos m Trucks		2.297			
Observer Height	(Above Pad):	5.0	feet						2.297 8.004	Grade Ad	livotmont	
P	ad Elevation:	0.0	feet			Heav	y Trucks	K.	8.004	Grade Ad	justinent	. 0.0
Ro	ad Elevation:	0.0	feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%			ĺ		Autos	: 4	6.400			
	Left View:	-90.0	degree	s		Mediu	m Trucks	s: 4	6.209			
	Right View:	90.0	degree	s		Heav	y Trucks	S: 4	6.228			
FHWA Noise Mod	el Calculation	s										-
VehicleType	REMEL	Traffic		Dis	stance		Road	Fre	snel	Barrier Att		m Atten
Autos:	68.46		-0.43		0.3	-	-1.20		-4.66		000	0.000
Medium Trucks:	79.45		-9.17		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25		-7.73		0.4		-1.20		-5.41	0.	000	0.000
Unmitigated Nois				arrie								
VehicleType	Leq Peak Hou		.eq Day		Leq E	vening	Leq I	_		Ldn		NEL
Autos:	67		_	6.5		63.9		-	2.0	69.	-	69.6
Medium Trucks:	69		_	9.1		64.4		-	3.6	71.		71.4
Heavy Trucks:	75			4.8		72.1			1.3	78.		78.6
Vehicle Noise:		'.1		6.3		73.3		7	2.4	79.	5	79.8
Centerline Distan	ce to Noise Co	ontour	(in feet)									
				L	70	dBA	65 (			60 dBA		dBA
			_	.dn:		224			83	1,041		2,242
			CN	EL:		234		5	04	1,085	5	2,337

Tuesday, October 6, 2020

	FH	WA-RD-77-108	HIGH	HWAY I	NOISE PI	REDICTI	ON MO	DEL			
Scenari Road Nam Road Segmei	e: Cedar Ave						Name: I umber:		oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions					
Average Daily	. ,	25,835 vehic	les					Autos:			
Peak Hour	Percentage:	7.00%				dium Tru	,				
Peak H	lour Volume:	1,808 vehicle	es		He	avy Truc	ks (3+ A	(xles	15		
Ve	hicle Speed:	45 mph		l l	Vehicle I	Mix					
Near/Far La	ne Distance:	48 feet		F		icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Rai	rrier Heiaht:	0.0 feet			Me	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			F	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet		-	Noise Sc	urce El	ovation	: (in fa	not)		
Centerline Dist.	to Observer:	52.0 feet			NOISE SC	Autos		000	et)		
Barrier Distance	to Observer:	0.0 feet			Modius	m Trucks		97			
Observer Height (	Above Pad):	5.0 feet						004	Grade Ad	i i atman	t. 0.0
Pa	ad Elevation:	0.0 feet			Heav	y Trucks	5: 8.0	JU4	Grade Adj	usunen	. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distanc	e (in i	feet)		
1	Road Grade:	0.0%				Autos	3: 46.	400			
	Left View:	-90.0 degre	es		Mediu	m Trucks	3: 46.	209			
	Right View:	90.0 degre	es		Heav	y Trucks	3: 46.	228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten
Autos:	68.46	-0.47		0.3	88	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	79.45	-9.21		0.4	11	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-7.76		0.4	11	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er atter	nuation)						
VehicleType	Leq Peak Ho	ur Leq Da	y	Leq E	vening	Leq i	Night		Ldn	С	NEL
Autos:		7.2	66.5		63.9		61.9		69.2		69.6
Medium Trucks:	69	9.5	69.1		64.4		63.6		71.1	ı	71.4
Heavy Trucks:		5.7	74.8		72.0		71.3		78.3		78.6
Vehicle Noise:	77	7.1	76.3		73.2		72.4		79.5	5	79.8
Centerline Distance	ce to Noise C	ontour (in fee	t)								
			l	70	dBA	65 (	dBA	6	60 dBA		dBA
			Ldn:		223		480		1,035		2,229
		С	NEL:		232		501		1,079		2,324

	io: EA ne: Cedar Ave. nt: s/o 7th Stre						.,		Rubid 12722	oux Wareho	use N	oi
	SPECIFIC IN	IPUT I	DATA							L INPUTS	3	
Highway Data						Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	27,073	3 vehicles	3					Autos.			
Peak Hour	Percentage:	7.00	%				dium Tr					
Peak H	lour Volume:	1,895	vehicles			He	avy Tru	cks (3+	Axles).	: 15		
Ve	hicle Speed:	50	mph		F	Vehicle I	Miv					
Near/Far La	ne Distance:	48	feet				icleType		Day	Evening	Night	Daily
Site Data								Autos:	71.39	-	18.99	
Pa	rrier Height:	0.0	) feet			Me	edium T	rucks:	77.39	6.5%	16.29	6 10.13%
Barrier Type (0-W		0.0				F	Heavy T	rucks:	68.29	6 9.0%	22.89	6 14.13%
Centerline Di	. ,	52.0	) feet			Noise Sc	F	ovetio	na (in f	one)		
Centerline Dist.	to Observer:	52.0	) feet		-	NOISE SC	Auto		0.000	eei)		
Barrier Distance	to Observer:	0.0	) feet			Modiu	m Truck		2.297			
Observer Height (	Above Pad):	5.0	) feet				y Truck		3.004	Grade Adj	uctmar	nt: 0.0
Pa	ad Elevation:	0.0	) feet			пеач	y IIuck	s. c	0.004	Grade Auj	usunci	и. О.О
Roa	ad Elevation:	0.0	) feet			Lane Eq	uivalen	Dista	nce (in	feet)		
	Road Grade:	0.0%	5				Auto	s: 46	3.400			
	Left View:	-90.0	) degrees	3		Mediu	m Truck	s: 46	3.209			
	Right View:	90.0	) degrees	3		Heav	ry Truck	s: 46	3.228			
FHWA Noise Mode	el Calculation	s										
VehicleType	REMEL	Traffic	Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Atte	en Be	erm Atten
Autos:	70.20		-0.73		0.3	8	-1.20		-4.66	0.0	00	0.000
Medium Trucks:	81.00		-9.46		0.4	1	-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	85.38		-8.02		0.4	1	-1.20		-5.41	0.0	00	0.000
Unmitigated Noise	Levels (with	out To	po and b	arri	er atter	uation)						
VehicleType	Leq Peak Hot	ır i	Leq Day		Leq E	vening	Leq	Night		Ldn	(	CNEL
Autos:	68		6	7.9		65.4		63	.4	70.7		71.
Medium Trucks:	70	).7	7	0.4		65.7		64	.9	72.4		72.6
Heavy Trucks:		6.6		5.7		72.9		72		79.2		79.4
Vehicle Noise:	78	3.1	7	7.3		74.2		73	.4	80.5		80.8
Centerline Distanc	ce to Noise Co	ontour	(in feet)									
				П	70	dBA	65	dBA		60 dBA	5	5 dBA
			CNI	dn:		260 271		56 58	-	1,206 1,257		2,598 2,708

	FHW	A-RD-77-108	HIGH	I YAWI	NOISE P	REDICT	ION MC	DEL			
Scenario	o: EA					Project	Name:	Rubido	oux Wareh	ouse Noi	
Road Name	e: Rubidoux Bl.					Job N	umber:	12722			
Road Segmen	t: s/o El Rivino	Rd									
	SPECIFIC INP	UT DATA							L INPUT	S	
Highway Data					Site Con	ditions					
Average Daily	Traffic (Adt): 2	6,570 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%				dium Tr					
Peak H	our Volume: 1	,860 vehicles	3		He	avy Tru	cks (3+ .	Axles):	15		
Vel	nicle Speed:	50 mph		ŀ	Vehicle	Mix					
Near/Far Lar	ne Distance:	48 feet		ħ	Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%		18.9%	75.759
Rar	rier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-Wa	•	0.0			1	Heavy T	rucks:	68.2%	9.0%	22.8%	14.139
Centerline Dis	t. to Barrier:	59.0 feet		ŀ	Noise S	ource E	evation	s (in fe	eet)		
Centerline Dist. t	o Observer:	59.0 feet		ŀ		Auto		.000	,		
Barrier Distance t	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		.004	Grade Ad	iustment	0.0
Pa	d Elevation:	0.0 feet				•				, aoiment	0.0
Roa	d Elevation:	0.0 feet			Lane Eq	uivalen	Distan	ce (in :	feet)		
F	Road Grade:	0.0%				Auto	- 0.	.129			
	Left View:	-90.0 degree	es			m Truck		.966			
	Right View:	90.0 degree	es		Heav	y Truck	s: 53	.982			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dis	tance		Road	Fresi		Barrier Att		m Atten
Autos:	70.20	-0.81		-0.6	-	-1.20		-4.69		000	0.00
Medium Trucks:	81.00	-9.54		-0.6		-1.20		-4.88		000	0.00
Heavy Trucks:	85.38	-8.10		-0.6	60	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise										1 0	
, , ,	Leq Peak Hour	, , ,		Leq E	vening		Night	<u> </u>	Ldn		VEL
Autos:	67.6		66.9		64.3		62.		69.6		70.
Medium Trucks:	69.7		69.3		64.6		63.	-	71.3	-	71.
Heavy Trucks: _ Vehicle Noise:	75.5 77.0		74.6 76.2		71.8 73.2		71. 72.		78. <sup>-</sup> 79.4		78. 79.
Centerline Distanc	e to Noise Con	tour (in feet)									
Contentine Distance		.com (m reet)		70	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:		249		537	,	1,157		2,493

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FHWA-RD-77-108 HIG	HWAY	NOISE P	REDICTIO	N MODE	L	
Scenario: EA Road Name: Rubidoux Bl. Road Segment: s/o Market St.				lame: Ru mber: 12	bidoux Wareho 722	use Noi
SITE SPECIFIC INPUT DATA					DEL INPUTS	i
Highway Data		Site Con	ditions (F	Hard = 10	), Soft = 15)	
Average Daily Traffic (Adt): 25,541 vehicles				Au	tos: 15	
Peak Hour Percentage: 7.00%		Me	dium Truc	ks (2 Axl	es): 15	
Peak Hour Volume: 1,788 vehicles		He	avy Truck	s (3+ Axl	es): 15	
Vehicle Speed: 50 mph		Vehicle i	Miv			
Near/Far Lane Distance: 48 feet			icleType	Da	y Evening	Night Daily
Site Data		VC//			.3% 9.8%	18.9% 75.75%
		M	edium Tru		.3% 6.5%	16.2% 10.13%
Barrier Height: 0.0 feet			Heavy Tru		.2% 9.0%	22.8% 14.13%
Barrier Type (0-Wall, 1-Berm): 0.0  Centerline Dist. to Barrier: 59.0 feet						22.0% 11.10%
Centerline Dist. to Observer: 59.0 feet		Noise So	ource Ele	vations (i	in feet)	
Barrier Distance to Observer: 0.0 feet			Autos:	0.000	0	
Observer Height (Above Pad): 5.0 feet		Mediu	m Trucks:	2.297		
Pad Elevation: 0.0 feet		Heav	y Trucks:	8.004	4 Grade Adju	ustment: 0.0
Road Elevation: 0.0 feet		Lane Eq	uivalent L	Distance	(in feet)	
Road Grade: 0.0%		,	Autos:			
Left View: -90.0 degrees		Mediu	m Trucks:		-	
Right View: 90.0 degrees			y Trucks:			
			,			
FHWA Noise Model Calculations						
	Distance		Road	Fresnel	Barrier Atte	
Autos: 70.20 -0.98	-0.		-1.20		.69 0.00	
Medium Trucks: 81.00 -9.72	-0.		-1.20		.88 0.00	
Heavy Trucks: 85.38 -8.27	-0.	60	-1.20	-5.	.35 0.00	0.000
Unmitigated Noise Levels (without Topo and barr	rier atte	nuation)				
VehicleType Leq Peak Hour Leq Day	Leq I	Evening	Leq N	ight	Ldn	CNEL
Autos: 67.4 66.7	7	64.1		62.2	69.5	69.8
Medium Trucks: 69.5 69.1		64.4		63.6	71.1	71.4
Heavy Trucks: 75.3 74.4		71.6		70.9	77.9	78.2
Vehicle Noise: 76.8 76.1	1	73.0		72.1	79.2	79.5
Centerline Distance to Noise Contour (in feet)						
	70	) dBA	65 di	BA	60 dBA	55 dBA
		243		F00	4 407	0.400
Ldn	-	243		523	1,127	2,428 2,532

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	IWAY N	OISE P	REDICT	ION MC	DEL			
	io: EA ne: Rubidoux E nt: s/o 24th St.						Name: lumber:		oux Wareh	ouse N	oi
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data				2	site Cor	nditions	(Hara =				
Average Daily		25,750 vehicle	es					Autos:			
	Percentage:	7.00%				edium Tr					
	lour Volume:	1,803 vehicle	s		He	eavy Tru	cks (3+	Axles):	15		
	hicle Speed:	50 mph		١	/ehicle	Mix					
Near/Far La	ne Distance:	48 feet			Ver	icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9	% 75.75%
Rai	rrier Height:	0.0 feet			М	ledium T	rucks:	77.3%	6.5%	16.2	% 10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8	% 14.13%
Centerline Dis	st. to Barrier:	59.0 feet		,	loise S	ource El	levation	s (in f	eet)		
Centerline Dist.	to Observer:	59.0 feet				Auto		.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height (	,	5.0 feet			Hea	vy Truck	s: 8	.004	Grade Ad	iustme	nt: 0.0
	ad Elevation:	0.0 feet		_							
	ad Elevation:	0.0 feet		L	ane Eq	uivalen			feet)		
,	Road Grade:	0.0%				Auto	- 0.	.129			
	Left View:	-90.0 degre				m Truck		.966			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 53	.982			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance	-	Road	Fres		Barrier Att	_	erm Atten
Autos:	70.20	-0.94		-0.62	-	-1.20		-4.69		000	0.000
Medium Trucks:	81.00	-9.68		-0.60		-1.20		-4.88		000	0.000
Heavy Trucks:	85.38	-8.24		-0.60	)	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise	•										
VehicleType	Leq Peak Hou			Leq Ev			Night		Ldn		CNEL
Autos: Medium Trucks:	67 69		66.7 69.2		64.1 64.4		62. 63.	-	69. 71.	-	69.8 71.4
								-		_	
Heavy Trucks: Vehicle Noise:	75 76		74.4 76.1		71.7		70. 72.		77. 79.		78.2 79.5
Centerline Distance	ce to Noise Co	ontour (in feet	)								
				70 a		65	dBA		60 dBA	5	5 dBA
			Ldn:		244		526	-	1,133		2,442
		C	NEL:		255		548	3	1,181		2,545

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		VA-RD-77-108			OIOLI						
Scenari									oux Wareh	ouse No	oi
	e: Rubidoux B	l.				Job N	lumber.	12722			
Road Segmen	nt: s/o 26th St.										
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	25,642 vehicl	es					Autos.	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles).	15		
Peak H	our Volume:	1,795 vehicle	s		He	eavy Tru	cks (3+	Axles).	15		
Ve	hicle Speed:	50 mph		,	/ehicle	Mix					
Near/Far Lai	ne Distance:	48 feet		F		icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.39	9.8%	18.99	6 75.75%
Rai	rier Heiaht:	0.0 feet			М	edium T	rucks:	77.39	6.5%	16.29	6 10.13%
Barrier Type (0-W		0.0				Heavy T	rucks:	68.29	9.0%	22.89	6 14.13%
Centerline Dis	st. to Barrier:	59.0 feet		,	Voice S	ource E	lovatio	ne (in f	oot)		
Centerline Dist.	to Observer:	59.0 feet		F.	.0.00	Auto		.000	001,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		.297			
Observer Height (	Above Pad):	5.0 feet				vv Truck		.004	Grade Ad	iustmen	t: 0.0
Pa	ad Elevation:	0.0 feet				,					
Roa	ad Elevation:	0.0 feet		1	.ane Eq	uivalen			feet)		
F	Road Grade:	0.0%				Auto		1.129			
	Left View:	-90.0 degre	es			m Truck		3.966			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 50	3.982			
FHWA Noise Mode	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	70.20	-0.96		-0.62	2	-1.20		-4.69	0.0	000	0.000
Medium Trucks:	81.00	-9.70		-0.60	)	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-8.25		-0.60	)	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou	r Leq Day	/	Leq Ev	rening	Leq	Night		Ldn		CNEL
Autos:	67.		66.7		64.1		62		69.		69.8
Medium Trucks:	69		69.1		64.4		63		71.2	_	71.4
Heavy Trucks:	75		74.4		71.7		70		77.9		78.2
Vehicle Noise:	76	.9	76.1		73.0		72	.1	79.2	2	79.
Centerline Distanc	e to Noise Co	ntour (in feet	)			r		ı			
			L	70 c		65	dBA		60 dBA		5 dBA
			Ldn:		243		52		1,130		2,435
		C	NEL:		254		54	1	1,178		2,538

		/A-RD-77-108									
Scenari									ux Wareh	ouse Noi	
	ne: Rubidoux Bl					Job Ni	ımber:	12722			
Road Segmer	nt: s/o 34th St.										
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data				s	ite Con	ditions (	Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	26,369 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2 /	Axles):	15		
Peak H	lour Volume:	1,846 vehicle	3		He	avy Truc	ks (3+ /	Axles):	15		
Ve	hicle Speed:	50 mph		V	ehicle i	Miv					
Near/Far La	ne Distance:	48 feet		•		icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%		18.9%	75.759
Rai	rrier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-W	-	0.0			I	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.139
Centerline Dis	st. to Barrier:	59.0 feet		N	loise Sc	ource Ele	vation	s (in fe	opt)		
Centerline Dist.	to Observer:	59.0 feet		F	0.0000	Autos		000	,,,,		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Trucks		297			
Observer Height (	(Above Pad):	5.0 feet				y Trucks		004	Grade Ad	iustmant	
Pa	ad Elevation:	0.0 feet			i icas	y IIucka	. 0.	004	Orauc Au	Justinent	. 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distan	ce (in i	feet)		
ı	Road Grade:	0.0%				Autos	: 54.	129			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 53.	966			
	Right View:	90.0 degree	es		Heav	y Trucks	: 53.	982			
FHWA Noise Mode	el Calculations	1									
		Traffic Flow	Distan	ice	Finite		Fresr	100	Barrier Att	en Ber	m Atten
VehicleType	REMEL	Traffic Flow			1 IIIIC	Road	Fresi	ic/	Dairiei All		
VehicleType Autos:		-0.84		-0.62		-1.20	Fresr	-4.69		000	0.00
	70.20			-0.62 -0.60			Fresr		0.0	000	
Autos:	70.20 81.00	-0.84				-1.20	Fresi	-4.69	0.0		0.00
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise	70.20 81.00 85.38 e Levels (witho	-0.84 -9.58 -8.13 out Topo and	barrier a	-0.60 -0.60	ıation)	-1.20 -1.20 -1.20		-4.69 -4.88	0.0 0.0 0.0	000	0.00
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise VehicleType	70.20 81.00 85.38 e Levels (without Leg Peak Hour	-0.84 -9.58 -8.13 <b>out Topo and</b> r Leq Day	barrier a	-0.60 -0.60	uation) ening	-1.20 -1.20 -1.20	Night	-4.69 -4.88 -5.35	0.0 0.0 0.0	000 000	0.00 0.00 NEL
Autos:  Medium Trucks:  Heavy Trucks:  Unmitigated Noise  VehicleType  Autos:	70.20 81.00 85.38 e Levels (without Leq Peak Hour 67.	-0.84 -9.58 -8.13 <b>out Topo and</b> r Leq Day	barrier a	-0.60 -0.60	iation) ening 64.2	-1.20 -1.20 -1.20	light 62.3	-4.69 -4.88 -5.35	0.0 0.0 0.0 <i>Ldn</i>	000 000 C	0.00 0.00 NEL 69
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise VehicleType Autos: Medium Trucks:	70.20 81.00 85.38 <b>e Levels (witho</b> Leq Peak Hour 67. 69.	-0.84 -9.58 -8.13 <b>out Topo and</b> r	barrier a Le 66.8 69.3	-0.60 -0.60	<i>lation) ening</i> 64.2 64.5	-1.20 -1.20 -1.20	light 62.3 63.7	-4.69 -4.88 -5.35	0.0 0.0 0.0 Ldn 69.0 71.3	000 000 Ca 3	0.00 0.00 NEL 69. 71.
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise VehicleType Autos: Medium Trucks: Heavy Trucks:	70.20 81.00 85.38 <b>e Levels (witho</b> Leq Peak Hour 67. 69. 75.	-0.84 -9.58 -8.13 <b>out Topo and</b> r Leq Day 5 6	barrier a 66.8 69.3 74.5	-0.60 -0.60	1ation) ening 64.2 64.5 71.8	-1.20 -1.20 -1.20	light 62.3 63.7 71.0	-4.69 -4.88 -5.35	0.0 0.0 0.0 <i>Ldn</i> 69.0 71.3 78.0	C) C) C) C) C) C) C) C) C) C) C) C) C) C	0.00 0.00 NEL 69 71 78
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	70.20 81.00 85.38 e Levels (without Leq Peak Hour 67. 69. 75.	-0.84 -9.58 -8.13 <b>but Topo and</b> r	barrier a 66.8 69.3 74.5	-0.60 -0.60	<i>lation) ening</i> 64.2 64.5	-1.20 -1.20 -1.20	light 62.3 63.7	-4.69 -4.88 -5.35	0.0 0.0 0.0 Ldn 69.0 71.3	C) C) C) C) C) C) C) C) C) C) C) C) C) C	0.00 0.00 NEL 69 71 78
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	70.20 81.00 85.38 e Levels (without Leq Peak Hour 67. 69. 75.	-0.84 -9.58 -8.13 <b>but Topo and</b> r	barrier a 66.8 69.3 74.5	-0.60 -0.60 attenu	ening 64.2 64.5 71.8	-1.20 -1.20 -1.20	62.3 63.7 71.0 72.2	-4.69 -4.88 -5.35	0.0 0.0 Ldn 69.0 71.: 78.0	C) C) C) C) C) C) C) C) C) C) C) C) C) C	0.00 0.00 NEL 69 71 78 79
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	70.20 81.00 85.38 e Levels (without Leq Peak Hour 67. 69. 75.	-0.84 -9.58 -8.13 out Topo and Leq Day 5 6 4 0 ntour (in feet	barrier a	-0.60 -0.60	ening 64.2 64.5 71.8 73.1	-1.20 -1.20 -1.20	62.3 63.7 71.0 72.2	-4.69 -4.88 -5.35	0.0 0.0 0.0 1 1.3 78.0 79.4	000 000 CI 66 3 3 0	0.00 0.00 NEL 69. 71. 78. 79.
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise VehicleType Autos: Medium Trucks: Heavy Trucks:	70.20 81.00 85.38 e Levels (without Leq Peak Hour 67. 69. 75.	-0.84 -9.58 -8.13  out Topo and   Leq Day 5 6 4 0  ntour (in feet	barrier a	-0.60 -0.60 attenu	ening 64.2 64.5 71.8 73.1 BA	-1.20 -1.20 -1.20	Night 62.3 63.7 71.0 72.2	-4.69 -4.88 -5.35	0.0 0.0 0.0 0.0 1.2 69.1 71.3 78.1 79.4 60 dBA	000 000 Cl 6 3 3 0 4	0.00 0.00 NEL 69. 71. 78. 79.
Autos: Medium Trucks: Heavy Trucks: Unmitigated Noise VehicleType Autos: Medium Trucks: Heavy Trucks: Vehicle Noise:	70.20 81.00 85.38 e Levels (without Leq Peak Hour 67. 69. 75.	-0.84 -9.58 -8.13  out Topo and   Leq Day 5 6 4 0  ntour (in feet	barrier a	-0.60 -0.60 attenu	ening 64.2 64.5 71.8 73.1	-1.20 -1.20 -1.20	62.3 63.7 71.0 72.2	-4.69 -4.88 -5.35	0.0 0.0 0.0 1 1.3 78.0 79.4	000 000 Cl 6 3 3 0 4	69. 71. 78. 79.

	FH	WA-RD-7	7-108 H	IGHWAY	NOISE P	REDICTION	ON MO	DDEL			
	rio: EA								oux Wareh	ouse Noi	
	ne: Market St.					Job Nu	ımber:	12722			
Road Segme	ent: n/o Rivera	St.									
	SPECIFIC IN	NPUT DA	\TA						L INPUT	S	
Highway Data					Site Con	ditions (	Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	25,538 v	ehicles					Autos:	15		
Peak Hou	r Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak I	Hour Volume:	1,788 ve	ehicles		He	avy Truc	ks (3+	Axles):	15		
V	ehicle Speed:	45 m	ph		Vehicle	Miv					
Near/Far La	ane Distance:	48 fe	et			icleType		Dav	Evening	Night	Daily
Site Data							utos:	71.3%			75.75%
P.	rrier Height:	0.0 f	ant		М	edium Tri	ucks:	77.3%	6.5%		10.13%
Barrier Type (0-V		0.0	eet			Heavy Tri	ucks:	68.2%	9.0%	22.8%	14.13%
	ist. to Barrier:	59.0 f	oot								
Centerline Dist		59.0 f			Noise S				eet)		
Barrier Distance		0.0 f				Autos		.000			
Observer Height		5.0 f			***************************************	m Trucks		.297			
-	Pad Flevation:	0.0 f	eet		Heav	y Trucks	: 8	.004	Grade Ad	justment.	0.0
Ro	ad Elevation:	0.0 f	eet		Lane Eq	uivalent	Distar	ice (in i	feet)		
	Road Grade:	0.0%				Autos	: 54	.129			
	Left View:	-90.0 d	legrees		Mediu	m Trucks	: 53	.966			
	Right View:	90.0 d	legrees		Heav	y Trucks	: 53	.982			
FHWA Noise Mod			-,	B: /	1 =: :						
VehicleType Autos	REMEL 68.46	Traffic F	-0.52	Distance -0		-1.20	Fres	-4 69	Barrier Att	en Ber	m Atten
Autos. Medium Trucks			-0.52 -9.26	-0. -0.		-1.20		-4.69 -4.88		000	0.000
Heavy Trucks			-9.20 -7.81	-0. -0.		-1.20		-5.35		000	0.000
						-1.20		-0.55	0.	000	0.000
Unmitigated Nois					,						
VehicleType	Leq Peak Hot		q Day		Evening	Leq N	-		Ldn		NEL
Autos.		5.1	65		62.8		60	-	68.	_	68.5
Medium Trucks.		3.4	68		63.3		62	-	70.	-	70.3
Heavy Trucks.		1.6		1.7	71.0		70		77.:		77.5
Vehicle Noise	: 76	3.0	75	i.2	72.2		71	.3	78.	4	78.7
Centerline Distan	ce to Noise Co	ontour (in	feet)								
					) dBA	65 a			60 dBA		dBA
			Lo		215		46	-	998		2,150
			CNE	L:	224		48	3	1,040	)	2,241

Tuesday, October 6, 2020

	FH	WA-RD-77-108	HIGI	HWAY	NOISE P	REDICT	ION M	ODEL			
Scenari	io: EA					Project	Name.	Rubido	oux Wareh	ouse No	i
Road Nam	e: Market St.					Job ∧	lumber.	12722			
Road Segmer	nt: s/o SR-60	EB Ramps									
	SPECIFIC IN	IPUT DATA			04- 0-				L INPUT	S	
Highway Data					Site Cor	aitions	(Hard				
Average Daily		35,074 vehicl	es					Autos:			
	Percentage:	7.00%				edium Tr					
	lour Volume:	2,455 vehicle	:S		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	65 feet			Veh	icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.75%
Rai	rrier Height:	0.0 feet			M	edium T	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		50.0 feet			M-i 0			<i>(</i> <b>£</b>	41		
Centerline Dist	to Observer	50.0 feet			Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		0.000			
Observer Height (	Above Pad):	5.0 feet				m Truck		2.297			
• ,	ad Elevation:	0.0 feet			Hea	vy Truck	'S.' 8	3.004	Grade Ad	justmen	1: 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 3	3.324			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 3	3.093			
	Right View:	90.0 degre			Hea	vy Truck	s: 3	8.115			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Att	en Be	rm Atten
Autos:	68.46	0.86		1.0		-1.20		-4.65		000	0.000
Medium Trucks:	79.45			1.0		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25			1.0		-1.20		-5.43	0.0	000	0.000
Unmitigated Noise			barri								
VehicleType	Leq Peak Hou			Leq E	ening		Night		Ldn		NEL
Autos:	69		69.0		66.4		64		71.	-	72.1
Medium Trucks:		2.0	71.7		66.9		66		73.		73.9
Heavy Trucks:		3.3	77.4		74.6		73		80.		81.1
Vehicle Noise:	79	9.7	78.9		75.8		75	.0	82.	1	82.3
Centerline Distance	ce to Noise Co	ontour (in feet	()								
				70	dBA	65	dBA		60 dBA		dBA
			Ldn:		319		68		1,479		3,187
		С	NEL:		332		71	6	1,542	!	3,322

	FH	WA-RD-77-108	HIG	HWAY∣	NOISE PI	REDICTI	ои м	ODEL			
Road Nan	rio: EA ne: Riverside A ent: n/o Agua N							Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	29,495 vehicl	les					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak F	lour Volume:	2,065 vehicle	es		He	eavy Truc	ks (3+	Axles):	15		
Ve	ehicle Speed:	55 mph		-	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		-		icleType	T	Dav	Evening	Night	Dailv
Site Data							utos:	71.3%		18.9%	75.75%
Ra	rrier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-V		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%
** '	ist to Barrier:	52.0 feet		-	Noise Source Elevations (in feet)						
Centerline Dist	Centerline Dist. to Observer: 52.0 t				Noise S				eet)		
Barrier Distance	Barrier Distance to Observer:				Autos: 0.000 Medium Trucks: 2.297						
Observer Height	Barrier Distance to Observer: 0.0 fe Observer Height (Above Pad): 5.0 fe										
P	ad Elevation:	0.0 feet			Heav	vy Trucks		3.004	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		f	Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	6.400			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 4	3.209			
	Right View:	90.0 degre	es		Heav	vy Trucks	: 4	6.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow		istance		Road	Fre:		Barrier At		rm Atten
Autos:		• • • • • • • • • • • • • • • • • • • •		0.3		-1.20		-4.66		000	0.000
Medium Trucks:				0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	86.40	-8.06	6	0.4	11	-1.20		-5.41	0.	000	0.000
Inmitigated Nois										_	
VehicleType	Leq Peak Ho		•	Leq E	vening	Leq I	_		Ldn		NEL
Autos:		0.2	69.5		66.9			.0	72.	-	72.6
Medium Trucks:		2.1	71.7		67.0			.2	73.	-	74.0
Heavy Trucks: Vehicle Noise:		7.5	76.6 78.4		73.9 75.4			.5	80. 81.		80.4 81.9
Centerline Distan		ontour (in fee	f)					-			
Jernerille Distall	ce to Hoise Ci	ontour (in fee	9	70	dBA	65 0	IBA		60 dBA	55	dBA
			Ldn:		308		66	:3	1.428	3	3.076

							ON MO				
Scenari									ux Wareh	ouse No	i
	e: Agua Mansa					Job N	umber:	12722			
Road Segmen	t: n/o Market S	t.									
	SPECIFIC INF	UT DATA			0:4- 0				L INPUT	S	
Highway Data					Site Cor	ditions					
Average Daily	. ,	8,871 vehicle	es					Autos:	15		
Peak Hour I	Percentage:	7.00%				edium Tru		,	15		
Peak H	our Volume:	,321 vehicles	s		He	eavy Truc	ks (3+ )	Axles):	15		
Vel	nicle Speed:	45 mph		1	Vehicle	Mix					
Near/Far Lar	ne Distance:	36 feet		F		icleType		Day	Evening	Night	Daily
Site Data						F	lutos:	71.3%	9.8%	18.9%	75.75
Rar	rier Heiaht:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13
Barrier Type (0-Wi		0.0				Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis	t. to Barrier:	50.0 feet		-	Noise S	ource El	evation	s (in fe	eet)		
Centerline Dist. t	o Observer:	50.0 feet				Autos		000			
Barrier Distance t	to Observer:	0.0 feet			Mediu	m Trucks		297			
Observer Height (	Above Pad):	5.0 feet				vy Trucks		004	Grade Ad	iustmen	t· 0.0
Pa	d Elevation:	0.0 feet				•				,000,77077	0.0
Roa	d Elevation:	0.0 feet		1	Lane Eq	uivalent	Distan	ce (in i	feet)		
F	Road Grade:	0.0%				Autos	3: 46.	915			
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 46.	726			
	Right View:	90.0 degree	es		Hea	vy Trucks	s: 46.	744			
FHWA Noise Mode	l Calculations										
VehicleType		Traffic Flow		stance		Road	Fresi	_	Barrier Att		rm Atter
Autos:	68.46	-1.83		0.3	1	-1.20		-4.65	0.0	000	0.00
Medium Trucks:	79.45	-10.57		0.3	4	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	84.25	-9.13		0.3	4	-1.20		-5.43	0.0	000	0.00
Unmitigated Noise								_			
	Leq Peak Hour			Leq E			Night		Ldn		NEL
Autos: Medium Trucks:	65.7 68.0		65.0 67.7		62.4 62.9		60. 62.	-	67.8 69.7	-	68 69
Heavy Trucks: _ Vehicle Noise:	74.3 75.7		73.4 74.9		70.6		69.8 70.9		76.9 78.0		77 78
Centerline Distanc							. 0	-	. 0.0	-	
Jonathine Distant	C 10 110/36 COI	.com (m reet)	T	70 0	dBA	65 (	dBA	6	i0 dBA	55	5 dBA
			Ldn:		172		370	1	798		1,71

		WA-RD-77-108	mon	WAI N	OIOL FI	KEDIC III	JIT WIC	,DEL			
Scenar									oux Wareh	ouse No	oi
	ne: Slover Av.					Job Nu	ımber:	12722			
Road Segme	nt: w/o Cedar	Ave.									
	SPECIFIC II	NPUT DATA							L INPUT	S	
Highway Data				S	ite Con	ditions (	Hard =				
Average Daily	Traffic (Adt):	16,024 vehicle	es					Autos:			
Peak Hour	Percentage:	7.00%				dium Tru		,			
Peak H	lour Volume:	1,122 vehicle	3		He	avy Truc	ks (3+	Axles):	15		
	hicle Speed:	50 mph		ν	ehicle i	Mix					
Near/Far La	ne Distance:	48 feet		F	Veh	icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Ra	rrier Height:	0.0 feet			М	edium Tri	ucks:	77.3%	6.5%	16.2%	6 10.13%
Barrier Type (0-W		0.0			- 1	leavy Tri	ucks:	68.2%	9.0%	22.8%	6 14.13%
Centerline Di		52.0 feet		_	·- ·- · · ·	51-			4)		
Centerline Dist.	to Observer:	52.0 feet		N	ioise so	ource Ele			eet)		
Barrier Distance	to Observer:	0.0 feet				Autos m Trucks		.000			
Observer Height	(Above Pad):	5.0 feet						.297 .004	Grade Ad	livotmon	<b>4:</b> 0.0
P	ad Elevation:	0.0 feet			neav	y Trucks	: 8	.004	Grade Ad	justinen	ı. u.u
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distar	ce (in	feet)		
	Road Grade:	0.0%				Autos	: 46	.400			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 46	.209			
	Right View:	90.0 degree	es		Heav	y Trucks	: 46	.228			
FHWA Noise Mod				· ·							
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite		Fres		Barrier Att		rm Atten
Autos:				0.38		-1.20		-4.66		000	0.000
Medium Trucks:				0.41		-1.20		-4.87		000	0.000
Heavy Trucks:				0.41		-1.20		-5.41	0.	000	0.000
Unmitigated Noise										1	
VehicleType	Leq Peak Ho			Leq Ev		Leq N	•		Ldn		NEL
Autos:	-		65.7		63.1		61.	_	68.		68.8
Medium Trucks:	-		68.1		63.4		62.	-	70.		70.4
Heavy Trucks:			73.4		70.6		69.	-	76.		77.2
Vehicle Noise:			75.0		72.0		71.	.1	78.	2	78.
Centerline Distant	ce to Noise C	ontour (in feet,	1	70.				1 .			
				70 d		65 a			60 dBA		5 dBA
			Ldn:		183		39	-	850		1,831
		C	VEL:		191		41	1	886	5	1,909

Tuesday, October 6, 2020

	FH	WA-RD-77-108	HIGH	YAW	IOISE PI	REDICTI	ON MO	DEL			
	io: EA e: Slover Av. nt: e/o Cedar	Ave.					Name: I umber:		ux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions					
Average Daily		12,132 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%				dium Tru			15		
Peak H	our Volume:	849 vehicle	s		He	avy Truc	ks (3+ A	xles):	15		
Ve	hicle Speed:	50 mph		F	Vehicle I	Mix					
Near/Far La	ne Distance:	48 feet				icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Rai	rier Heiaht:	0.0 feet			Me	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			F	leavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet		-	Noise Sc	urce El	ovation	(in f	of)		
Centerline Dist.	to Observer:	52.0 feet		H.	110/36 00	Autos		000	,		
Barrier Distance	to Observer:	0.0 feet			Modiu	n Trucks		97			
Observer Height (	Above Pad):	5.0 feet				y Trucks		004	Grade Ad	iustman	t: 0.0
Pa	ad Elevation:	0.0 feet			ricas	y IIIUCKS	5. 0.0	704	Orauc Au	asamen	0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distanc	e (in i	feet)		
ı	Road Grade:	0.0%				Autos	3: 46.4	100			
	Left View:	-90.0 degre	es		Mediu	n Trucks	3: 46.2	209			
	Right View:	90.0 degre	es		Heav	y Trucks	3: 46.2	228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten
Autos:	70.20	-4.21		0.3	8	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	81.00	-12.95		0.4	1	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	85.38	-11.50		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	r atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Da	/	Leq E	vening	Leq i	Night		Ldn	С	NEL
Autos:	65	5.2	64.5		61.9		59.9	1	67.2	2	67.6
Medium Trucks:	67	7.3	66.9		62.2		61.4		68.9	9	69.2
Heavy Trucks:	73	3.1	72.2		69.4		68.7		75.7	7	75.9
Vehicle Noise:	74	1.6	73.8		70.8		69.9		77.0	)	77.3
Centerline Distance	e to Noise Co	ontour (in feet	)								
·		-	П	70	dBA	65 (	dBA	6	i0 dBA	55	dBA
			Ldn:		152		328		706		1,521
		С	NEL:		159		342		736		1,586

		VA-RD-77-10									
Scenari									oux Wareh	ouse No	
	ne: Santa Ana . nt: w/o Cedar /					Job ∧	lumber.	12722			
Road Segmen	n. w/o cedal /	Ave.									
	SPECIFIC IN	PUT DATA							L INPUT	5	
Highway Data					Site Cor	ditions	(Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	9,177 vehic	les					Autos:			
Peak Hour	Percentage:	7.00%				edium Tr		,			
Peak H	lour Volume:	642 vehicle	es		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph			Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		T I	Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.75%
Rai	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis	st. to Barrier:	44.0 feet		- +	Noise S	ouroo E	lovatio	ne (in f	not)		
Centerline Dist.	to Observer:	44.0 feet		H.	voise 3	Auto		0.000	ei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		3.004	Grade Ad	iietmant	. 0 0
Pa	ad Elevation:	0.0 feet			rica	vy Truck	s. (	5.004	Orauc Au	asancin	0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Dista	nce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 40	0.460			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 40	0.241			
	Right View:	90.0 degre	ees		Hea	vy Truck	s: 40	0.262			
FHWA Noise Mode				'							
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	66.51	-4.45		1.2		-1.20		-4.61	0.0		0.00
Medium Trucks:		-13.19		1.3		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-11.75		1.3		-1.20		-5.50	0.0	000	0.000
Unmitigated Noise	•		_					_			NFL.
VehicleType Autos:	Leq Peak Hou		9 61.4	Leq E	vening 58.8	,	Night 56	_	Ldn 64.2		VEL 64.1
Medium Trucks:	64		64.3		59.5		58		66.3		66.
Heavy Trucks:	71		70.4		67.7		66		73.9		74.2
Vehicle Noise:	71		71.8		68.8		67		75.0		75.
Centerline Distance	ce to Noise Co	ntour (in fee	t)								
		•	,	70 0	BA.	65	dBA	(	60 dBA	55	dBA
			Ldn:		95		20	5	441		950

	rio: EA ne: Santa Ana nt: e/o Cedar /						t Name: Number:		oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data				S	ite Cor	ditions	(Hard :		oft = 15)		
Average Daily	. ,	6,693 vehicles	3					Autos:			
	Percentage:	7.00%					rucks (2	,			
	lour Volume:	468 vehicles			He	avy in	icks (3+	Axies):	15		
	ehicle Speed:	40 mph		ν	/ehicle	Mix					
Near/⊢ar La	ne Distance:	36 feet			Veh	icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.75%
Ba	rrier Height:	0.0 feet			М	edium 1	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-V	-	0.0				Heavy 1	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Di		44.0 feet			o		levation	(! <b>£</b>	43		
Centerline Dist.	to Observer:	44.0 feet		N	ioise si				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				m Truci		.297	Grade Ad	livotmont	
P	ad Elevation:	0.0 feet			неа	y Truci	KS: 8	.004	Grade Ad	justinent	. 0.0
Ro	ad Elevation:	0.0 feet		L	ane Eq	uivaler	t Distar	ice (in	feet)		
	Road Grade:	0.0%				Auto	os: 40	.460			
	Left View:	-90.0 degrees	3		Mediu	m Truci	ks: 40	.241			
	Right View:	90.0 degrees	5		Hea	y Truci	ks: 40	.262			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fres	nel	Barrier Att	en Bei	m Atten
Autos:		-5.83		1.28		-1.20		-4.61		000	0.000
Medium Trucks:	77.72			1.31		-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-13.12		1.31	1	-1.20		-5.50	0.0	000	0.000
Unmitigated Nois						,					
VehicleType	Leq Peak Hou		_	.eq Ev		_	Night		Ldn	_	NEL
Autos:			0.0		57.5		55	-	62.8	-	63.2
Medium Trucks:			2.9		58.2		57.		64.9	-	65.2
Heavy Trucks: Vehicle Noise:			9.1 0.4		66.3 67.4		65 66	-	72.6 73.6	•	72. 73.
Centerline Distan	ce to Noise Co	ontour (in feet)									
		(111 1000)		70 d	BA	65	dBA	(	60 dBA	55	dBA
									0.53		

Tuesday, October 6, 2020

	FHV	VA-RD-77-108	HIGH	WAY I	NOISE P	REDICTION	ON M	ODEL			
Road Nar	rio: EA me: Jurupa Ave ent: w/o Cedar							: Rubido : 12722	oux Wareh	ouse Noi	i
SITE	SPECIFIC IN	IPUT DATA				N	DISE	MODE	L INPUT	s	
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	/ Traffic (Adt):	6,066 vehicle	es					Autos:	15		
Peak Hou	r Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak I	Hour Volume:	425 vehicles	s		He	avy Truci	ks (3+	- Axles):	15		
V	ehicle Speed:	40 mph		ŀ	Vehicle	Miv					
Near/Far L	ane Distance:	48 feet		ŀ		icleType		Dav	Evening	Night	Daily
Site Data							ıtos:	71.3%		18.9%	
D.	arrier Height:	0.0 feet			М	edium Tru	icks:	77.3%	6.5%		10.13%
Barrier Type (0-V		0.0 reet 0.0				Heavy Tru		68.2%			14.13%
	ist. to Barrier:	52.0 feet		Ļ							
Centerline Dist		52.0 feet			Noise S	ource Ele		_ •	eet)		
Barrier Distance		0.0 feet				Autos.		0.000			
Observer Height		5.0 feet				m Trucks.		2.297			
	Pad Flevation:	0.0 feet			Hear	y Trucks.		B.004	Grade Ac	ljustment	: 0.0
Ro	nad Elevation:	0.0 feet		-	Lane Eq	uivalent l	Dista	nce (in	feet)		
	Road Grade:	0.0%			-	Autos.	4	6.400			
	Left View:	-90.0 degree	es		Mediu	m Trucks.	4	6.209			
	Right View:	90.0 degree			Hear	y Trucks.	4	6.228			
FHWA Noise Mod				ı							
VehicleType	REMEL	Traffic Flow	Dis	stance		Road	Fre	snel	Barrier At		m Atten
Autos		-6.25		0.3	-	-1.20		-4.66		000	0.000
Medium Trucks		-14.99		0.4		-1.20		-4.87		000	0.000
Heavy Trucks	: 82.99	-13.55		0.4	11	-1.20		-5.41	0.	000	0.000
Unmitigated Nois											
VehicleType	Leq Peak Hou			Leq E	vening	Leq N	-		Ldn		NEL
Autos			58.7		56.1		-	1.2	61.		61.8
Medium Trucks			61.6		56.8			3.0	63.	-	63.8
Heavy Trucks			67.7		65.0			1.2	71.		71.5
Vehicle Noise			69.1		66.1		65	5.2	72.	3	72.6
Centerline Distan	ce to Noise Co	ntour (in feet)	)	70	dBA	65 d	DΛ		60 dBA		dBA
			Ldn:	70	ава 74	03 0	BA 16		344 344		742
			NEL:		77		16	-	359		773
		0,							000		

Tuesday, October 6, 2020

	FHV	VA-RD-77-108	HIGH	1 YAWH	IOISE P	REDICT	ION MO	DEL			
	io: EA e: Jurupa Ave nt: e/o Cedar A					.,	Name: lumber:		oux Wareh	ouse No	i
	SPECIFIC IN	PUT DATA				1	IOISE I	MODE	L INPUT	S	
Highway Data					Site Cor	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	6,352 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2 )	Axles):	15		
Peak H	our Volume:	445 vehicle	s		He	avy Tru	cks (3+ )	Axles):	15		
Ve	hicle Speed:	40 mph		F	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		-		icleType	,	Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.9%	
Bai	rier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet			Noise S	E	lavation	a (in f	no#1		
Centerline Dist.	to Observer:	52.0 feet		l l	woise 3				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height (	Above Pad):	5.0 feet				m Truck		297			
• .	ad Elevation:	0.0 feet			Hea	vy Truck	s: 8.	004	Grade Adj	ustmen	: 0.0
Ros	ad Elevation:	0.0 feet		Ī	Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%		Ī		Auto	s: 46.	400			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46.	209			
	Right View:	90.0 degree			Hea	vy Truck	s: 46.	228			
FHWA Noise Mode	el Calculations	3									
VehicleType	REMEL	Traffic Flow	Dis	stance		Road	Fresi		Barrier Att	en Be	rm Atten
Autos:	66.51	-6.05		0.3	8	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72	-14.79		0.4	1	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-13.35		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (witho	out Topo and	barri	er atten	uation)						
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn	_	NEL
Autos:	59	-	58.9		56.3		54.4		61.7		62.0
Medium Trucks:	62	.1	61.8		57.0		56.2	2	63.8	3	64.0
Heavy Trucks:	68		67.9		65.2		64.4		71.5		71.7
Vehicle Noise:	70.		69.3		66.3		65.4	4	72.5	)	72.8
Centerline Distance	e to Noise Co	ntour (in feet	)	70	-/D.4		-10.4		20 -10 4		
			Ldn:	701	dBA 77	05	dBA 165		355 355		dBA 765
		_	Lan: NEL:		80		165		355		765 797
		C	VEL.		80		1/2		3/0		191

	FH	VA-RD-77-108	HIGH	WATI	NOISE PI	KEDICTIC	MA. IAI	JUEL				
	rio: EA								oux Wareh	ouse No		
	ne: 7th St.	_				Job Nu	mber.	12722				
Road Segme	nt: w/o Cedar	ave.										
	SPECIFIC IN	PUT DATA							L INPUT	S		
Highway Data					Site Con	ditions (i	Hard	= 10, Sc	oft = 15)			
Average Daily	Traffic (Adt):	7,196 vehicl	es					Autos:				
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15			
Peak H	Hour Volume:	504 vehicle	s		He	avy Truck	s (3+	Axles):	15			
Ve	ehicle Speed:	45 mph		f	Vehicle I	Mix						
Near/Far La	ne Distance:	24 feet		Ė		icleType		Day	Evening	Night	Daily	
Site Data					Autos: 71.3% 9.8% 18.9%							
Ba	rrier Height:	0.0 feet			Me	edium Tru	cks:	77.3%	6.5%	16.2%	10.13%	
Barrier Type (0-V		0.0			F	Heavy Tru	cks:	68.2%	9.0%	22.8%	14.13%	
Centerline D	ist. to Barrier:	25.0 feet		F	Noice Se	urco Elo	vatio	ne (in f	not)			
Centerline Dist.	Centerline Dist. to Observer: 25.0 feet					Noise Source Elevations (in feet)						
Barrier Distance	Barrier Distance to Observer: 0.0 feet							2.297				
Observer Height	(Above Pad):	5.0 feet				m Trucks: /y Trucks:		3.004	Grade Ad	liustmant	. 0.0	
P	ad Elevation:	0.0 feet			Ticas	ry Trucks.	,	5.004	Orauc Au	justinoni	. 0.0	
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent l	Dista	nce (in	feet)			
	Road Grade:	0.0%				Autos:	2	2.494				
	Left View:	-90.0 degre	es		Mediu	m Trucks:	2	2.098				
	Right View:	90.0 degre	es		Heav	y Trucks:	2	2.136				
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic Flow		tance		Road	Fres		Barrier Att		m Atten	
Autos:		-6.02		5.1		-1.20		-4.41		000	0.000	
Medium Trucks:		-14.76		5.2	_	-1.20		-4.85		000	0.000	
Heavy Trucks:	84.25	-13.32		5.2	10	-1.20		-5.94	0.0	000	0.000	
Unmitigated Nois												
VehicleType	Leq Peak Hou			Leq E	vening	Leq N	-		Ldn		NEL	
Autos: Medium Trucks:			65.6 68.3		63.0		61		68.		68.7 70.6	
			74.0		63.6 71.3		62 70		70 77.:		70.8	
Heavy Trucks: Vehicle Noise:			75.5		71.3		71		78.		79.0	
Centerline Distan	ce to Noise Co	ntour (in feet	)									
				70	dBA	65 d	ВА	- (	60 dBA	55	dBA	
			Ldn:		95		20	5	443	,	954	

	FHV	/A-RD-77-108	тівні	WAT NO	JISE P	KEDIC II	ON WIC	JUEL			
Scenari						.,			ux Wareh	ouse No	
	e: Market St.					Job Ni	ımber:	12722			
Road Segmer	t: e/o Rubidou	ıx BI.									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data				S	ite Con	ditions (	Hard :		oft = 15)		
Average Daily	Traffic (Adt):	28,280 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%				dium Tru		,			
Peak H	our Volume:	1,980 vehicle	s		He	avy Truc	ks (3+	Axles):	15		
	nicle Speed:	45 mph		V	ehicle	Mix					
Near/Far Lai	ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						Α	utos:	71.3%	9.8%	18.9%	75.75
Rar	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13
Barrier Type (0-W	•	0.0			-	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis	t. to Barrier:	59.0 feet		N	oise S	ource Ele	evatio	ns (in fe	eet)		
Centerline Dist.	o Observer:	59.0 feet		F		Autos		0.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Trucks		.297			
Observer Height (	Above Pad):	5.0 feet				vy Trucks		1.004	Grade Ad	iustment	. 0 0
Pa	d Elevation:	0.0 feet			ricui	y mucha			0,000,10	,001,110111	. 0.0
Roa	d Elevation:	0.0 feet		L	ane Eq	uivalent		nce (in :	feet)		
F	Road Grade:	0.0%				Autos		1.129			
	Left View:	-90.0 degre	es			m Trucks		3.966			
	Right View:	90.0 degre	es		Hear	y Trucks	: 53	3.982			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow		ance		Road	Fres		Barrier Att		m Atter
Autos:	68.46	-0.08		-0.62		-1.20		-4.69		000	0.0
Medium Trucks:	79.45	-8.82		-0.60		-1.20		-4.88		000	0.00
Heavy Trucks:	84.25	-7.37		-0.60		-1.20		-5.35	0.0	000	0.00
Unmitigated Noise							11:1-4		Ldn		NEL
VehicleType Autos:	Leq Peak Hou 66		65.8	Leq Eve	ening 63.3	Leq I	vignt 61	2	Lan 68.0		NEL 69
Medium Trucks:	68.	-	68.5		63.7		62		70.9	-	70
Heavy Trucks:	75.	-	74.2		71.4		70		77.	-	77
Vehicle Noise:	76.		75.7		72.6		71		78.9		79
Centerline Distanc	e to Noise Co	ntour (in feet	)								
				70 dE	BA	65 c	iBA	6	0 dBA	55	dBA
			Ldn:		230		49	6	1.068		2.30

Tuesday, October 6, 2020

	FH	WA-RD-77-10	B HIG	HWAY	NOISE PF	REDICTION	ON M	ODEL			
Scenari	o: EA					Project I	Name	Rubido	oux Wareh	ouse Noi	
Road Nam	e: Agua Mans	sa Rd.				Job Nu	ımber	12722			
Road Segmer	nt: e/o Riversi	de Ave.									
SITE :	SPECIFIC IN	IPUT DATA			Site Con				L INPUT	S	
· · ·					Site Con	uitions (	паги				
Average Daily	. ,	14,167 vehic	les					Autos:			
	Percentage:	7.00%				dium Tru					
	our Volume:	992 vehicle	es		He	avy Truci	ks (3+	Axles):	15		
	hicle Speed:	45 mph		İ	Vehicle I	Mix					
Near/Far Lar	ne Distance:	48 feet		İ	Vehi	icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Ran	rier Height:	0.0 feet			Medium Trucks: 77.3% 6.5% 16.2% 10.						
Barrier Type (0-W		0.0			H	leavy Tru	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis	. ,	52.0 feet			M-1 2		47	// •			
Centerline Dist.	to Observer:	52.0 feet		-	Noise So				eet)		
Barrier Distance		0.0 feet				Autos		0.000			
Observer Height (		5.0 feet				m Trucks		2.297			
	ad Flevation:	0.0 feet			Heav	y Trucks	: 8	3.004	Grade Ad	ijustment	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Equ	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	3.400			
	Left View:	-90.0 degre	ees		Mediur	m Trucks	: 4	5.209			
	Right View:	90.0 degre			Heav	y Trucks	: 4	5.228			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Pond	Fre:	enol .	Barrier Att	ton Por	m Atten
Autos:	68.46			0.3		-1.20	116	-4.66		000	0.00
Medium Trucks:	79.45		-	0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25		-	0.4		-1.20		-5.41		000	0.000
Unmitigated Noise						1.20		0.77			0.000
	Leg Peak Ho				vening	Leg N	liaht	1	Ldn	C	NEL
Autos:		1.6	63.9	204 2	61.3	204 /	59	3	66.		67.0
Medium Trucks:	-	3.8	66.5		61.7		61		68.		68.7
Heavy Trucks:		3.1	72.2		69.4		68		75.	-	76.0
Vehicle Noise:	74	1.5	73.7		70.6		69	.8	76.	9	77.
Centerline Distanc	e to Noise Co	ontour (in fee	t)								
				70	dBA	65 d	ΙBΑ	6	0 dBA	55	dBA
			Ldn:		149		32	2	693	3	1,494
		(	NEL:		156		33	5	723	3	1,557

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	WAY I	NOISE P	REDICT	ION MC	DEL			
	rio: EAP					.,			oux Wareh	ouse No	i
	ne: Cedar Ave.					Job N	lumber:	12722			
Road Segme	nt: n/o I-10 WI	3 Ramps									
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	54,968 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	3,848 vehicle	es.		He	eavy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		ŀ	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet				icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.79%
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	6 10.11%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	4.10%
	ist. to Barrier:	52.0 feet			Noise S	ourco E	lovation	c (in f	not)		
Centerline Dist.	to Observer:	52.0 feet		L	NOISE 3	Auto		.000	et)		
Barrier Distance	to Observer:	0.0 feet				m Truck		.000			
Observer Height	(Above Pad):	5.0 feet						.004	Grade Ad	iuatman	t: 0 0
P	ad Elevation:	0.0 feet			неа	vy Truck	S: 8	.004	Grade Ad	jusunen	ı. u.u
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 46	.228			
FHWA Noise Mod	el Calculation	s		1							
VehicleType	REMEL	Traffic Flow		tance		Road	Fres		Barrier Att		rm Atten
Autos:		3.32		0.3	-	-1.20		-4.66		000	0.000
Medium Trucks:				0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-3.98		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	er atter	uation)						
VehicleType	Leq Peak Hou	ır Leq Da	y	Leq E	vening	Leq	Night		Ldn		NEL
Autos:			68.3		65.7		63.		71.		71.4
Medium Trucks:	71	.5	71.1		66.4		65.	6	73.2	2	73.4
Heavy Trucks:		1.2	77.3		74.6		73.		80.8		81.1
Vehicle Noise:	79	0.5	78.7		75.6		74.	8	81.9	9	82.2
Centerline Distan	ce to Noise Co	ontour (in feet	t)								
			I	70	dBA	65	dBA		60 dBA		5 dBA
			Ldn:		322		694		1,495		3,221
		С	NEL:		336		723	3	1,558		3,358

	FH\	WA-RD-77-108	HIG	HWAY I	NOISE P	REDICTI	ON M	ODEL			
Road Nan	rio: EAP ne: Cedar Ave. nt: s/o I-10 EB							Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	38,352 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak F	lour Volume:	2,685 vehicle	:S		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		ŀ	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		H		icleType		Day	Evening	Night	Daily
Site Data							utos:	71.3%		18.9%	76.11%
Ra	rrier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	9.98%
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	13.91%
• • • •	st to Barrier:	52.0 feet									
Centerline Dist	to Observer:	52.0 feet			Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		0.000			
Observer Height	(Above Pad):	5.0 feet				m Trucks		2.297			
P	ad Elevation:	0.0 feet			Heav	y Trucks		3.004	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		Ī	Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	6.400			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 4	3.209			
	Right View:	90.0 degre	es		Heav	y Trucks	: 4	6.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance		Road	Fre:		Barrier Att		rm Atten
Autos:		1.27		0.3		-1.20		-4.66		000	0.000
Medium Trucks:		-7.56		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-6.12		0.4	11	-1.20		-5.41	0.0	000	0.000
<b>Inmitigated Nois</b>										_	
VehicleType	Leq Peak Hou			Leq E	vening	Leq I	_		Ldn		NEL
Autos:	68		68.2		65.6			.7	71.		71.3
Medium Trucks:	71		70.7		66.0			.2	72.	-	73.0
Heavy Trucks: Vehicle Noise:			76.4 78.0		73.7 74.9			.0	79.9 81.	-	80.2 81.4
Centerline Distan								-	3		
Sentennië Distan	ce to Noise Co	ontour (in reet	,	70	dBA	65 0	IBA		60 dBA	55	dBA
			1								
			Ldn:		288		61	9	1,335	5	2,875

		/A-RD-77-108									
Scenario									ux Wareh	ouse No	i
	e: Cedar Ave.					Job N	ımber:	12722			
Road Segmen	t: n/o Santa A	na Av.									
	PECIFIC IN	PUT DATA		0.	4- 0				L INPUT	S	
Highway Data				Si	te Con	ditions					
Average Daily 1	. ,	27,910 vehicl	es					Autos:	15		
Peak Hour F		7.00%				dium Tru		,	15		
		1,954 vehicle	S		He	avy Truc	ks (3+ .	Axles):	15		
	nicle Speed:	45 mph		Ve	hicle	Mix					
Near/Far Lan	e Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						Α.	utos:	71.3%	9.8%	18.9%	76.359
Ran	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	9.88%
Barrier Type (0-Wa	all, 1-Berm):	0.0			I	Heavy Tr	ucks:	68.2%	9.0%	22.8%	13.779
Centerline Dis		52.0 feet		No	ise So	ource Ele	evation	s (in fe	et)		
Centerline Dist. to		52.0 feet				Autos	: 0.	.000			
Barrier Distance t		0.0 feet			Mediu	m Trucks	: 2	297			
Observer Height (A	,	5.0 feet				y Trucks		004	Grade Ad	iustment	: 0.0
	d Elevation:	0.0 feet				•					
	d Elevation:	0.0 feet		La	ne Eq	uivalent			eet)		
R	Road Grade:	0.0%				Autos		.400			
	Left View:	-90.0 degre	es			m Trucks		.209			
	Right View:	90.0 degre	es		Heav	y Trucks	: 46	.228			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Dista		Finite	Road	Fresi		Barrier Att		m Atten
Autos:	68.46	-0.10		0.38		-1.20		-4.66		000	0.00
Medium Trucks:	79.45	-8.98		0.41		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-7.54		0.41		-1.20		-5.41	0.0	000	0.00
Unmitigated Noise							E-1-4	1	1 -1-		
VehicleType Autos:	Leq Peak Hou 67		66.8	Leq Eve	64.2	Leq I	vignt 62:		Ldn 69.6		NEL 69.
Medium Trucks:	69.	-	69.3		64.6		63	-	71.3	-	71.
								-			
Heavy Trucks:	75. 77.	-	75.0		72.3		71.	-	78.5		78.
Vehicle Noise:		-	76.5		73.5		72.	р	79.7	'	80.
	e to Noise Co	ntour (in feet	)	70 dB	Α.	e e	IBA	6	0 dBA	55	dBA
Centernine Distance											
Centernine Distance			Ldn:	70 U.D	231	030	498		1.073		2.313

Tuesday, October 6, 2020

	FH\	WA-RD-	77-108	HIGH	WAY	NOISE PI	REDICTI	ON N	IODEL			
Scenar	io: EAP						Project	Name	: Rubido	oux Wareh	ouse Noi	
Road Nan	ne: Cedar Ave.						Job Ni	umbe	r: 12722			
Road Segme	nt: s/o Santa A	na Av.										
	SPECIFIC IN	IPUT D	ATA							L INPUT	S	
Highway Data						Site Con	ditions	Haro	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	27,151	vehicle	s					Autos:	15		
Peak Hour	Percentage:	7.00%	-				dium Tru					
Peak F	lour Volume:	1,901	vehicles			He	avy Truc	ks (3	+ Axles):	15		
Ve	ehicle Speed:	45 ו	mph			Vehicle i	Miv					
Near/Far La	ne Distance:	48 1	feet				icleType		Dav	Evening	Night	Dailv
Site Data								utos:	71.3%	-	18.9%	76.44%
Pa	rrier Height:	0.0	feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	
Barrier Type (0-V		0.0				- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	13.72%
Centerline Di			feet									
Centerline Dist	to Observer:	52.0	feet			Noise So				eet)		
Barrier Distance	to Observer:	0.0	feet				Autos		0.000			
Observer Height			feet				m Trucks		2.297			
-	ad Flevation:		feet			Heav	y Trucks	3.	8.004	Grade Ad	justment	: 0.0
	ad Elevation:		feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%					Autos	: 4	6.400			
	Left View:	-90.0	dearee	s		Mediu	m Trucks	s: 4	6.209			
	Right View:	90.0	degree	s		Heav	y Trucks	s: 4	6.228			
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic	Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:	68.46		-0.22		0.3	38	-1.20		-4.66	0.	000	0.000
Medium Trucks:	79.45		-9.12		0.4	11	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	84.25		-7.67		0.4	11	-1.20		-5.41	0.	000	0.000
Unmitigated Nois	e Levels (with	out Top	o and b	arri	er atte	nuation)						
VehicleType	Leq Peak Hou		eq Day		Leq E	vening	Leq I	Night		Ldn		NEL
Autos:			_	6.7		64.1		-	2.2	69.		69.8
Medium Trucks:	69	).5	6	9.2		64.4		6	3.7	71.	2	71.4
Heavy Trucks:	75	i.8		4.9		72.1			1.4	78.		78.7
Vehicle Noise:	77	'.2	7	6.4		73.4		7	2.5	79.	6	79.9
Centerline Distan	ce to Noise Co	ontour (	in feet)									
					70	dBA	65 0			60 dBA		dBA
			_	.dn:		227			88	1,052		2,266
			CN	IEL:		236		5	09	1,096	6	2,362

Tuesday, October 6, 2020

	FHV	VA-RD-77-108	HIGI	HWAY	NOISE P	REDICT	ION MO	DDEL			
Road Nam	io: EAP ne: Cedar Ave. nt: s/o Jurupa	Av.						Rubido 12722	oux Wareh	ouse No	İ
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	26,998 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	1,890 vehicle	s		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		ŀ	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		Ì		icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	76.50%
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	9.81%
Barrier Type (0-W	/all, 1-Berm):	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	13.68%
Centerline Di	st. to Barrier:	52.0 feet		İ	Noise S	ource El	levatio	ns (in f	eet)		
Centerline Dist.	to Observer:	52.0 feet		İ		Auto	s: (	0.000			
Barrier Distance		0.0 feet			Mediu	m Truck		.297			
Observer Height (		5.0 feet			Hear	y Truck	s: 8	.004	Grade Ad	justment	: 0.0
	ad Elevation:	0.0 feet				•					
	ad Elevation:	0.0 feet			Lane Eq				feet)		
	Road Grade:	0.0%				Auto		3.400			
	Left View:	-90.0 degre				m Truck		3.209			
	Right View:	90.0 degre	es		Hea	y Truck	s: 46	5.228			
FHWA Noise Mode				•							
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	-0.24		0.0		-1.20		-4.66		000	0.000
Medium Trucks:		-9.15		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-7.71		0.4	• •	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise VehicleType	e <b>Levels (with</b> Lea Peak Hou				nuation) Evening	Loc	Night	1	Ldn		NEL
Autos:	67 67	.,.,	66.7	Ley L	64.1	_	14igrit 62	2	69.		69.8
Medium Trucks:	69		69.1		64.1		63		71.		71.4
Heavy Trucks:	75		74.8		72.1		71		78.	_	78.6
Vehicle Noise:			76.4		73.3		72		79.		79.8
Centerline Distant	ce to Noise Co	ntour (in feet	)								
				70	dBA	65	dBA		60 dBA		dBA
			Ldn:		225		48	-	1,046		2,254
		С	NEL:		235		50	6	1,090	)	2,349

	FHV	VA-RD-77-108	3 HIG	HWAY N	NOISE PI	REDICTI	ON MC	DDEL			
Road Nam	io: EAP ne: Cedar Ave. nt: s/o 7th Stre	et					Name: umber:		oux Wareh	ouse N	oi
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	28,259 vehicl	les					Autos.	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	icks (2	Axles).	15		
Peak H	lour Volume:	1,978 vehicle	es		He	avy Truc	ks (3+	Axles).	15		
Ve	hicle Speed:	50 mph		-	Vehicle I	Miv					
Near/Far La	ne Distance:	48 feet		-		icleType		Day	Evening	Night	Daily
Site Data						- A	utos:	71.39	9.8%	18.99	% 76.49%
Rai	rrier Height:	0.0 feet			Me	edium Tr	ucks:	77.39	6.5%	16.29	% 9.82%
Barrier Type (0-W		0.0			F	Heavy Tr	ucks:	68.29	9.0%	22.89	% 13.69%
Centerline Dis	. ,	52.0 feet		-	Noise Sc	a El	ovetio.	o (in f	no#)		
Centerline Dist.	to Observer:	52.0 feet		H.	woise sc	Autos		.000	eet)		
Barrier Distance	to Observer:	0.0 feet			Madiu	Autos m Trucks		.000			
Observer Height (	Above Pad):	5.0 feet				vy Trucks		.004	Grade Ad	liuctma	nt: 0.0
Pa	ad Elevation:	0.0 feet			пеач	ry Trucks	s. o	.004	Grade Ad	jusunei	n. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distar	ce (in	feet)		
1	Road Grade:	0.0%				Autos	: 46	.400			
	Left View:	-90.0 degre	es		Mediu	m Trucks	s: 46	.209			
	Right View:	90.0 degre	es		Heav	y Trucks	s: 46	.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		erm Atten
Autos:	70.20	-0.50	)	0.3	8	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	81.00	-9.41		0.4	1	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	85.38	-7.97		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	ier atten	uation)						
VehicleType	Leq Peak Hou		_	Leq E	vening	Leq	_		Ldn		CNEL
Autos:	68		68.2		65.6		63.		71.		71.3
Medium Trucks:	70		70.4		65.7		64.	-	72.	-	72.7
Heavy Trucks: Vehicle Noise:	76 78		75.7 77.4		72.9 74.3		72.		79.: 80.:		79.8 80.8
Centerline Distance					7 1.0					-	
Cemeriine Distant	e to Noise Co	miour (in feet	9	70 0	dBA	65.0	dBA		60 dBA	5	5 dBA
			Ldn:		263		56	3	1.219	_	2.626

		A-RD-77-108	HIGH	IVVATI	NOISE P	REDICTI	OM MC	DEL			
Scenario	o: EAP								ux Wareh	ouse Noi	
Road Name	e: Rubidoux Bl.					Job N	umber:	12722			
Road Segmen	t: s/o El Rivino	Rd									
	SPECIFIC INF	UT DATA			a:: a				L INPUT	S	
Highway Data					Site Cor	ditions	Hara =				
Average Daily	,	7,756 vehicle	es					Autos:	15		
		7.00%				edium Tru		,	15		
		,943 vehicles	S		He	eavy Truc	ks (3+	Axles):	15		
	nicle Speed:	50 mph			Vehicle	Mix					
Near/Far Lar	ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data							utos:	71.3%	9.8%	18.9%	76.50
Rar	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	9.819
Barrier Type (0-Wa	-	0.0				Heavy Tr	ucks:	68.2%	9.0%	22.8%	13.68
Centerline Dis	t. to Barrier:	59.0 feet		ŀ	Noise S	ource El	evation	s (in fe	eet)		
Centerline Dist. t	o Observer:	59.0 feet		F		Autos		.000	,		
Barrier Distance t	to Observer:	0.0 feet			Mediu	m Trucks		.297			
Observer Height (	Above Pad):	5.0 feet				vy Trucks	. –	.004	Grade Ad	iustment	
Pa	d Elevation:	0.0 feet		L		•				, aoiment	0.0
Roa	d Elevation:	0.0 feet		L	Lane Eq	uivalent	Distan	ce (in t	feet)		
F	Road Grade:	0.0%				Autos	: 54	.129			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 53	.966			
	Right View:	90.0 degree	es		Hea	vy Trucks	53	.982			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dis	tance		Road	Fres		Barrier Att		m Atten
Autos:	70.20	-0.57		-0.6	_	-1.20		-4.69		000	0.00
Medium Trucks:	81.00	-9.49		-0.6	-	-1.20		-4.88		000	0.00
Heavy Trucks:	85.38	-8.05		-0.6	-	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise VehicleType	Levels (without Lea Peak Hour						N 17 1-4	1	Ldn		NEL
Venicie i ype Autos:	Leq Peak Hour 67.8	, ,	67.1	Leq E	vening 64.5		Night 62.	6	Lan 69.9		VEL 70
Medium Trucks:	69.7		69.3		64.5		63.		71.4		71
Heavy Trucks:	75.5		74.6		71.9		71.	-	71		71
Vehicle Noise:	77.1		76.3		73.2		72.		79.		79
Centerline Distanc	e to Noise Con	tour (in feet)	)								
		·		70	dBA	65 (	iBA	6	0 dBA	55	dBA
			Ldn:		252		543	3	1,170	ı	2,52

Tuesday, October 6, 2020

	FH\	WA-RD-77-	108 HIG	HWAY	NOISE PF	REDICTION	ом м	ODEL			
Scenari	io: EAP					Project I	Vame	: Rubido	oux Wareh	ouse Noi	
Road Nam	e: Rubidoux E	31.				Job Nu	mber	: 12722			
Road Segmer	nt: s/o Market	St.									
	SPECIFIC IN	IPUT DAT	ΓΑ		Site Con				L INPUT	S	
Highway Data					Site Con	aitions (	Hara				
Average Daily	. ,	26,598 ve	hicles					Autos:			
	Percentage:	7.00%				dium Tru					
	lour Volume:	1,862 veh			He	avy Truci	ks (3+	+ Axles):	15		
	hicle Speed:	50 mpl			Vehicle I	Mix					
Near/Far La	ne Distance:	48 feet	t	İ	Vehi	icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.84%
Rai	rrier Height:	0.0 fe	et		Me	edium Tru	ıcks:	77.3%	6.5%	16.2%	10.09%
Barrier Type (0-W		0.0			F	leavy Tru	ıcks:	68.2%	9.0%	22.8%	14.07%
Centerline Dis	. ,	59.0 fee	et		Noise So			(: 6	4		
Centerline Dist.	to Observer:	59.0 fee	et	ŀ	Noise So			_ •	eet)		
Barrier Distance	to Observer:	0.0 fee	et			Autos		0.000			
Observer Height (	Above Pad):	5.0 fee	et			m Trucks		2.297	0		
Pa	ad Elevation:	0.0 fee	et		Heav	y Trucks		8.004	Grade Ad	justment.	0.0
Roa	ad Elevation:	0.0 fee	et	l	Lane Equ	uivalent	Dista	nce (in	feet)		
1	Road Grade:	0.0%		l		Autos	: 5	4.129			
	Left View:	-90.0 de	grees		Mediur	m Trucks	: 5	3.966			
	Right View:	90.0 de	grees		Heav	y Trucks	: 5	3.982			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flo	w Di	stance	Finite		Fre	snel	Barrier Att	en Ber	m Atten
Autos:	70.20	-	.80	-0.6		-1.20		-4.69		000	0.000
Medium Trucks:	81.00	_	1.55	-0.6		-1.20		-4.88		000	0.000
Heavy Trucks:	85.38	-8	1.11	-0.6	60	-1.20		-5.35	0.	000	0.000
Unmitigated Noise			nd barri	er atter	nuation)						
VehicleType	Leq Peak Hot	ur Leq	Day	Leq E	vening	Leq N	light		Ldn	CI	VEL
Autos:	67	7.6	66.9		64.3		62	2.4	69.	7	70.0
Medium Trucks:	69	9.6	69.3		64.6		63	3.8	71.	3	71.5
Heavy Trucks:	75	5.5	74.6		71.8			1.1	78.		78.3
Vehicle Noise:	77	7.0	76.2		73.1		72	2.3	79.	4	79.6
Centerline Distanc	e to Noise Co	ontour (in 1	feet)								
				70	dBA	65 d			60 dBA		dBA
			Ldn:		249		53		1,155		2,489
			CNEL:		260		55	59	1,205	5	2,595

Tuesday, October 6, 2020

	FH\	WA-RD-77-10	B HIGI	HWAY	NOISE P	REDICT	ION MC	DEL			
	io: EAP ne: Rubidoux B	BI.					Name:		oux Wareh	ouse N	loi
Road Segme	nt: s/o 24th St										
SITE	SPECIFIC IN	IPUT DATA				N	IOISE	MODE	L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	26,807 vehic	les					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	1,877 vehicle	es		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	50 mph			Vehicle	Mix					
Near/Far La	ne Distance:	48 feet				icleType	,	Dav	Evening	Nigh	t Daily
Site Data							Autos:	71.3%	•	18.9	
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2	% 10.09%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8	% 14.07%
Centerline Di		59.0 feet			Noise S	roo E	lovetion	o (in f	no.e)		
Centerline Dist.	to Observer:	59.0 feet			Noise 3	Auto			eet)		
Barrier Distance	to Observer:	0.0 feet			A decedio	Auto m Truck		.000			
Observer Height	(Above Pad):	5.0 feet						.297	Grade Ad	li cotmo e	mt: 0.0
P	ad Elevation:	0.0 feet			неа	y Truck	s: 8	.004	Grade Ad	jusune	in. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 54	.129			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 53	.966			
	Right View:	90.0 degre	ees		Hea	y Truck	s: 53	.982			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en E	erm Atten
Autos:	70.20	-0.76		-0.	62	-1.20		-4.69	0.0	000	0.000
Medium Trucks:	81.00	-9.52	2	-0.	60	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-8.08	3	-0.	60	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou		_	Leq E	ening	_	Night		Ldn		CNEL
Autos:	67		66.9		64.3		62.		69.	-	70.0
Medium Trucks:	69		69.3		64.6		63.	-	71.3	-	71.6
Heavy Trucks:		5.5	74.6		71.8		71.		78.		78.4
Vehicle Noise:		7.0	76.3		73.2		72.	3	79.	4	79.7
Centerline Distant	ce to Noise Co	ontour (in fee	t)								
				70	dBA	65	dBA		60 dBA		55 dBA
			Ldn:		250		539	-	1,162		2,502
		C	NEL:		261		562	2	1,211		2,609

	FHV	VA-RD-77-108	HIG	HWAY N	IOISE PI	REDICTI	ON MO	DDEL			
Road Nam	io: EAP e: Rubidoux B nt: s/o 26th St.							Rubido 12722	oux Wareh	ouse No	
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	26,416 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	ıcks (2	Axles):	15		
Peak H	our Volume:	1,849 vehicle	S		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		Ι,	Vehicle I	Miv					
Near/Far Lai	ne Distance:	48 feet				icleType		Day	Evening	Night	Daily
Site Data							utos:	71.3%	9.8%	18.9%	75.58%
Rai	rier Height:	0.0 feet			М	edium Tı	ucks:	77.3%	6.5%	16.2%	10.20%
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.22%
Centerline Dis		59.0 feet			O		41	(! <b>£</b>	4)		
Centerline Dist.	to Observer:	59.0 feet		Ľ	Voise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		0.000			
Observer Height (	Above Pad):	5.0 feet				m Truck	-	1.297	Crada Ad	ī, i atmant	
Pa	ad Elevation:	0.0 feet			near	ry Truck	s: e	1.004	Grade Ad	justinent	0.0
Roa	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distar	nce (in	feet)		
F	Road Grade:	0.0%				Autos	3: 54	1.129			
	Left View:	-90.0 degree	es		Mediu	m Trucks	5: 53	3.966			
	Right View:	90.0 degre	es		Heav	y Truck	s: 53	8.982			
FHWA Noise Mode	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Di.	stance		Road	Fres		Barrier Att		m Atten
Autos:	70.20	-0.84		-0.6		-1.20		-4.69		000	0.00
Medium Trucks:	81.00	-9.54		-0.6	-	-1.20		-4.88		000	0.000
Heavy Trucks:	85.38	-8.10		-0.6	0	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise											
	Leq Peak Hou			Leg E		Leq	Night		Ldn		VEL
Autos:	67		66.8		64.2		62		69.6		69.9
Medium Trucks:	69		69.3		64.6		63		71.3	-	71.6
Heavy Trucks: Vehicle Noise:	75 77		74.6 76.2		71.8		71 72		78. <sup>-</sup>		78.3 79.3
Centerline Distanc	e to Noise Co	ntour (in feet	)								
Comernie Distant	110136 00	var (m. 1661)		70 0	iBA	65	iBA	-	60 dBA	55	dBA
			Ldn:		249		53	7	1,157		2,493
		C			260			0	1,206		2,599

Scenari	o FAP					Project	Name: I	Ruhido	ux Wareho	nuse Noi	
	e: Rubidoux Bl						ımber:		ux waiciic	Jusc 1401	
	nt: s/o 34th St.					000 110	annocn.	12122			
	SPECIFIC IN	DIIT DATA		T		N	OISE I	/ODE	L INPUTS		
Highway Data	SPECIFIC IN	TOI DAIA			Site Con	ditions				,	
Average Daily	Traffic (Adt):	26,463 vehicle	:S					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	icks (2 A	(xles):	15		
Peak H	our Volume:	1,852 vehicles	;		He	avy Truc	ks (3+ A	(xles	15		
Ve	hicle Speed:	50 mph		Η,	Vehicle i	Miss					
Near/Far La	ne Distance:	48 feet				icleType		Dav	Evening	Night	Daily
Site Data					ven			71.3%	•		75.83%
	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.099
Barrier Type (0-W	•	0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.079
Centerline Dis		59.0 feet		Η.	M-1 0	F1		- /! #-	-41		
Centerline Dist.	to Observer:	59.0 feet		Ľ	Noise Sc	ource Ele			et)		
Barrier Distance		0.0 feet				Autos		000			
Observer Height (	Above Pad):	5.0 feet				m Trucks		297			
• .	ad Elevation:	0.0 feet			Heav	y Trucks	8.0	004	Grade Adj	ustment:	0.0
Roa	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distanc	e (in f	eet)		
1	Road Grade:	0.0%				Autos	: 54.	129			
	Left View:	-90.0 degree	:S		Mediu	m Trucks	: 53.	966			
	Right View:	90.0 degree	:S		Heav	y Trucks	53.	982			
HWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dist	ance	Finite	Road	Fresn		Barrier Atte	en Ber	m Atten
Autos:	70.20	-0.82		-0.6		-1.20		-4.69	0.0		0.00
Medium Trucks:	81.00	-9.58		-0.6	-	-1.20		-4.88	0.0		0.00
Heavy Trucks:	85.38	-8.13		-0.6	0	-1.20		-5.35	0.0	100	0.00
Unmitigated Noise			$\overline{}$							1	
VehicleType	Leq Peak Hour			Leq E	vening	Leq i			Ldn		VEL
Autos:	67. 69.	-	66.9 69.3		64.3 64.5		62.3		69.6		70. 71.
Medium Trucks:		-							71.3		
Heavy Trucks: Vehicle Noise:	75. 77.		74.5 76.2		71.8 73.1		71.0		78.0 79.4		78. 79.
Centerline Distanc											
Jenternie Distant	e to Hoise Co	ntour (III leet)		70 0	dBA	65 (	iBA	6	0 dBA	55	dBA
			느								0.40
			Ldn:		248		535		1,152		2,481

Tuesday, October 6, 2020

	FH\	WA-RD-	77-108	HIGHW	AY N	OISE PF	EDICTION	ом м	ODEL			
Scenario	o: EAP						Project i	Name	: Rubido	oux Wareh	ouse Noi	
Road Name	e: Market St.						Job Nu	ımbei	r: 12722			
Road Segmen	t: n/o Rivera	St.										
SITE S Highway Data	SPECIFIC IN	IPUT D	ATA			Site Con				L INPUT	S	
					- 2	nte Con	itions (	Hara				
Average Daily 1	. ,	26,163		S					Autos:			
Peak Hour I		7.00%					dium Tru					
	our Volume:		ehicles/			Hea	avy Truc	ks (3-	+ Axles):	15		
	nicle Speed:	45 r			١	ehicle N	1ix					
Near/Far Lar	ne Distance:	48 f	eet		F	Vehi	cleType		Day	Evening	Night	Daily
Site Data							A	utos:	71.3%	9.8%	18.9%	75.74%
Bar	rier Height:	0.0	feet			Me	dium Tri	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-Wa		0.0	1001			H	leavy Tri	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		59.0	feet		١.	/- i O-			(! 6	41		
Centerline Dist. t	o Observer:	59.0	feet		- /	loise So			_ •	eet)		
Barrier Distance t	o Observer:	0.0	feet				Autos		0.000			
Observer Height (		5.0	feet				n Trucks		2.297			
	d Flevation:	0.0	feet			Heav	y Trucks	-	8.004	Grade Ad	ijustment	0.0
Roa	d Elevation:	0.0	feet		L	ane Equ	iivalent	Dista	nce (in	feet)		
F	Road Grade:	0.0%					Autos	: 5	4.129			
	Left View:	-90.0	degree	s		Mediur	n Trucks	: 5	3.966			
	Right View:		degree			Heav	y Trucks	: 5	3.982			
FHWA Noise Mode	l Calculation	•										
VehicleType	REMEL	Traffic	Flow	Distar	nce	Finite	Road	Fre	snel	Barrier At	ten Ber	m Atten
Autos:	68.46		-0.42		-0.62		-1.20		-4.69	0.	000	0.000
Medium Trucks:	79.45		-9.15		-0.60	)	-1.20		-4.88	0.	000	0.000
Heavy Trucks:	84.25		-7.71		-0.60	)	-1.20		-5.35	0.	000	0.000
Unmitigated Noise	Levels (with	out Top	o and b	arrier a	atten	uation)						
VehicleType	Leq Peak Hou	ır L	eq Day	L	eq Ev	ening	Leq N	light		Ldn	C	VEL
Autos:	66	6.2	6	5.5		62.9		6	1.0	68.	3	68.6
Medium Trucks:	68	3.5	6	8.1		63.4		6	2.6	70.	2	70.4
Heavy Trucks:		1.7		3.8		71.1			0.3	77.	-	77.6
Vehicle Noise:	76	5.1	7	5.3		72.3		7	1.4	78.	5	78.8
Centerline Distanc	e to Noise Co	ontour (	in feet)									
					70 a		65 a			60 dBA		dBA
			_	.dn:		218			71	1,014		2,185
			CN	EL:		228		49	91	1,057	7	2,278

Tuesday, October 6, 2020

	FH'	WA-RD-77-10	8 HIGI	HWAY I	NOISE PI	REDICTION	ON MOI	DEL			
Road Nam	io: EAP ne: Market St. nt: s/o SR-60	EB Ramps					Name: I Imber:		oux Wareho	ouse No	i
	SPECIFIC IN	IPUT DATA	V						L INPUT	S	
Highway Data					Site Con	ditions (					
Average Daily	Traffic (Adt):	35,168 vehi	cles					Autos:	15		
Peak Hour	Percentage:	7.00%				dium Tru	,		15		
Peak F	lour Volume:	2,462 vehic	les		He	avy Truc	ks (3+ A	xles):	15		
Ve	hicle Speed:	45 mph		ı	Vehicle I	Mix					
Near/Far La	ne Distance:	65 feet		F		icleType		Day	Evening	Night	Daily
Site Data						Α	utos:	71.3%	9.8%	18.9%	75.81%
Ra	rrier Heiaht:	0.0 feet			Me	edium Tr	ucks:	77.3%	6.5%	16.2%	10.10%
Barrier Type (0-W		0.0			F	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.09%
Centerline Di		50.0 feet		-	Noise Sc	urce Fla	vation	i (in fa	of)		
Centerline Dist.	to Observer:	50.0 feet		ŀ	NOISE SC	Autos		000	ei)		
Barrier Distance	to Observer:	0.0 feet			Modius	m Trucks		97			
Observer Height	(Above Pad):	5.0 feet						004	Grade Adj	tmon	t. 0.0
P	ad Elevation:	0.0 feet			Heav	ry Trucks	: 8.0	JU4	Grade Adj	usunen	i. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distanc	e (in t	feet)		
	Road Grade:	0.0%				Autos	38.	324			
	Left View:	-90.0 degr	ees		Mediu	m Trucks	: 38.0	93			
	Right View:	90.0 degr	ees		Heav	ry Trucks	38.	115			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten
Autos:	68.46	0.8	7	1.6	3	-1.20		-4.65	0.0	000	0.000
Medium Trucks:	79.45	-7.8	8	1.6	67	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-6.4	4	1.6	66	-1.20		-5.43	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo an	d barri	er atter	nuation)						
VehicleType	Leq Peak Ho	ur Leq D	ay	Leq E	vening	Leq I	Vight		Ldn	С	NEL
Autos:	69	9.8	69.0		66.5		64.5		71.8	3	72.2
Medium Trucks:	72	2.0	71.7		66.9		66.2		73.7	,	73.9
Heavy Trucks:	78	3.3	77.4		74.6		73.9	1	80.9	)	81.1
Vehicle Noise:	79	9.7	78.9		75.8		75.0		82.1		82.3
Centerline Distant	ce to Noise C	ontour (in fe	et)								
·				70	dBA	65 c	IBA	6	i0 dBA	55	dBA
			Ldn:		319		687		1,480		3,188
			CNEL:		332		716		1,542		3,323

Scenar	io: FAP					Project	Name:	Rubida	oux Warehou	ise Noi	
	e: Riverside A	,					umber:			350 1401	
	nt: n/o Agua M					00071					
	SPECIFIC IN					N	OISE	MODE	L INPUTS		
Highway Data				5	Site Con						
Average Daily	Traffic (Adt):	29.639 vehicle	es					Autos:	15		
	Percentage:	7.00%			Ме	dium Tru	icks (2	Axles):	15		
	our Volume:	2,075 vehicles	s		He	avy Truc	ks (3+.	Axles):	15		
Ve	hicle Speed:	55 mph			/ehicle l						
Near/Far La	ne Distance:	48 feet		,		icleType		Day	Evening	Night	Dailv
Site Data					Ven		lutos:	71.3%	-		75.78%
					M	r edium Tı		77.3%			10.12%
	rier Height:	0.0 feet 0.0				leavy Tr		68.2%			14.11%
Barrier Type (0-W Centerline Dis		0.0 52.0 feet								LL.0 /0	
Centerline Dist		52.0 feet		1	Voise Sc				eet)		
Barrier Distance		0.0 feet				Autos		.000			
Observer Height (		5.0 feet				n Trucks		297			
• ,	ad Flevation:	0.0 feet			Heav	y Truck	s: 8	004	Grade Adju	stment.	0.0
	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%				Autos	3: 46	400			
	Left View:	-90.0 degree	es		Mediu	n Trucks	s: 46	209			
	Right View:	90.0 degree	es		Heav	y Truck	3: 46	.228			
FHWA Noise Mode	el Calculations	;									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Atte	n Ber	m Atten
Autos:	71.78	-0.74		0.38	3	-1.20		-4.66	0.00	00	0.000
Medium Trucks:	82.40	-9.49		0.41		-1.20		-4.87	0.00	-	0.000
Heavy Trucks:	86.40	-8.05		0.41	1	-1.20		-5.41	0.00	00	0.000
Unmitigated Noise	•										
VehicleType	Leq Peak Hou			Leq Ev		Leq	Night		Ldn	CI	VEL
Autos:	70	-	69.5		66.9		65.	-	72.3		72.6
Medium Trucks:	72	-	71.8		67.0		66.	_	73.8		74.0
Heavy Trucks: Vehicle Noise:	77.		76.7 78.5		73.9 75.4		73. 74.		80.2 81.6		80.4
Centerline Distance											
Centernine Distant	e to worse Co	ritour (In reet,	<u>'</u>	70 a	IBA	65	iBA	Т -	60 dBA	55	dBA
								1			
			Ldn:		308		664	ļ	1,431		3,084

o: EAP					Proiect	Name:	Rubido	oux Wareh	ouse Noi	
e: Agua Mansa	Rd.									
SPECIFIC INF	UT DATA								s	
			5	Site Con	ditions	Hard =	10, Sc	oft = 15)		
Traffic (Adt): 1	9,159 vehicle	es					Autos:	15		
Percentage:	7.00%			Me	dium Tru	icks (2 )	4xles):	15		
our Volume:	1,341 vehicles	3		He	avy Truc	ks (3+ )	Axles):	15		
nicle Speed:	45 mph		,	Vahicla	Miv					
ne Distance:	36 feet		Ε,				Dav	Evenina	Night	Dailv
						utos:		-		75.849
rior Hoiaht:	0.0 foot			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.099
-				- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.079
t. to Barrier:	50.0 feet		١.	O	F1		- /! #	41		
o Observer:	50.0 feet			voise S				eet)		
o Observer:	0.0 feet									
Above Pad):	5.0 feet							0	4 4	
d Elevation:	0.0 feet			Heat	y irucks	i: 8.	004	Grade Ad	justinent	. 0.0
d Elevation:	0.0 feet		L	Lane Eq	uivalent	Distan	ce (in i	feet)		
Road Grade:	0.0%				Autos	: 46.	915			
Left View:	-90.0 degree	es		Mediu	m Trucks	: 46.	726			
Right View:	90.0 degree	es		Heav	y Trucks	3: 46.	744			
I Calculations										
REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresr	nel	Barrier Att	en Ber	m Atten
68.46	-1.76		0.31	1	-1.20		-4.65	0.0	000	0.00
79.45	-10.52						-4.87			0.00
84.25	-9.08		0.34	4	-1.20		-5.43	0.0	000	0.00
Levels (withou		$\overline{}$							1	
			Leg Ev	vening	Leq	Vight		Ldn		NEL
Leq Peak Hour									9	68.
65.8	3	65.1		62.5		60.6	-	67.9	_	
65.8 68.1	3	65.1 67.7		63.0		62.2	2	69.		
65.8 68.1 74.3	3	65.1 67.7 73.4		63.0 70.6		62.2 69.9	2	69.1 76.9	9	77.
65.8 68.7 74.3 75.7	3	65.1 67.7 73.4 74.9		63.0		62.2	2	69.	9	77.
65.8 68.1 74.3	3	65.1 67.7 73.4 74.9	70.0	63.0 70.6 71.9		62.2 69.9 71.0	9	69.1 76.9 78.	1	77. 78.
65.8 68.7 74.3 75.7	3 3 7 ntour (in feet)	65.1 67.7 73.4 74.9	70 a	63.0 70.6 71.9		62.2 69.9	0	69.1 76.9	55	70. 77. 78. dBA
	e: Agua Mansa t: n/o Markel S PECIFIC INF Traffic (Adl):	### Agua Mansa Rd. ### Traffic (Adt): 19,159 vehicle ### Precentage: 7.00% ### Traffic (Adt): 19,159 vehicle ### Precentage: 7.00% ### To 1,341 vehicles ### Inch 1,341 vehicles ### Inch 2,341 vehicl	2: Agua Mansa Rd. 2: ri/o Market St. 2: PECIFIC INPUT DATA  PECIFIC INPUT DATA  Praffic (Adt): 19,159 vehicles Percentage: 7.00% Description of the percentage: 1,341 vehicles Distance: 36 feet  Prier Height: 0.0 feet Distance: 36 feet  Prier Height: 0.0 feet Distance: 50.0 feet Distanc	### Agua Mansa Rd. ### Agua Mans	### Agua Mansa Rd. ### To Market St. ### Site Con **Traffic (Adt): 19,159 vehicles **Percentage: 7.00%	### Agua Mansa Rd. ### Job Ni  ### PECIFIC INPUT DATA  ### Site Conditions	### Agua Mansa Rd. ### Traffic Flow   Distance   ### Distance   0.0 feet   ### Distance   ### Dist	### Agua Mansa Rd. ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Conditions Reserved ### Autos: #	### Agua Mansa Rd. ### Characterists  ### Agua Mansa Rd. ### Characterists  ### Agua Mansa Rd. ### Characterists  ### Agua Mansa Rd. ### Characterists  ### Characterists  ### Agua Mansa Rd. ### Characterists  ### Character	### Agua Mansa Rd. ### Tracking Agua Mansa Rd. ### Medium Trucks (2 Axles): 15 ### Day Evening Night ### Vehicle Mix ### Vehicle Mix ### Vehicle Mix ### Vehicle Mix ### Vehicle Type Day Evening Night ### Autos: 71.3% 9.8% 18.9% ### Autos: 71.3% 9.8% 18.9% ### Autos: 71.3% 9.8% 18.9% ### Medium Trucks: 77.3% 6.5% 16.2% ### Heavy Trucks: 68.2% 9.0% 22.8% ### Medium Trucks: 68.2% 9.0% 22.8% ### Medium Trucks: 71.3% 6.5% 16.2% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Medium Trucks: 71.3% ### Me

Tuesday, October 6, 2020

	FHV	VA-RD-77-108 HIG	HWAY	NOISE PI	REDICTION	ON MC	DEL			
	io: EAP e: Slover Av. nt: w/o Cedar	Ave.			Project I Job Nu			oux Wareh	ouse Noi	
SITE	SPECIFIC IN	IPUT DATA			N	DISE	MODE	L INPUT	s	
Highway Data				Site Con	ditions (	Hard =	10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	16,095 vehicles					Autos:	15		
Peak Hour	Percentage:	7.00%		Me	dium Tru	cks (2	Axles):	15		
Peak H	lour Volume:	1,127 vehicles		He	avy Truci	(s (3+.	Axles):	15		
Ve	hicle Speed:	50 mph		Vehicle i	Miss					
Near/Far La	ne Distance:	48 feet			icleType		Dav	Evening	Night	Daily
Site Data				10		ıtos:	71.3%		18.9%	
		0.0 feet		М	edium Tru		77.3%			10.08%
Barrier Type (0-W	rrier Height:	0.0 feet 0.0			Heavy Tru		68.2%	9.0%		14.06%
Centerline Dis		52.0 feet			,					
Centerline Dist		52.0 feet		Noise So	ource Ele		_ •	eet)		
Barrier Distance		0.0 feet			Autos.	-	.000			
Observer Height (		5.0 feet			m Trucks.	_	.297			
	ad Flevation:	0.0 feet		Heav	y Trucks.	8.	.004	Grade Ad	justment.	0.0
	ad Elevation:	0.0 feet		Lane Eq	uivalent i	Distan	ce (in i	feet)		
	Road Grade:	0.0%		,	Autos.		.400			
•	Left View:	-90.0 degrees		Mediu	m Trucks.	46	.209			
	Right View:	90.0 degrees		Heav	y Trucks.	46	.228			
FHWA Noise Mode	el Calculation									
VehicleType	REMEL		Distance		Road	Fresi		Barrier Att		m Atten
Autos:	70.20	-2.98	0.		-1.20		-4.66		000	0.000
Medium Trucks:	81.00	-11.74	0.	41	-1.20		-4.87		000	0.000
Heavy Trucks:	85.38	-10.30	0.	41	-1.20		-5.41	0.	000	0.000
Unmitigated Noise	Levels (with	out Topo and ban	rier atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day	Leq E	ening	Leq N	light		Ldn	CI	VEL
Autos:	66			63.1		61.	_	68.	-	68.8
Medium Trucks:	68	.5 68.1	1	63.4		62.	6	70.		70.4
Heavy Trucks:	74			70.6		69.		76.		77.2
Vehicle Noise:	75	.8 75.0	)	72.0		71.	1	78.	2	78.5
Centerline Distanc	e to Noise Co	ontour (in feet)								
	-		70	dBA	65 d	BA	6	0 dBA	55	dBA
		Ldn	-	183		395		850		1,832
		CNEL		191		412	2	887	•	1,910

Tuesday, October 6, 2020

	FH	WA-RD-77-108	HIGH	WAY N	IOISE PE	REDICTI	ON MO	DEL			
Scenar	rio: EAP					Project	Name:	Rubido	ux Wareh	ouse No	i
Road Nan	ne: Slover Av.					Job N	umber:	12722			
Road Segme	nt: e/o Cedar	Ave.									
SITE Highway Data	SPECIFIC II	NPUT DATA			Site Con				L INPUT	S	
				- 1	Site Con	aitions					
Average Daily	. ,	12,179 vehicl	es					Autos:	15		
	Percentage:	7.00%				dium Tru			15		
	lour Volume:	853 vehicle	S		He	avy Truc	ks (3+ )	(xles	15		
	ehicle Speed:	50 mph		1	Vehicle I	Mix					
Near/Far La	ne Distance:	48 feet		F	Vehi	icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.84%
Ra	rrier Height:	0.0 feet			Me	edium Tr	ucks:	77.3%	6.5%	16.2%	10.09%
Barrier Type (0-V	•	0.0			F	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.07%
Centerline D	ist. to Barrier:	52.0 feet		-	Noise Sc	ource El	evation.	s (in fe	et)		
Centerline Dist.	to Observer:	52.0 feet		F		Autos		000	,		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Trucks		297			
Observer Height	(Above Pad):	5.0 feet				y Trucks		004	Grade Ad	liustman	t: 0.0
P	ad Elevation:	0.0 feet			Heav	y IIucka	s. o.	JU4	Orauc Au	justinen	. 0.0
Ro	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distan	ce (in t	feet)		
	Road Grade:	0.0%				Autos	3: 46.	400			
	Left View:	-90.0 degre	es		Mediui	m Trucks	3: 46.	209			
	Right View:	90.0 degre	es		Heav	y Trucks	s: 46.	228			
FHWA Noise Mod	el Calculation	ıs									
VehicleType	REMEL	Traffic Flow		tance	Finite		Fresr	_	Barrier Att		rm Atten
Autos:				0.3		-1.20		-4.66		000	0.000
Medium Trucks:				0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	85.38	-11.50		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo and	barrie	r atten	uation)						
VehicleType	Leq Peak Ho	ur Leq Da	/	Leq E	vening	Leq i	Night		Ldn	C	NEL
Autos:	-	5.2	64.5		61.9		60.0		67.		67.6
Medium Trucks:		7.3	66.9		62.2		61.4		68.	-	69.2
Heavy Trucks:		3.1	72.2		69.4		68.7		75.		75.9
Vehicle Noise:	74	4.6	73.8		70.8		69.9	9	77.	0	77.3
Centerline Distan	ce to Noise C	ontour (in feet	)					,			
			L	70 c		65 (	dBA .	6	i0 dBA		dBA
			Ldn:		152		328		706		1,522
		C	NFI ·		159		342		736		1 587

0	io: FAP					Dun in ad	h/	Donkis	\A/ le -	NI-	
						.,			oux Wareho	ouse No	1
	e: Santa Ana					JOD N	umber:	12722			
Road Segmen	nt: w/o Cedar A	Ave.									
	SPECIFIC IN	PUT DATA			0:4- 0				L INPUTS	3	
Highway Data				- 1	Site Con	ditions	(Hara :				
Average Daily		9,224 vehic	les					Autos.			
	Percentage:	7.00%				dium Tru					
Peak H	lour Volume:	646 vehicle	es		He	eavy Truc	ks (3+	Axles).	15		
Ve	hicle Speed:	40 mph		1	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		F		icleType		Day	Evening	Night	Daily
Site Data							lutos:	71.39	9.8%	18.9%	75.87%
Par	rrier Heiaht:	0.0 feet			М	edium Tı	ucks:	77.39	6.5%	16.2%	10.08%
Barrier Type (0-W		0.0 1001				Heavy Tr	ucks:	68.29	9.0%	22.8%	14.05%
Centerline Dis	. ,	44.0 feet									
Centerline Dist		44.0 feet		1	Voise S	ource El			eet)		
Barrier Distance		0.0 feet				Autos		.000			
Observer Height (		5.0 feet				m Truck	-	.297			
• ,	ad Elevation:	0.0 feet			Heav	vy Truck	s: 8	.004	Grade Adj	ustment	: 0.0
	ad Elevation:	0.0 feet		7	Lane Eq	uivalent	Distar	ice (in	feet)		
	Road Grade:	0.0%		-		Auto		1.460	,		
,	Left View:	-90.0 degre	200		Mediu	m Truck:		.241			
	Right View:	90.0 degre				vy Truck:		.262			
	ragiit view.	50.0 degre	ccs		11001	ry much	J. 40	202			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Atte		rm Atten
Autos:	66.51	-4.43	-	1.28	-	-1.20		-4.61	0.0		0.000
Medium Trucks:	77.72	-13.19	9	1.3	1	-1.20		-4.87	0.0	00	0.000
Heavy Trucks:	82.99	-11.75	5	1.3	1	-1.20		-5.50	0.0	00	0.000
Unmitigated Noise	e Levels (witho	out Topo and	l barri	ier atten	uation)						
VehicleType	Leq Peak Hou	r Leq Da	y	Leg Ev	/ening	Leq	Night		Ldn	С	NEL
Autos:	62		61.4		58.9		56	.9	64.2		64.6
Medium Trucks:	64	.6	64.3		59.5		58	.7	66.3		66.
Heavy Trucks:	71.	.4	70.4		67.7		66	.9	73.9	1	74.2
Vehicle Noise:	72	.6	71.8		68.8		67	.9	75.0		75.3
Centerline Distanc	ce to Noise Co	ntour (in fee	t)								
				70 c	IBA	65	dBA		60 dBA	55	dBA
			Ldn:		95 99		20 21		441 460		950 990

					TOIOL I	KLDIO	ION MO	JUEL			
	io: EAP								oux Wareh	ouse Noi	
	ne: Santa Ana					Job I	Number:	12722			
Road Segme	nt: e/o Cedar /	Ave.									
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	6,716 vehicles	3					Autos:			
Peak Hour	Percentage:	7.00%			Me	edium Ti	rucks (2	Axles):	15		
Peak F	lour Volume:	470 vehicles			He	eavy Tru	icks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		ŀ	Vehicle	Mix					
Near/Far La	ne Distance:	36 feet		İ		icleTyp	е	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.83%
Ba	rrier Heiaht:	0.0 feet			М	edium 7	rucks:	77.3%	6.5%	16.2%	10.09%
Barrier Type (0-W		0.0				Heavy 1	rucks:	68.2%	9.0%	22.8%	14.08%
Centerline Di	st. to Barrier:	44.0 feet		ŀ	Noise S	ourco E	lovatio	ne (in f	not)		
Centerline Dist.	to Observer:	44.0 feet		ŀ	NOISE S	Auto		0.000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height	(Above Pad):	5.0 feet				vy Truck		3.004	Grade Ad	iustment	
P	ad Elevation:	0.0 feet		Į						justinent.	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distar	nce (in	feet)		
	Road Grade:	0.0%				Auto		0.460			
	Left View:	-90.0 degrees	S			m Truck		).241			
	Right View:	90.0 degrees	8		Hea	vy Truck	(s: 40	).262			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	inel	Barrier Att	en Ber	m Atten
Autos:	66.51	-5.81		1.2	18	-1.20		-4.61	0.0	000	0.000
Medium Trucks:	77.72	-14.56		1.3	11	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-13.12		1.3	11	-1.20		-5.50	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and b	arrie	er atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Day		Leq E	vening	Leq	Night		Ldn	CI	VEL
Autos:	60		0.1		57.5		55		62.8		63.2
Medium Trucks:	63		2.9		58.2		57		64.9	-	65.2
Heavy Trucks:	70		9.1		66.3		65		72.0		72.8
Vehicle Noise:			0.4		67.4		66	.5	73.0	ö	73.9
Centerline Distan	ce to Noise Co	ontour (in feet)									
				70	dBA	65	dBA	(	60 dBA	55	dBA
			do:		77		16	^	257		7

Tuesday, October 6, 2020

	FHV	VA-RD-77-108	HIGH	YAW	NOISE PI	REDICTION	ON MC	DEL			
Scenario: Road Name: Road Segment:	Jurupa Ave					Project N Job Nu			oux Wareh	ouse Noi	İ
SITE SP	ECIFIC IN	PUT DATA				NO	DISE	MODE	L INPUT	S	
Highway Data					Site Con	ditions (l	Hard =	: 10, S	oft = 15)		
Average Daily Tra	affic (Adt):	6,090 vehicl	es					Autos:	15		
Peak Hour Pe	rcentage:	7.00%			Me	dium Truc	cks (2	Axles):	15		
Peak Hou	r Volume:	426 vehicle	s		He	avy Truck	(s (3+	Axles):	15		
Vehic	le Speed:	40 mph		-	Vehicle i						
Near/Far Lane	Distance:	48 feet		ł		icleType		Day	Evening	Night	Daily
Site Data					ven		ıtos:	71.3%		18.9%	
						Al edium Tru		77.3%			10.09%
	er Height:	0.0 feet				Heavy Tru		68.2%			14.07%
Barrier Type (0-Wall,		0.0			,	icavy iiu	icns.	00.27	0 5.070	22.070	14.07 /0
Centerline Dist.		52.0 feet			Noise So	ource Ele	vatior	ıs (in f	eet)		
Centerline Dist. to		52.0 feet				Autos:	0	.000			
Barrier Distance to		0.0 feet			Mediu	m Trucks:	2	.297			
Observer Height (Ab	Flevation:	5.0 feet 0.0 feet			Heav	y Trucks:	8	.004	Grade Ad	justment	0.0
	Elevation: Flevation:	0.0 feet		ł	I ano Fa	uivalent l	Dietar	co (in	foot)		
	elevation: ad Grade:	0.0 reet 0.0%		ł	Lune Lq	Autos		400	icci)		
	au Graue. Left View:	-90.0 degre			Modiu	m Trucks:		.209			
	tight View:	90.0 degre				vy Trucks:		.228			
Α.	igni view.	90.0 degre	es		ricas	y ITUCKS.	40	.220			
FHWA Noise Model (	Calculations	5									
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	66.51	-6.23		0.3		-1.20		-4.66		000	0.000
Medium Trucks:	77.72	-14.99		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-13.55		0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise L	evels (with	out Topo and	barri	er attei	nuation)						
VehicleType Le	eq Peak Hou	r Leq Day	/	Leq E	vening	Leq N	light		Ldn		NEL
Autos:	59		58.8		56.2		54.	-	61.	-	61.9
Medium Trucks:	61		61.6		56.8		56.		63.0		63.8
Heavy Trucks:	68		67.7		65.0		64.		71.3		71.5
Vehicle Noise:	69	.9	69.1		66.1		65.	2	72.	3	72.6
Centerline Distance	to Noise Co	ntour (in feet	)								
				70	dBA	65 d	BA		60 dBA	55	dBA
			Ldn:		74		160		344		742
		С	NEL:		77		167	7	359	1	774

Tuesday, October 6, 2020

	FHV	WA-RD-77-1	08 HIG	HWAY	NOISE P	REDICT	ION MC	DEL			
Road Nam	io: EAP ne: Jurupa Ave nt: e/o Cedar A					.,	t Name: lumber:		oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DAT	4						L INPUT	S	
Highway Data					Site Cor	ditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	6,400 veh	icles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	448 vehic	cles		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		ŀ	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet				icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.93%
Ra	rrier Height:	0.0 feet	+		М	edium T	rucks:	77.3%	6.5%	16.2%	10.05%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.02%
Centerline Di		52.0 feet			Noise S			- (:- 5	41		
Centerline Dist.	to Observer:	52.0 feet		ŀ	Noise 3				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height (	Above Pad):	5.0 feet				m Truck		.297	0		4. 0.0
	ad Elevation:	0.0 feet			Hea	vy Truck	s: 8	.004	Grade Ad	justmen	.: 0.0
Roa	ad Elevation:	0.0 feet		i	Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%		i		Auto	s: 46	.400			
	Left View:	-90.0 deg	rees		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 deg			Hea	vy Truck	s: 46	.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flov	v Di	stance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	66.51	-6.0	01	0.3	38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72	-14.	79	0.4	41	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-13.3	35	0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo ar	nd barr	ier atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq D	ay	Leq E	vening	Leq	Night		Ldn	С	NEL
Autos:	59		59.0		56.4		54.	-	61.		62.
Medium Trucks:	62		61.8		57.0		56.	_	63.	-	64.0
Heavy Trucks: Vehicle Noise:	68		67.9 69.3		65.2 66.3		64. 65.		71. 72.		71.7
					00.3	'	65.	4	12.	5	12.0
Centerline Distant	ce to Noise Co	ontour (in fe	et)	70	dBA	65	dBA		60 dBA	5.5	5 dBA
			Ldn:	70	77	0.0	16!		355		765
			CNEL:		80		172	-	370		798
			UITLL.		00		172	-	3/0	,	1 30

Tuesday,	October	6	2020

Road Nam	io: EAP e: 7th St. nt: w/o Cedar A	Ave.				.,	Name: umber:		oux Wareho	ouse N	oi
	SPECIFIC IN	PUT DATA			0" 0				L INPUT	3	
Highway Data					Site Con	aitions	(Hara :				
Average Daily		7,219 vehicle	es					Autos			
	Percentage:	7.00%				dium Tru					
Peak H	our Volume:	505 vehicles	S		He	avy Truc	cks (3+	Axles)	: 15		
Ve	hicle Speed:	45 mph		l	Vehicle	Mix					
Near/Far Lai	ne Distance:	24 feet		İ	Veh	icleType		Day	Evening	Night	Daily
Site Data						- /	lutos:	71.39	6 9.8%	18.99	6 75.83%
Par	rier Heiaht:	0.0 feet			М	edium Tı	ucks:	77.39	6.5%	16.29	6 10.09%
Barrier Type (0-W		0.0				Heavy Tr	ucks:	68.29	6 9.0%	22.89	6 14.08%
Centerline Dis	. ,	25.0 feet									
Centerline Dist		25.0 feet			Noise So				eet)		
Barrier Distance		0.0 feet				Autos		.000			
Observer Height (		5.0 feet				m Truck		.297			
	ad Elevation:	0.0 feet			Heav	y Truck	s: 8	.004	Grade Adj	ustmei	nt: 0.0
	ad Elevation:	0.0 feet		İ	Lane Eq	uivalent	Distar	ce (in	feet)		
	Road Grade:	0.0%		İ		Auto	s: 22	.494			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 22	.098			
	Right View:	90.0 degree			Heav	y Truck	s: 22	.136			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Dis	stance		Road	Fres	-	Barrier Atte		erm Atten
Autos:	68.46	-6.00		5.		-1.20		-4.41	0.0		0.000
Medium Trucks:	79.45	-14.76		5.2		-1.20		-4.85	0.0		0.000
Heavy Trucks:	84.25	-13.32		5.2		-1.20		-5.94	0.0	00	0.000
Unmitigated Noise											
	Leq Peak Hou			Leq E	vening		Night	_	Ldn		CNEL
Autos:	66		65.6		63.1		61.		68.4		68.7
Medium Trucks:	68		68.3		63.6		62.	-	70.4		70.6
Heavy Trucks: Vehicle Noise:	74. 76.	-	74.0 75.5		71.3 72.5		70. 71.	_	77.5 78.7		77.8 79.0
Centerline Distanc	e to Noise Co	ntour (in feet	)								
comee Distanc		mour <sub>(</sub> m reet)		70	dBA	65	dBA		60 dBA	5	5 dBA
			Ldn:		95		20	3	443		954

Scenario	o. EAD					Droin of	Mama	· Dubid	oux Wareh	ouco Na	si .
	e: Market St.							: 12722		ouse inc	DI .
	e. Market St. nt: e/o Rubidou:	, DI				JOD IV	uniber	. 12/22			
road Segmen	it. e/o ixubidou.	V DI.		_							
	SPECIFIC IN	UT DATA							L INPUT	S	
Highway Data				5	ite Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt): 2	28,958 vehicle	es					Autos:	15		
Peak Hour I	Percentage:	7.00%			Me	dium Tru	ucks (2	Axles):	15		
Peak H	our Volume: 1	2,027 vehicle	S		He	avy Truc	cks (3+	Axles):	15		
Vel	nicle Speed:	45 mph		١	/ehicle	Mix					
Near/Far Lar	ne Distance:	48 feet		-		icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%			75.60
Rar	rier Height:	0.0 feet			М	edium Tı	rucks:	77.3%	6.5%	16.2%	10.19
Barrier Type (0-Wa	-	0.0 1001				Heavy Ti	rucks:	68.2%	9.0%	22.8%	14.21
Centerline Dis		59.0 feet		١.	o	5		(i <b>f</b>	41		
Centerline Dist. t		59.0 feet		_	ioise S	ource El			eet)		
Barrier Distance t	o Observer:	0.0 feet				Auto		0.000			
Observer Height (		5.0 feet				m Truck		2.297			
	d Elevation:	0.0 feet			Heav	y Truck	s: 8	3.004	Grade Ad	justmen	t: 0.0
Roa	d Elevation:	0.0 feet		L	ane Eq	uivalent	Dista	nce (in	feet)		
F	Road Grade:	0.0%				Auto	s: 5	4.129	-		
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 5	3.966			
	Right View:	90.0 degree			Heav	y Truck	s: 5	3.982			
FHWA Noise Mode	l Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fre	snel	Barrier Att	en Be	rm Atter
Autos:	68.46	0.02		-0.62	2	-1.20		-4.69	0.	000	0.00
Medium Trucks:	79.45	-8.69		-0.60	)	-1.20		-4.88	0.	000	0.00
Heavy Trucks:	84.25	-7.24		-0.60	)	-1.20		-5.35	0.	000	0.00
Unmitigated Noise	Levels (witho	ut Topo and	barrie	r atteni	uation)						
VehicleType	Leq Peak Hour	Leq Day	′	Leq Ev	ening	Leq	Night		Ldn	C	NEL
Autos:	66.7		65.9		63.4		61		68.	•	69
Medium Trucks:	69.0	)	68.6		63.9		63	1.1	70.	6	70
Heavy Trucks:	75.2	2	74.3		71.5		70	1.8	77.	8	78
Vehicle Noise:	76.6	3	75.8		72.8		71	.9	79.	0	79
Centerline Distanc	e to Noise Cor	tour (in feet,	)								
			L	70 d		65	dBA		60 dBA		dBA
			Ldn:		235		50	-	1,089		2,34
			NEL:		244		52		1,135		2,44

	FH\	WA-RD-77-108 HI	GHWAY	NOISE PI	REDICTIO	ON MO	DEL			
Road Na	rio: EAP me: Agua Mans ent: e/o Riversio				Project N Job Nu			oux Wareh	ouse Noi	
SITE	SPECIFIC IN	IPUT DATA			N	DISE I	MODE	L INPUT	s	
Highway Data				Site Con	ditions (l	Hard =	10, Sc	ft = 15)		
Average Daily	/ Traffic (Adt):	14,311 vehicles					Autos:	15		
	r Percentage:	7.00%		Me	dium Truc	cks (2 A	Axles):	15		
	Hour Volume:	1.002 vehicles		He	avy Truck	s (3+ A	Axles):	15		
V	ehicle Speed:	45 mph		Matriala						
Near/Far L	ane Distance:	48 feet		Vehicle I	icleType		Dav	Evening	Night	Doilu
Site Data				ven			71.3%		18.9%	75.81%
					AL edium Tru		77.3%			10.10%
	arrier Height:	0.0 feet			Heavy Tru		68.2%			14.09%
Barrier Type (0-1		0.0		,	neavy III	CKS.	00.270	9.0%	22.070	14.0970
	ist. to Barrier:	52.0 feet		Noise So	ource Ele	vation	s (in fe	eet)		
Centerline Dist		52.0 feet			Autos:	0.	000			
Barrier Distance		0.0 feet		Mediu	m Trucks:	2	297			
Observer Height	. ,	5.0 feet		Heav	y Trucks:	8.	004	Grade Ad	justment.	0.0
	Pad Elevation:	0.0 feet								
Ro	oad Elevation:	0.0 feet		Lane Eq	uivalent l			reet)		
	Road Grade:	0.0%			Autos:		400			
	Left View:	-90.0 degrees			m Trucks:		209			
	Right View:	90.0 degrees		Heav	y Trucks:	46.	228			
FHWA Noise Mod										
VehicleType	REMEL		Distance		Road	Fresn		Barrier Att		m Atten
Autos		-3.03		38	-1.20		-4.66		000	0.000
Medium Trucks				41	-1.20		-4.87		000	0.000
Heavy Trucks				41	-1.20		-5.41	0.	000	0.000
		out Topo and bar					_			
VehicleType	Leq Peak Hou			vening	Leq N	•	لِ	Ldn		VEL
Autos			-	61.3		59.4		66.		67.0
Medium Trucks			-	61.8		61.0		68.		68.8
Heavy Trucks				69.5		68.7		75.		76.0
Vehicle Noise	: 74	.5 73.	7	70.7		69.8	3	76.	9	77.2
Centerline Distar	ce to Noise Co	ontour (in feet)		-/04	05.			20 404		-ID 4
				dBA	65 d			0 dBA		dBA
		Ldr		150		323		697		1,501
		CNEL	-:	157		337		726	•	1,565

Tuesday, October 6, 2020

	FH	WA-RD-77-10	8 HIGI	HWAY	NOISE P	REDICT	ION MO	DEL			
Road Nan	rio: EAC (2023 ne: Cedar Ave ent: n/o I-10 WI					.,	t Name: lumber:		oux Wareh	ouse N	oi
SITE	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Cor	nditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	60,400 vehic	cles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak F	lour Volume:	4,228 vehicl	es		He	eavy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	40 mph		F	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		-		icleType	•	Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.99	
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.29	6 10.13%
Barrier Type (0-V	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 14.13%
	ist. to Barrier:	52.0 feet			Noise S	ourco E	lovation	e (in f	not)		
Centerline Dist.	to Observer:	52.0 feet		F	NOISE 3	Auto			ei)		
Barrier Distance	to Observer:	0.0 feet			A d = elic	m Truck		.000			
Observer Height	(Above Pad):	5.0 feet						.297	Grade Ad	livotmor	st: 0.0
P	ad Elevation:	0.0 feet			неа	vy Truck	:S: 8	.004	Grade Ad	jusuner	n. 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distar	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degr	ees		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degr	ees		Hea	vy Truck	s: 46	.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	nel	Barrier Att	en Be	erm Atten
Autos:		3.7	-	0.3		-1.20		-4.66		000	0.000
Medium Trucks:				0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-3.5	6	0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo an	d barri	er atter	nuation)						
VehicleType	Leq Peak Hou		•	Leq E	vening		Night		Ldn		CNEL
Autos:		9.4	68.7		66.1		64.	-	71.		71.8
Medium Trucks:		1.9	71.6		66.8		66.	-	73.	-	73.8
Heavy Trucks:		3.6	77.7		75.0		74.		81.:		81.5
Vehicle Noise:		9.9	79.1		76.1		75.	2	82.	3	82.6
Centerline Distan	ce to Noise Co	ontour (in fee	et)		10.4			Τ.			
			1.4	70	dBA	65	dBA		60 dBA		5 dBA
			Ldn:		343		74	-	1,594		3,434
			CNEL:		358		77	1	1,661		3,579

	io: EAC (2023								oux Wareh	ouse No	i
	e: Cedar Ave.					Job N	umber:	12722			
	nt: s/o I-10 EB										
	SPECIFIC IN	IPUT DATA							L INPUT	3	
Highway Data				3	ite Con	aitions	(Hara =		oft = 15)		
Average Daily		53,300 vehic	cles					Autos:			
	Percentage:	7.00%				dium Tn					
	lour Volume:	3,731 vehicl	es		He	avy Truc	cks (3+	Axles):	15		
	hicle Speed:	45 mph		V	ehicle l	Mix					
Near/Far La	ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.75%
Bai	rrier Height:	0.0 feet			Me	edium Ti	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			F	leavy Ti	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Di		52.0 feet		-	<i>i-i</i> 0-	urce El		(:- 5	41		
Centerline Dist.		52.0 feet			ioise sc				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height (	Above Pad):	5.0 feet				n Truck		.297	0		
Pi	ad Elevation:	0.0 feet			neav	y Truck	S: 8	.004	Grade Adj	usunem	. 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Distar	ice (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degr	ees		Mediu	n Truck	s: 46	.209			
	Right View:	90.0 degr	ees		Heav	y Truck	s: 46	.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fres	nel	Barrier Att	en Bei	rm Atten
Autos:	68.46	2.6	7	0.38	3	-1.20		-4.66	0.0	000	0.00
Medium Trucks:	79.45	-6.0	6	0.41		-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25	-4.6	2	0.41		-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo an	d barri	er attenu	ıation)						
VehicleType	Leq Peak Hou			Leq Ev		Leq	Night		Ldn		NEL
Autos:	70		69.6		67.0		65.		72.4		72.
Medium Trucks:	72		72.2		67.5		66.		74.3		74.
Heavy Trucks:	78		77.9		75.2		74.		81.4		81.
Vehicle Noise:	80	1.2	79.4		76.4		75.	.5	82.6	6	82.
Centerline Distand	ce to Noise Co	ontour (in fee	et)								
			1	70 d		65	dBA		60 dBA	55	dBA
			Ldn:		361		77	В	1.677		3,613
			CNEL:		377		81		1,748		3,766

	FHW	A-RD-77-108	HIGH	IWAY I	NOISE P	REDIČTI	ON MC	DDEL			
Scenari	o: EAC (2023)								oux Wareh	ouse Noi	
Road Nam	e: Cedar Ave.					Job N	umber:	12722			
Road Segmer	nt: n/o Santa An	ıa Av.									
	SPECIFIC INF	UT DATA			011 0				L INPUT	S	
Highway Data					Site Cor	aitions	(Hard =				
Average Daily	,	1,065 vehicle	es					Autos:			
	Percentage:	7.00%				edium Tru		,			
Peak H	our Volume: 2	2,875 vehicles	S		He	eavy Truc	ks (3+	Axles):	15		
	hicle Speed:	45 mph		ľ	Vehicle	Mix					
Near/Far Lar	ne Distance:	48 feet		f	Veh	icleType		Day	Evening	Night	Daily
Site Data							lutos:	71.3%	9.8%	18.9%	75.75
Rar	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-W	•	0.0				Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis	st. to Barrier:	52.0 feet		-	Noise S	ource El	evation	s (in fe	eet)		
Centerline Dist. 1	to Observer:	52.0 feet		-		Autos		.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Trucks		.297			
Observer Height (	Above Pad):	5.0 feet				vy Trucks		.004	Grade Ad	iustment	. 0 0
Pa	ad Elevation:	0.0 feet		L		•				Juotimom	. 0.0
Roa	ad Elevation:	0.0 feet		L	Lane Eq	uivalent	Distan	ce (in :	feet)		
F	Road Grade:	0.0%				Autos	3. 46	.400			
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 46	.209			
	Right View:	90.0 degree	es		Hea	vy Trucks	s: 46	.228			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dis	stance	_	Road	Fres		Barrier Att		m Atten
Autos:	68.46	1.54		0.3		-1.20		-4.66		000	0.00
Medium Trucks:	79.45	-7.20		0.4		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-5.75		0.4		-1.20		-5.41	0.0	000	0.00
Unmitigated Noise VehicleType	Lea Peak Hour				vening	100	Night	1	Ldn		NEL
Venicie i ype Autos:	Leq Peak Hour 69.2		68.5	Ley E	vening 65.9		Nigrit 64.	0	71.2		VEL 71
Medium Trucks:	71.5		71.1		66.4		65.		71		73
Heavy Trucks:	77.7		76.8		74.0		73.	-	80.3		80
Vehicle Noise:	79.1		78.3		75.3		74.		81.		81.
Centerline Distanc	e to Noise Cor	tour (in feet)	)								
			L	70	dBA	65 (	dBA		60 dBA		dBA
			Ldn:		304		654		1,409		3,03
			NEL:		317		682		1.469		3.16

Tuesday, October 6, 2020

FH	WA-RD-77-108 HIG	HWAY N	IOISE PRE	DICTION	MODEL			
Scenario: EAC (202: Road Name: Cedar Ave Road Segment: s/o Santa	). ).			Project Nan Job Numb		oux Wareho	ouse Noi	
SITE SPECIFIC I	NPUT DATA			NOIS	E MODI	EL INPUT	s	
Highway Data			Site Condi	tions (Har	rd = 10, S	oft = 15)		
Average Daily Traffic (Adt):	40,616 vehicles				Autos	: 15		
Peak Hour Percentage:	7.00%		Medi	um Trucks	(2 Axles)	: 15		
Peak Hour Volume:	2,843 vehicles		Heav	y Trucks (	3+ Axles)	: 15		
Vehicle Speed:	45 mph	ļ.	Vehicle Mi					
Near/Far Lane Distance:	48 feet			x eType	Dav	Evening	Night	Daily
Site Data			verno	e i ype Auto:	.,	-	18.9%	75.75%
			Mod	ium Truck:				10.13%
Barrier Height:	0.0 feet			avv Trucks				14.13%
Barrier Type (0-Wall, 1-Berm):	0.0		110	avy IIuch	3. 00.27	0 5.070	22.070	14.157
Centerline Dist. to Barrier:	52.0 feet	1	Noise Sou	rce Elevat	tions (in t	eet)		
Centerline Dist. to Observer:	52.0 feet			Autos:	0.000			
Barrier Distance to Observer:	0.0 feet		Medium	Trucks:	2.297			
Observer Height (Above Pad):	5.0 feet		Heavy	Trucks:	8.004	Grade Adj	iustment:	0.0
Pad Elevation:	0.0 feet	-	Lane Equi	ralant Dia	tanaa (in	foot)		
Road Elevation:	0.0 feet	μ,	Larie Equi			reet)		
Road Grade:	0.0%			Autos:	46.400			
Left View:	-90.0 degrees		Medium		46.209			
Right View:	90.0 degrees		Heavy	Trucks:	46.228			
FHWA Noise Model Calculation		•						
VehicleType REMEL		istance	Finite R		resnel	Barrier Att		m Atten
Autos: 68.46		0.3		-1.20	-4.66		000	0.000
Medium Trucks: 79.45		0.4		-1.20	-4.87		000	0.000
Heavy Trucks: 84.25	5 -5.80	0.4	1	-1.20	-5.41	0.0	000	0.000
Unmitigated Noise Levels (with								
VehicleType Leq Peak Ho		Leq E	-	Leq Nigh		Ldn		VEL
	9.1 68.4		65.8		63.9	71.2	-	71.5
	1.4 71.1		66.3		65.5	73.1		73.3
	7.7 76.8 9.1 78.3		74.0 75.2		73.2 74.3	80.3 81.4		80.5 81.7
Centerline Distance to Noise C					-			
Como Distance to Noise C	oour (iii reet)	70 0	IBA	65 dBA		60 dBA	55	dBA
	Ldn		301		649	1.399	1	3.014
	Lun				0.0	1,000		0,011

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	YAW	NOISE P	REDICT	ION MC	DEL			
Scenar	io: EAC (2023	)				Project	Name:	Rubido	ux Wareh	ouse N	loi
Road Nam	e: Cedar Ave.					Job N	lumber:	12722			
Road Segme	nt: s/o Jurupa	Av.									
	SPECIFIC IN	IPUT DATA			0:4- 0				L INPUT	S	
Highway Data					Site Cor	aitions	(Hara =				
Average Daily	. ,	36,257 vehicl	es					Autos:			
	Percentage:	7.00%				dium Tr	,				
	lour Volume:	2,538 vehicle	:S		He	avy Tru	cks (3+	Axles):	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	48 feet			Veh	icleType		Day	Evening	Nigh	Daily
Site Data							Autos:	71.3%	9.8%	18.9	% 75.75%
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2	% 10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8	% 14.13%
Centerline Di		52.0 feet			Noise S	F		- /- 6	41		
Centerline Dist	to Observer	52.0 feet			Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height (	(Above Pad):	5.0 feet				m Truck		.297	0	r <b>. 4</b>	-4- 0.0
Pi	ad Elevation:	0.0 feet			Hea	y Truck	s: 8	.004	Grade Ad	justme	int: U.U
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degre	es		Hea	y Truck	s: 46	.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en E	Berm Atten
Autos:	68.46	1.00		0.3		-1.20		-4.66		000	0.000
Medium Trucks:				0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25			0.4		-1.20		-5.41	0.	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou			Leq E	vening	_	Night		Ldn		CNEL
Autos:	68		67.9		65.3		63.		70.		71.0
Medium Trucks:		).9	70.6		65.8		65.	-	72.	-	72.8
Heavy Trucks:		7.2	76.3		73.5		72.		79.		80.0
Vehicle Noise:		3.6	77.8		74.7		73.	8	81.	0	81.2
Centerline Distant	ce to Noise Co	ontour (in feet	)								
			L	70	dBA	65	dBA		0 dBA		55 dBA
		_	Ldn:		279		602		1,297		2,794
		С	NEL:		291		628	3	1,352	2	2,913

0	io: EAC (2023)					Dun in ad	M	Dubid	oux Wareho	NI.	
	io: EAC (2023) ie: Cedar Ave.					.,	wame: umber:			ouse inc	н
	nt: cedar Ave.					JOD IV	umber:	12/22			
Highway Data	SPECIFIC IN	PUT DATA		5	Site Con	ditions			EL INPUTS oft = 15)	•	
Average Daily	Traffic (Adt):	36.386 vehic	doc					Autos			
	Percentage:	7.00%	ico		Me	dium Tru	icks (2				
	lour Volume:	2.547 vehicl	es			avy Truc					
	hicle Speed:	50 mph	-				(-	,			
	ne Distance:	48 feet		V	/ehicle						,
	ne Distance.	40 1001			Veh	icleType		Day	Evening	Night	Daily
Site Data							lutos:	71.39			75.75%
Bai	rrier Height:	0.0 feet				edium Tı		77.39			10.13%
Barrier Type (0-W	(all, 1-Berm):	0.0			- 1	Heavy Ti	ucks:	68.29	6 9.0%	22.8%	14.13%
Centerline Dis	st. to Barrier:	52.0 feet		^	loise So	ource El	evatio	ns (in f	eet)		
Centerline Dist.	to Observer:	52.0 feet		F		Auto		.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck:		297			
Observer Height (	'Above Pad):	5.0 feet				y Truck		.004	Grade Adj	ustmen	t: 0.0
Pa	ad Elevation:	0.0 feet									
Ros	ad Elevation:	0.0 feet		L	ane Eq	uivalent			feet)		
1	Road Grade:	0.0%				Auto		.400			
	Left View:	-90.0 degr	ees			m Truck		.209			
	Right View:	90.0 degr	ees		Heav	y Truck	s: 46	.228			
FHWA Noise Mode	el Calculations	s									
VehicleType	REMEL	Traffic Flow		stance	Finite	Road	Fres	nel	Barrier Atte	en Be	rm Atten
Autos:	70.20	0.5	-	0.38		-1.20		-4.66	0.0		0.000
Medium Trucks:	81.00	-8.1	-	0.41		-1.20		-4.87			0.000
Heavy Trucks:	85.38	-6.7	3	0.41		-1.20		-5.41	0.0	00	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou		•	Leq Ev			Night		Ldn	_	NEL
Autos:	69		69.2		66.6		64.		72.0		72.3
Medium Trucks:	72		71.7		66.9		66.		73.7		73.9
Heavy Trucks: Vehicle Noise:	77 79		76.9 78.6		74.2 75.5		73. 74.		80.4 81.8		80.
Centerline Distanc	re to Noise Co	ntour (in fee	of)								
oemenine Distant	e to Noise Co	our (iii lee		70 d	IBA .	65	iBA		60 dBA	55	5 dBA
			Ldn:		316		68	2	1.469		3.164
					0.0		00.				

		A-RD-77-108	11101		TOIOL I						
	io: EAC (2023)								ux Wareho	ouse No	i
	e: Rubidoux Bl.					Job Nu	ımber:	12722			
Road Segmer	nt: s/o El Rivino	Rd									
	SPECIFIC INF	UT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 3	4,894 vehicle	:S					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2 /	Axles):	15		
Peak H	lour Volume: 2	,443 vehicles			He	avy Truc	ks (3+ /	Axles):	15		
Ve	hicle Speed:	50 mph		F	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75
Rai	rrier Height:	0.0 feet			М	edium Tri	ucks:	77.3%	6.5%	16.2%	10.13
Barrier Type (0-W	•	0.0				Heavy Tri	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis	st. to Barrier:	59.0 feet		t	Noise S	ource Ele	evation	s (in fe	eet)		
Centerline Dist.	to Observer:	59.0 feet		f		Autos		000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Trucks		297			
Observer Height (	Above Pad):	5.0 feet				vy Trucks		004	Grade Adj	iustmen	. 00
Pá	ad Elevation:	0.0 feet				•				doumon	. 0.0
Roa	ad Elevation:	0.0 feet		_	Lane Eq	uivalent	Distan	ce (in i	feet)		
I	Road Grade:	0.0%				Autos		129			
	Left View:	-90.0 degree	:S			m Trucks		966			
	Right View:	90.0 degree	:S		Hear	y Trucks	: 53.	982			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dis	stance		Road	Fresr	-	Barrier Att	_	rm Atter
Autos:	70.20	0.38		-0.6		-1.20		-4.69		000	0.00
Medium Trucks:	81.00	-8.36		-0.6	-	-1.20		-4.88		000	0.00
Heavy Trucks:	85.38	-6.92		-0.6	10	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise							E-tak		Ldn		NEL
VehicleType Autos:	Leq Peak Hour	Leq Day		Leq E	vening	Leq I	vignt 63.!		70.8		NEL 71
Medium Trucks:	68.8 70.8		68.0 70.5		65.5 65.7		65.0	-	70.8	-	71
Heavy Trucks:	76.7		75.8		73.0		72.2	-	79.3		79
Vehicle Noise:	78.2		77.4		74.3		73.5		80.6		80
Centerline Distanc	e to Noise Con	tour (in feet)									
		,		70	dBA	65 a	ΙBA	6	0 dBA	55	dBA
			Ldn:		299		644		1,388		2,99

Tuesday, October 6, 2020

	FH\	WA-RD-	77-108 H	IGHWAY	NOISE P	REDICTION	ON MC	DEL			
Road Nam	io: EAC (2023 e: Rubidoux E nt: s/o Market	ŠI.				Project I Job Nu			oux Wareh	ouse Noi	
SITE	SPECIFIC IN	IPUT D	ATA			N	OISE	MODE	L INPUT	s	
Highway Data					Site Cor	ditions (	Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	36,129	vehicles					Autos:	15		
Peak Hour	Percentage:	7.00%	0		Me	dium Tru	cks (2	Axles):	15		
Peak H	lour Volume:	2,529 \	vehicles		He	avy Truci	ks (3+	Axles):	15		
Ve	hicle Speed:	50 r	mph		Vehicle	Miv					
Near/Far La	ne Distance:	48 f	feet			icleType		Day	Evening	Night	Daily
Site Data					10,		utos:	71.3%		18.9%	
Par	rrier Height:	0.0	feet		M	edium Tru	ıcks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0	ieet			Heavy Tru	ıcks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		59.0	feet			<u> </u>					
Centerline Dist.		59.0	feet		Noise S	ource Ele			eet)		
Barrier Distance	to Observer:	0.0	feet			Autos	-	.000			
Observer Height (	Above Pad):	5.0	feet			m Trucks	-	.297	Grade Ad	ivatmant	
Pa	ad Elevation:	0.0	feet		неа	vy Trucks	. 8	.004	Grade Ad	justinent.	0.0
Ros	ad Elevation:	0.0	feet		Lane Eq	uivalent	Distan	ce (in	feet)		
ı	Road Grade:	0.0%				Autos	: 54	.129			
	Left View:	-90.0	degrees		Mediu	m Trucks	53	.966			
	Right View:	90.0	degrees		Hea	vy Trucks	53	.982			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic		Distance		Road	Fres		Barrier Att		m Atten
Autos:	70.20		0.53		62	-1.20		-4.69		000	0.000
Medium Trucks:	81.00		-8.21		60	-1.20		-4.88		000	0.000
Heavy Trucks:	85.38		-6.77	-0.		-1.20		-5.35	0.0	000	0.000
Unmitigated Noise											
	Leq Peak Hou		eq Day		Evening	Leq N	•		Ldn		VEL
Autos:	68			1.2	65.6		63.		71.0		71.3
Medium Trucks:		.0		1.6	65.9		65.		72.0	-	72.9
Heavy Trucks:		5.8		i.9	73.1		72.	_	79.4		79.7
Vehicle Noise:		3.3		'.6	74.5	1	73.	6	80.7	7	81.0
Centerline Distanc	e to Noise Co	ontour (	in feet)	7/	) dBA	65 d	DΛ		60 dBA	FF	dBA
			1.	in:	306	050	659		1.420		3.060
			CNE		319		687		1,420		3,190
			CIVL		313		001		1,401		5,150

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGI	YAW	NOISE P	REDICT	ION MO	DEL				
Road Nam	io: EAC (2023 ne: Rubidoux E nt: s/o 24th St	ĴΙ.					Name: lumber:		oux Wareh	ouse l	Noi	
	SPECIFIC IN	IPUT DATA							L INPUT	s		
Highway Data					Site Cor	ditions	(Hard :	= 10, Sc	oft = 15)			
Average Daily	Traffic (Adt):	36,019 vehicl	es					Autos:	15			
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15			
Peak H	lour Volume:	2,521 vehicle	:S		He	avy Tru	cks (3+	Axles):	15			
Ve	hicle Speed:	50 mph			Vehicle	Miv						
Near/Far La	ne Distance:	48 feet				icleType		Dav	Evening	Nigh	t D	aily
Site Data							Autos:	71.3%	•		9% 75	
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2	2% 10	).13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8	3% 14	1.13%
Centerline Di		59.0 feet			Noise S	ouron E	lavatia.	o (in f	not)			
Centerline Dist.	to Observer:	59.0 feet			Noise Si	Auto		.000	eei)			
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto m Truck		.000				
Observer Height (	(Above Pad):	5.0 feet				m Truck vy Truck		.297	Grade Ad	livetm	ant O	Λ.
Pa	ad Elevation:	0.0 feet			пеа	vy Truck	s. o	.004	Grade Ad	jusun	511L. U.	U
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	Distar	ce (in	feet)			
	Road Grade:	0.0%				Auto	s: 54	.129				
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 53	.966				
	Right View:	90.0 degre	es		Hea	vy Truck	s: 53	.982				
FHWA Noise Mode	el Calculation	s										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	ten L	Berm A	tten
Autos:	70.20	0.51		-0.	62	-1.20		-4.69	0.0	000		0.000
Medium Trucks:				-0.		-1.20		-4.88		000		0.000
Heavy Trucks:	85.38	-6.78		-0.	60	-1.20		-5.35	0.0	000		0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er atte	nuation)							
VehicleType	Leq Peak Hou			Leq E	ening		Night		Ldn		CNEL	
Autos:		3.9	68.2		65.6		63.		71.	-		71.3
Medium Trucks:		1.0	70.6		65.9		65.		72.	-		72.9
Heavy Trucks:		3.8	75.9		73.1		72.		79.			79.7
Vehicle Noise:		3.3	77.6		74.5		73.	6	80.	7		81.0
Centerline Distant	ce to Noise Co	ontour (in feet	)							_		
			L	70	dBA	65	dBA		60 dBA		55 dB/	
			Ldn:		305		65	-	1,417			3,054
		С	NEL:		318		68	3	1,478	3	3	3,184

	FH	WA-RD-77-108	HIGHWAY	NOISE P	REDICTION	ON M	ODEL			
Road Na	rio: EAC (2023 ne: Rubidoux I ent: s/o 26th St	ŠI.					Rubide 12722	oux Wareh	ouse No	İ
	SPECIFIC II	NPUT DATA						L INPUT	S	
Highway Data				Site Cor	ditions (i	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	35,948 vehicl	es				Autos:	15		
Peak Hou	r Percentage:	7.00%			dium Tru					
Peak	Hour Volume:	2,516 vehicle	s	He	eavy Truck	ks (3+	Axles):	15		
V	ehicle Speed:	50 mph		Vehicle	Mix					
Near/Far L	ane Distance:	48 feet			icleType		Day	Evening	Night	Daily
Site Data					A	utos:	71.3%	9.8%	18.9%	75.75%
Bi	arrier Height:	0.0 feet		М	edium Tru	ıcks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-1		0.0			Heavy Tru	ıcks:	68.2%	9.0%	22.8%	14.13%
	ist. to Barrier:	59.0 feet		M-1 0		4!-	(:- 5	0		
Centerline Dist	to Observer:	59.0 feet		Noise 3	Autos			eet)		
Barrier Distance	to Observer:	0.0 feet			Autos: m Trucks:		0.000 2.297			
Observer Height	(Above Pad):			m Trucks: vy Trucks:		3.004	Grade Ad	liuctmont	. 0.0	
F	Pad Elevation:		пеа	vy Trucks.		5.004	Grade Ad	jusuneni	. 0.0	
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent l	Dista	nce (in	feet)		
	Road Grade:	0.0%			Autos:	: 5	4.129			
	Left View:	-90.0 degre	es	Mediu	m Trucks:	5	3.966			
	Right View:	90.0 degre	es	Hea	vy Trucks.	5	3.982			
FHWA Noise Mod	lel Calculation	ıs		1						
VehicleType	REMEL	Traffic Flow	Distance		Road	Fre:		Barrier At		m Atten
Autos				.62	-1.20		-4.69		000	0.000
Medium Trucks			-	.60	-1.20		-4.88		000	0.000
Heavy Trucks				.60	-1.20		-5.35	0.	000	0.000
Unmitigated Nois										
VehicleType	Leq Peak Ho			Evening	Leq N	-		Ldn		NEL
Autos	-	3.9	68.2	65.6			.7	71.	-	71.3
Medium Trucks		1.0	70.6	65.9		65	.1	72. 79.	-	72.9
Heavy Trucks Vehicle Noise		6.8 8.3	75.9 77.5	73.1 74.5			.6	79. 80.		79.7 81.0
Centerline Distar	ce to Noise C	ontour (in feet	)							
		(		0 dBA	65 d	BA		60 dBA	55	dBA
			Ldn:	305	1	65	7	1,416	,	3,050

		VA-RD-77-108	-11101		OIOL F						
	io: EAC (2023)								oux Wareh	ouse No	i
	e: Rubidoux B					Job N	lumber:	12722			
Road Segmen	nt: s/o 34th St.										
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Cor	nditions	(Hard :	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	31,223 vehicle	es					Autos:			
Peak Hour	Percentage:	7.00%				edium Ti		,			
	lour Volume:	2,186 vehicle	s		He	eavy Tru	cks (3+	Axles):	15		
	hicle Speed:	50 mph		١	/ehicle	Mix					
Near/Far La	ne Distance:	48 feet			Ver	nicleType	9	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.75%
Bai	rrier Height:	0.0 feet			M	ledium T	rucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-W	-	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.139
Centerline Dis	st. to Barrier:	59.0 feet		,	Voise S	ource E	levatio	s (in fe	eet)		
Centerline Dist.	to Observer:	59.0 feet		F		Auto		.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	ım Truck		.297			
Observer Height (		5.0 feet				vy Truck		.004	Grade Ad	iustmen	t: 0.0
	ad Elevation:	0.0 feet		_		•					
	ad Elevation:	0.0 feet		L	ane Eq	uivalen			feet)		
	Road Grade:	0.0%				Auto	0	.129			
	Left View:	-90.0 degre				m Truck		.966			
	Right View:	90.0 degre	es		Hea	vy Truck	(S: 53	.982			
FHWA Noise Mode	el Calculation:	s									
VehicleType	REMEL	Traffic Flow	_	stance	_	Road	Fres	_	Barrier Att		rm Atten
Autos:	70.20	-0.11		-0.62		-1.20		-4.69		000	0.00
Medium Trucks:	81.00	-8.84		-0.60	-	-1.20		-4.88		000	0.00
Heavy Trucks:	85.38	-7.40		-0.60	)	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise			-					,			
VehicleType	Leq Peak Hou			Leq Ev			Night		Ldn		NEL
Autos:	68		67.6		65.0		63.		70.3		70.
Medium Trucks:	70		70.0		65.3		64	-	72.0	-	72.
Heavy Trucks:	76		75.3		72.5		71.		78.		79.
Vehicle Noise:	77	**	76.9		73.9	,	73.	U	80.	1	80.
Centerline Distance	ce to Noise Co	ntour (in feet	)	70 0	ID A	65	dBA	1 4	SO dBA		5 dBA
			Ldn:	700	1BA 278	05	<i>abA</i> 59		1,289		2.776
		C	NEL:		289		62		1,268		2,776
		C.	· *LL.		209		02	•	1,343	'	2,09

Tuesday, October 6, 2020

	FHW	A-RD-77-108	HIGH	YAW	NOISE F	REDICTION	м ис	ODEL			
Scenario: EAC ( Road Name: Marke Road Segment: n/o Ri	et St.	t.						: Rubido : 12722	oux Wareh	ouse Noi	
SITE SPECIF	IC IN	PUT DATA				N	OISE	MODE	L INPUT	S	
lighway Data					Site Co.	nditions (	Hard	= 10, Sc	oft = 15)		
Average Daily Traffic (A	(dt): 3	32,894 vehicle	:S					Autos:	15		
Peak Hour Percenta	age:	7.00%			М	edium Tru	cks (2	2 Axles):	15		
Peak Hour Volu	me: :	2,303 vehicles			Н	eavy Truc	ks (3+	Axles):	15		
Vehicle Spe	ed:	45 mph			Vehicle	Miss					
Near/Far Lane Distar	nce:	48 feet				nicleType	1	Day	Evening	Night	Daily
Site Data					10.		utos:	71.3%		18.9%	
		0.0 feet			٨	nedium Tri		77.3%			10.13%
Barrier Type (0-Wall, 1-Bei	•	0.0 reet 0.0				Heavy Tri		68.2%			14.13%
Centerline Dist. to Bar		59.0 feet				,					
Centerline Dist. to Obser		59.0 feet			Noise S	ource Ele		_ •	eet)		
Barrier Distance to Obser		0.0 feet				Autos		0.000			
Observer Height (Above P		5.0 feet				ım Trucks		2.297			
Pad Elevation: 0.0 feet					Hea	vy Trucks	: 1	8.004	Grade Ad	ljustment.	0.0
	Pad Elevation: 0.0 feet  Road Elevation: 0.0 feet				Lane Ed	uivalent	Dista	nce (in	feet)		
Road Gra		0.0%				Autos	: 5	4.129			
Left Vi		-90.0 degree	s		Mediu	ım Trucks	: 5	3.966			
Right Vi		90.0 degree			Hea	vy Trucks	: 5	3.982			
						•					
HWA Noise Model Calcul										ı	
VehicleType REME		Traffic Flow	Dis	stance		Road	Fre.	snel	Barrier At		m Atten
	68.46	0.58		-0.		-1.20		-4.69		000	0.000
	79.45	-8.16		-0.		-1.20		-4.88		000	0.000
Heavy Trucks:	84.25	-6.72		-0.	60	-1.20		-5.35	0.	000	0.000
Inmitigated Noise Levels	(witho	ut Topo and I	barrio	er atte	nuation)						
VehicleType Leq Pea				Leq E	ening	Leq N	light		Ldn	CI	VEL
Autos:	67.2		66.5		63.9	9	62	2.0	69.	3	69.6
Medium Trucks:	69.	-	69.1		64.4			3.6	71.	-	71.4
Heavy Trucks:	75.		74.8		72.1			1.3	78.		78.6
Vehicle Noise:	77.	1 1	76.3		73.3	3	72	2.4	79.	5	79.8
Centerline Distance to Noi	ise Cor	ntour (in feet)									
			L	70	dBA	65 a			60 dBA		dBA
			Ldn:		254		54		1,181		2,545
		CN	IEL:		265	571			1,231		2,653

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGI	HWAY	NOISE P	REDICT	ION MC	DEL			
Scenar	io: EAC (2023	)				Project	Name:	Rubido	ux Wareh	ouse N	loi
Road Nam	e: Market St.					Job N	lumber:	12722			
Road Segme	nt: s/o SR-60	EB Ramps									
SITE Highway Data	SPECIFIC IN	IPUT DATA			Site Cor				L INPUT	s	
					Site Cor	iaitions	•				
Average Daily	. ,	37,627 vehic	es					Autos:			
	Percentage:	7.00%				edium Tr					
	lour Volume:	2,634 vehicle	es		He	eavy Tru	cks (3+ .	Axles):	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	65 feet			Veh	icleType	,	Day	Evening	Nigh	t Daily
Site Data						,	Autos:	71.3%	9.8%	18.9	% 75.75%
Ba	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2	% 10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8	% 14.13%
Centerline Di		50.0 feet			Noise S	ouron E	lovetion	o (in f	2041		
Centerline Dist.	to Observer:	50.0 feet			Noise 3				ei)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height (	(Above Pad):	5.0 feet				m Truck		.297	0		-4- 0.0
Pi	ad Elevation:	0.0 feet			Hea	vy Truck	s: 8.	.004	Grade Ad	justme	ent: U.U
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 38.	.324			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 38	.093			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 38	.115			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance	_	Road	Fresi	_	Barrier Att		Berm Atten
Autos:	68.46	1.16		1.0		-1.20		-4.65		000	0.000
Medium Trucks:				1.0		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25			1.0		-1.20		-5.43	0.	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou		_	Leq E	vening		Night		Ldn		CNEL
Autos:	70		69.3		66.7		64.	-	72.		72.4
Medium Trucks:		2.3	72.0		67.2		66.	-	74.	-	74.2
Heavy Trucks:		3.6	77.7		74.9		74.		81.:		81.4
Vehicle Noise:		0.0	79.2		76.1		75.	3	82.	4	82.6
Centerline Distant	ce to Noise Co	ontour (in fee	t)					-		,	
			1	70	dBA	65	dBA		0 dBA		55 dBA
		_	Ldn:		334		720		1,550		3,340
		С	NEL:		348		750	)	1,616	j .	3,482

	FH	WA-RD-77-108	HIGH	I YAWI	NOISE PI	REDICTI	M NC	ODEL			
Road Na	rio: EAC (2023 ne: Riverside / ent: n/o Agua N	Áv.						Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC II	NPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard				
Average Daily	Traffic (Adt):	35,597 vehicle	es					Autos:			
Peak Hou	r Percentage:	7.00%				dium Tru					
Peak	Hour Volume:	2,492 vehicle	s		He	avy Truc	ks (3+	Axles):	15		
V	ehicle Speed:	55 mph		ŀ	Vehicle	Mix					
Near/Far L	ane Distance:	48 feet		ŀ		icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
R:	arrier Height:	0.0 feet			М	edium Tr	ıcks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-1		0.0			1	Heavy Tr	ıcks:	68.2%	9.0%	22.8%	14.13%
• • • •	ist to Barrier:	52.0 feet		-							
Centerline Dist	to Observer:	52.0 feet		-	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		2.000			
Observer Height			m Trucks			0					
F		Heav	y Trucks	: 8	3.004	Grade Ad	justmeni	r: U.U			
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 40	6.400			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 40	6.209			
	Right View:	90.0 degree	es		Heav	y Trucks	: 40	6.228			
FHWA Noise Mod	lel Calculation	ıs									
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier At	en Be	rm Atten
Autos	71.78	0.05		0.3	88	-1.20		-4.66	0.	000	0.000
Medium Trucks				0.4		-1.20		-4.87		000	0.000
Heavy Trucks	86.40	-7.24		0.4	11	-1.20		-5.41	0.	000	0.000
Unmitigated Nois											
VehicleType	Leq Peak Ho			Leq E	vening	Leq I	_		Ldn		NEL
Autos			70.3		67.7		65		73.		73.4
Medium Trucks			72.6		67.8		67		74.	-	74.8
Heavy Trucks Vehicle Noise			77.5 79.3		74.7 76.2		73 75		81. 82.	•	81.2 82.7
Centerline Distar								-	52.		
Jentermie Distar	ce to Hoise C	ontour (III leet	,	70	dBA	65 0	ΒA		60 dBA	55	dBA
			Ldn:		349		75	i1	1,619	)	3,487
	CNEL:										

					NOISE P						
	o: EAC (2023								ux Wareh	ouse No	i
	e: Agua Man					Job Ni	umber:	12722			
Road Segmer	nt: n/o Market	St.									
SITE	SPECIFIC II	NPUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions (	Hard =	: 10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	25,426 vehic	cles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tru	icks (2	Axles):	15		
Peak H	our Volume:	1,780 vehicl	es		He	eavy Truc	ks (3+	Axles):	15		
Vei	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far Lar	ne Distance:	36 feet				icleType		Day	Evening	Night	Daily
Site Data						Α.	utos:	71.3%	9.8%	18.9%	75.75
Bar	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13
Barrier Type (0-W	all, 1-Berm):	0.0				Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis	st. to Barrier:	50.0 feet			Noise S	ource Ele	evation	s (in fe	eet)		
Centerline Dist. 1	to Observer:	50.0 feet				Autos		.000			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Trucks		.297			
Observer Height (	Above Pad):	5.0 feet				vy Trucks		004	Grade Ad	iustment	0.0
	ad Elevation:	0.0 feet				•					
	ad Elevation:	0.0 feet			Lane Eq	uivalent			feet)		
F	Road Grade:	0.0%				Autos		.915			
	Left View:	-90.0 degr	ees			m Trucks		.726			
	Right View:	90.0 degr	ees		Hea	vy Trucks	3: 46	.744			
FHWA Noise Mode	el Calculation	ıs									
VehicleType	REMEL	Traffic Flow	_	stance		Road	Fresi		Barrier Att		rm Atter
Autos:	68.46		•	0.		-1.20		-4.65		000	0.00
Medium Trucks:	79.45		-	0.		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-7.8	3	0.	34	-1.20		-5.43	0.0	000	0.00
Unmitigated Noise			-								
	Leq Peak Ho		•	Leq E	Evening		Night		Ldn		NEL
Autos: Medium Trucks:	-	7.0 9.3	66.3 68.9		63.7 64.2		61. 63.	-	69. <sup>-</sup>		69 71
Heavy Trucks:	-									-	
Vehicle Noise:		5.6 6.9	74.6 76.2		71.9 73.1		71. 72.		78. 79.:		78 79
Centerline Distanc	e to Noise C	ontour (in fee	e <i>t</i> )								
Distance			7	70	dBA	65 (	iBA	6	0 dBA	55	dBA
			Ldn:		210		452	2	974		2,09
					219		471		1.015		2.18

Tuesday, October 6, 2020

	FH\	WA-RD-7	7-108 HI	GHWAY	NOISE PF	REDICTION	ON M	ODEL			
Scenar	io: EAC (2023	)				Project I	Vame	: Rubido	oux Wareh	ouse Noi	
Road Nam	e: Slover Av.							: 12722			
Road Segme	nt: w/o Cedar	Ave.									
	SPECIFIC IN	IPUT D	ATA		a:: a				L INPUT	s	
Highway Data					Site Con	aitions (	Hard				
Average Daily	. ,	22,117	vehicles					Autos:			
	Percentage:	7.00%				dium Tru					
Peak H	lour Volume:	1,548 v	ehicles		He	avy Truci	ks (3-	+ Axles):	15		
	hicle Speed:	50 m	nph		Vehicle I	Mix					
Near/Far La	ne Distance:	48 fe	eet			cleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Pa	rrier Height:	0.0	Foot		Me	edium Tru	ıcks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0	ieet		F	leavy Tru	ıcks:	68.2%	9.0%	22.8%	14.13%
Centerline Di		52.0	feet								
Centerline Dist.		52.0			Noise So			_ •	eet)		
Barrier Distance		0.0				Autos		0.000			
Observer Height		5.0				n Trucks		2.297			
	ad Flevation:	0.0			Heav	y Trucks	:	8.004	Grade Ad	justment.	0.0
	ad Elevation:	0.0			Lane Equ	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 4	6.400			
	Left View:	-90.0	degrees		Mediur	n Trucks	: 4	6.209			
	Right View:		degrees		Heav	y Trucks	: 4	6.228			
			9			,					
HWA Noise Mod		_			1						
VehicleType	REMEL	Traffic I		Distance	Finite		Fre	snel	Barrier Att		m Atten
Autos:	70.20		-1.60		38	-1.20		-4.66		000	0.000
Medium Trucks:	81.00		10.34		41	-1.20		-4.87		000	0.000
Heavy Trucks:	85.38		-8.90		41	-1.20		-5.41	0.	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou		eq Day		ening	Leq N	-		Ldn		VEL
Autos:	67		67.	•	64.5		-	2.6	69.		70.2
Medium Trucks:	69		69.	-	64.8		-	1.0	71.	-	71.8
Heavy Trucks:		5.7	74.	-	72.0			1.3	78.		78.6
Vehicle Noise:	77	7.2	76.	4	73.4		7:	2.5	79.	6	79.9
Centerline Distan	ce to Noise Co	ontour (i	n feet)								
					dBA	65 d			60 dBA		dBA
			Ldr		227		4		1,054		2,270
			CNEL	<u>L:</u>	237		5	10	1,099	)	2,367

Tuesday, October 6, 2020

	FHW	/A-RD-77-108	HIGI	HWAY N	OISE PI	REDICT	ION MO	DEL			
Scenario: Road Name: Road Segment:							Name: umber:		oux Wareh	ouse No	i
	ECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily Tra	ffic (Adt):	16,517 vehicle	es					Autos:	15		
Peak Hour Per	rcentage:	7.00%			Me	dium Tr	ucks (2 i	4xles):	15		
Peak Hour	Volume:	1,156 vehicles	3		He	eavy Truc	cks (3+ )	4xles):	15		
Vehici	e Speed:	50 mph		,	/ehicle	Mix					
Near/Far Lane	Distance:	48 feet		ľ		icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%	-		75.75%
Rarrie	r Height:	0.0 feet			М	edium Ti	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-Wall,	•	0.0			1	Heavy Ti	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dist. t	o Barrier:	52.0 feet		١,	Voice S	ource El	evation	e (in fa	not)		
Centerline Dist. to 0	Observer:	52.0 feet		,	10/36 00	Auto		000	,		
Barrier Distance to 0	Observer:	0.0 feet			Modiu	m Truck.		297			
Observer Height (Abo			vy Truck		004	Grade Ad	iustmant				
Pad E	Elevation:	0.0 feet		L	rical	vy IIuck	3. 0.	004	Orauc Au	usuncii	. 0.0
Road E	Elevation:	0.0 feet		1	ane Eq	uivalent	Distan	ce (in i	feet)		
Roa	nd Grade:	0.0%				Auto	s: 46.	400			
L	.eft View:	-90.0 degree	es		Mediu	m Truck	s: 46.	209			
Ri	ght View:	90.0 degree	es		Heav	vy Truck	s: 46.	228			
FHWA Noise Model C	alculations	;									
VehicleType	REMEL	Traffic Flow	Di	stance	Finite	Road	Fresi		Barrier Att	en Bei	rm Atten
Autos:	70.20	-2.87		0.38		-1.20		-4.66		000	0.000
Medium Trucks:	81.00	-11.61		0.4	1	-1.20		-4.87		000	0.000
Heavy Trucks:	85.38	-10.16		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise Le	evels (witho	ut Topo and	barri	er atten	uation)						
	q Peak Hou		_	Leq Ev			Night		Ldn		NEL
Autos: 66.5 65.8					63.2		61.3	-	68.6	-	68.9
Medium Trucks: 68.6 68.2					63.5		62.		70.3		70.5
Heavy Trucks:         74.4         73.5           Vehicle Noise:         76.0         75.2			73.5 75.2		70.8 70.0 77.0 72.1 71.2 78.3					77.3 78.6	
Centerline Distance t					12.1		, 1	-	, 0		70.0
Centernine Distance t	o Noise Co	iitour (in reet)	<u>'</u>	70 c	IBA	65	dBA	1 6	60 dBA	55	dBA
			Ldn:		187		403		867		1,869
		CI	VEL:		195		420	1	904		1,948

	FHV	VA-RD-77-108	HIG	HWAY I	NOISE P	REDICT	ION M	ODEL			
Scenari	o: EAC (2023)	)				Project	Name	Rubide	oux Wareh	ouse No	
	e: Santa Ana					Job N	umber	12722			
Road Segmer	nt: w/o Cedar /	Ave.									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	10,175 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	our Volume:	712 vehicle	s		He	eavy Truc	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		ŀ	Vehicle	Mix					
Near/Far Lai	ne Distance:	36 feet		-		icleType		Day	Evening	Night	Daily
Site Data				i		-	Autos:	71.3%	9.8%	18.9%	75.75%
Bai	rier Height:	0.0 feet			М	edium Ti	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W	•	0.0			1	Heavy Ti	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis	st. to Barrier:	44.0 feet		ŀ	Noise So	ourco El	ovatio	ne (in f	not)		
Centerline Dist.	to Observer:	44.0 feet		ŀ	WOISE SC	Auto:		0.000	eei)		
Barrier Distance	Barrier Distance to Observer: 0.0 feet							2.297			
Observer Height (	Above Pad):	5.0 feet				m Truck vy Truck		3.004	Grade Ad	iustment	. 0 0
Pa	ad Elevation:	0.0 feet								doumont	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
F	Road Grade:	0.0%				Auto	s: 40	0.460			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 40	0.241			
	Right View:	90.0 degre	es		Heav	vy Truck	s: 40	0.262			
FHWA Noise Mode	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Di	stance		Road	Fres		Barrier Att		m Atten
Autos:	66.51	-4.01		1.2		-1.20		-4.61		000	0.000
Medium Trucks:	77.72	-12.74		1.3		-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-11.30		1.3	1	-1.20		-5.50	0.0	000	0.000
Unmitigated Noise											
	Leq Peak Hou			Leq E	vening	,	Night		Ldn		VEL
Autos:	62		61.9		59.3		57		64.6		65.0
Medium Trucks:	65		64.7		60.0		59		66.7		67.0
Heavy Trucks: Vehicle Noise:	71 73		70.9 72.2		68.1 69.2		67	• •	74.4 75.5		74.7
Centerline Distance											
cemenne Distant	e to Noise Co	mour (in feet	,	70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:		102		21	9	472		1,017
		106 228 492									

Scenario	o: EAC (2023)					Project	Name:	Rubido	oux Wareh	ouse Noi	
	e: Santa Ana A	ve.					umber:				
	t: e/o Cedar Av										
SITE S	PECIFIC INF	UT DATA							L INPUT	s	
Highway Data				S	ite Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily 1	raffic (Adt):	8,253 vehicle	:S					Autos:	15		
Peak Hour I	Percentage:	7.00%			Me	edium Tro	icks (2 )	Axles):	15		
Peak Ho	our Volume:	578 vehicles	;		He	eavy Truc	ks (3+ )	Axles):	15		
Vel	nicle Speed:	40 mph		v	/ehicle	Miv					
Near/Far Lar	e Distance:	36 feet		ľ		icleType		Dav	Evening	Night	Dailv
Site Data							lutos:	71.3%	-		75.75%
Ron	rier Height:	0.0 feet			М	edium Ti	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-Wa	•	0.0				Heavy Ti	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		44.0 feet			o	ource El		- (! 4-	41		
Centerline Dist. t	o Observer:	44.0 feet		N	ioise S				eet)		
Barrier Distance t	o Observer:	0.0 feet				Auto		000			
Observer Height (	Above Pad):	5.0 feet				m Truck		297 004	0	4 4	
Pa	d Elevation:	0.0 feet			Heav	vy Truck	s: 8.	004	Grade Ad	justinent	. 0.0
Roa	d Elevation:	0.0 feet		L	ane Eq	uivalent	Distan	ce (in i	feet)		
F	Road Grade:	0.0%				Auto	3: 40.	460			
	Left View:	-90.0 degree	es.		Mediu	m Truck	s: 40.	241			
	Right View:	90.0 degree	:S		Heav	vy Truck	s: 40.	262			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dista			Road	Fresr		Barrier Att		m Atten
Autos:	66.51	-4.92		1.28		-1.20		-4.61		000	0.00
Medium Trucks:	77.72	-13.65		1.31		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-12.21		1.31		-1.20		-5.50	0.0	000	0.00
Unmitigated Noise			$\overline{}$					1		1	
	Leq Peak Hour			.eq Ev			Night		Ldn		NEL
Autos:	61.7		31.0		58.4		56.4		63.		64.
Medium Trucks:	64.2		63.8		59.1		58.3	-	65.8	-	66.
Heavy Trucks:	70.9		70.0 71.3		67.2		66.5		73.		73.
	/2.1		/1.3		68.3		67.5	)	74.6	5	74.
Vehicle Noise:											
Venicie Noise: Centerline Distanc	e to Noise Cor	tour (in feet)		70 d	DΛ	65	4D A	- 6	SO ADA	55	AD A
	e to Noise Cor	, ,	Ldn:	70 d	BA 88	65	dBA 191		60 dBA 411		dBA 885

Tuesday, October 6, 2020

FH	WA-RD-77-108 HI	GHWAY	NOISE PI	REDICTIO	N MODEL		
Scenario: EAC (2023 Road Name: Jurupa Ave Road Segment: w/o Cedar	e.				lame: Rub mber: 127:	idoux Wareho 22	ouse Noi
SITE SPECIFIC II	IPUT DATA			N	DISE MOI	EL INPUT	S
Highway Data			Site Con	ditions (l	Hard = 10,	Soft = 15)	
Average Daily Traffic (Adt):	17,722 vehicles				Auto	s: 15	
Peak Hour Percentage:	7.00%		Me	dium Truc	cks (2 Axle	s): 15	
Peak Hour Volume:	1,241 vehicles		He	avy Truck	s (3+ Axle	s): 15	
Vehicle Speed:	40 mph		Vehicle i	Miv			
Near/Far Lane Distance:	48 feet			icleType	Day	Evening	Night Daily
Site Data			****		utos: 71.	-	18.9% 75.75%
	0.0 feet		м	edium Tru			16.2% 10.13%
Barrier Height: Barrier Type (0-Wall, 1-Berm):	0.0 reet 0.0		, i	Heavy Tru	cks: 68.	2% 9.0%	22.8% 14.13%
Centerline Dist. to Barrier:	52.0 feet						
Centerline Dist. to Observer	52.0 feet		Noise So		vations (ir	r feet)	
Barrier Distance to Observer:	0.0 feet			Autos:			
Observer Height (Above Pad):	5.0 feet			m Trucks:			
Pad Elevation:	0.0 feet		Heav	y Trucks:	8.004	Grade Adj	ustment: 0.0
Road Elevation:	0.0 feet		Lane Eq	uivalent l	Distance (i	n feet)	
Road Grade:	0.0%			Autos:	46.400		
Left View:	-90.0 degrees		Mediu	m Trucks:	46.209		
Right View:	90.0 degrees		Heav	y Trucks:	46.228		
FHWA Noise Model Calculation							
VehicleType REMEL		Distance		Road	Fresnel	Barrier Att	
Autos: 66.51			38	-1.20	-4.6		
Medium Trucks: 77.72			41	-1.20	-4.8		0.000
Heavy Trucks: 82.99			41	-1.20	-5.4	11 0.0	0.000
Unmitigated Noise Levels (with							01151
VehicleType Leq Peak Ho			Evening	Leq N	•	Ldn	CNEL
	i.1 63. 3.6 66.		60.8 61.5		58.9 60.7	66.2 68.3	
	3.3 72.	_	69.6		68.9	75.9	
	3.3 72. 4.6 73.		70.7		69.9	75.9	
Centerline Distance to Noise C	ontour (in feet)						
	( 1000)	70	dBA	65 d	BA	60 dBA	55 dBA
	Ldr	n:	152		327	704	1,516
	Ldn: CNEL:				158 340 734		

Tuesday, October 6, 2020

	FHV	VA-RD-77-108	HIGH	WAY I	NOISE PE	REDICT	ION MO	DDEL				
Road Nam	rio: EAC (2023) ne: Jurupa Ave nt: e/o Cedar A					.,	Name: lumber:		oux Wareh	iouse	Noi	
	SPECIFIC IN	PUT DATA							EL INPUT	s		
Highway Data					Site Con	ditions	(Hard :	= 10, S	oft = 15)			
Average Daily	Traffic (Adt):	9,428 vehicle	es					Autos	: 15			
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles)	: 15			
Peak H	lour Volume:	660 vehicles	s		He	avy Tru	cks (3+	Axles)	: 15			
Ve	hicle Speed:	40 mph		ŀ	Vehicle I	Miv						
Near/Far La	ne Distance:	48 feet		ŀ		icleType		Day	Evening	Nigi	nt	Daily
Site Data							Autos:	71.39		18.		75.75%
Ra	rrier Height:	0.0 feet			Me	edium T	rucks:	77.39	6.5%	16.	2%	10.13%
Barrier Type (0-W	•	0.0			F	leavy T	rucks:	68.29	6 9.0%	22.	8%	14.13%
Centerline Di		52.0 feet			Noise Sc	F	lavatia.	an (in t	innet)			
Centerline Dist.	to Observer:	52.0 feet		ŀ	Noise Sc				eet)			
Barrier Distance	to Observer:	0.0 feet				Auto		.000				
Observer Height	(Above Pad):	5.0 feet				n Truck		.297	0	47		0.0
P	ad Elevation:	0.0 feet			Heav	y Truck	s: 8	.004	Grade Ad	ijustm	ent:	0.0
Ro	ad Elevation:	0.0 feet		ſ	Lane Eq	uivalen	t Distar	ice (in	feet)			
	Road Grade:	0.0%		ſ		Auto	s: 46	.400				
	Left View:	-90.0 degree	es		Mediui	n Truck	s: 46	.209				
	Right View:	90.0 degree	es		Heav	y Truck	s: 46	.228				
FHWA Noise Mod	el Calculations	3										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier At	ten	Bern	n Atten
Autos:	66.51	-4.34		0.3	88	-1.20		-4.66	0.	000		0.000
Medium Trucks:	77.72	-13.08		0.4	11	-1.20		-4.87	0.	000		0.000
Heavy Trucks:	82.99	-11.63		0.4	11	-1.20		-5.41	0.	000		0.000
Unmitigated Noise	e Levels (with	out Topo and	barrie	er atter	nuation)							
VehicleType	Leq Peak Hou	r Leq Day	,	Leq E	vening	Leq	Night		Ldn		CN	EL
Autos:			60.6		58.1		56.		63.			63.7
Medium Trucks:	63	.9	63.5		58.8		58.	.0	65.	5		65.8
Heavy Trucks:			69.7		66.9		66.	.2	73.			73.4
Vehicle Noise:	71	.8	71.0		68.0		67.	.1	74.	2		74.5
Centerline Distant	ce to Noise Co	ntour (in feet,	)							,		
			L	70	dBA	65	dBA		60 dBA		55 a	
			Ldn:		100		21		462	-		995
		CI	VEL:		104		22	4	482	2		1,038

	FH	WA-RD-77-108	HIGHWA	Y NOISE P	REDICTION	M NC	ODEL			
Road Nar	rio: EAC (2023 ne: 7th St. ent: w/o Cedar	•					Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA						L INPUT	S	
Highway Data				Site Cor	nditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	10,298 vehicle	es				Autos:			
Peak Hou	Percentage:	7.00%			edium Tru					
Peak I	Hour Volume:	721 vehicles	s	He	eavy Truc	ks (3+	Axles):	15		
Ve	ehicle Speed:	45 mph		Vehicle	Mix					
Near/Far La	ane Distance:	24 feet			icleType		Day	Evening	Night	Daily
Site Data					A	utos:	71.3%	9.8%	18.9%	75.75%
Rs	rrier Height:	0.0 feet		M	ledium Tru	ıcks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-V		0.0			Heavy Tru	ıcks:	68.2%	9.0%	22.8%	14.13%
	ist to Barrier:	25.0 feet								
Centerline Dist.	to Observer:	25.0 feet		Noise S	ource Ele			eet)		
Barrier Distance	to Observer:	0.0 feet			Autos: 0.000 Medium Trucks: 2.297					
Observer Height	(Above Pad):	5.0 feet			Heavy Trucks: 2.297 Heavy Trucks: 8.004 Grade Adjust				···	
F	ad Elevation:	0.0 feet		Hea	vy irucks	: 6	3.004	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Distai	nce (in	feet)		
	Road Grade:	0.0%			Autos	: 22	2.494			
	Left View:	-90.0 degree	es	Mediu	m Trucks	: 22	2.098			
	Right View:	90.0 degree	es	Hea	vy Trucks	: 22	2.136			
FHWA Noise Mod	lel Calculation	s		1						
VehicleType	REMEL	Traffic Flow	Distanc		Road	Fres		Barrier At		rm Atten
Autos.				5.10	-1.20		-4.41		000	0.000
Medium Trucks:				5.22	-1.20		-4.85		000	0.000
Heavy Trucks:	84.25	-11.76		5.20	-1.20		-5.94	0.	000	0.000
Inmitigated Nois									1	
VehicleType	Leq Peak Hou			Evening	Leq N	_		Ldn		NEL
Autos.			67.2	64.6		62		70.		70.3
Medium Trucks:			69.9	65.2		64		71.	-	72.2
Heavy Trucks: Vehicle Noise		75.6 77.1	72.8 74.0		72 73		79. 80.		79.4 80.5	
Centerline Distan	ce to Noise Co	ontour (in feet	)							
	0 00			70 dBA	65 a	ΒA		60 dBA	55	dBA
Ldn:				121		26	1	562	!	1,211
	CNEL:					126 272 586				

Scenari	o: EAC (2023)					Project	Name:	Rubido	oux Wareh	ouse Noi	
	e: Market St.							12722			
Road Segmen	nt: e/o Rubidou	x BI.									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard				
Average Daily	. ,	36,262 vehicle	es					Autos:			
	Percentage:	7.00%				edium Tr		,			
		2,538 vehicle	S		He	eavy Tru	cks (3+	Axles):	15		
	hicle Speed:	45 mph		1	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet			Veh	icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.75
Bai	rier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-W	all, 1-Berm):	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis		59.0 feet		1	Noise S	ource E	levatio	ns (in fe	eet)		
Centerline Dist.		59.0 feet				Auto	s: C	0.000			
Barrier Distance		0.0 feet			Mediu	m Truck	s: 2	.297			
Observer Height (	,	5.0 feet			Hea	vy Truck	s: 8	3.004	Grade Ad	justment	0.0
	ad Elevation:	0.0 feet		_		•					
	ad Elevation:	0.0 feet			Lane Eq	uivalen			feet)		
,	Road Grade:	0.0%				Auto	0	1.129			
	Left View:	-90.0 degre				m Truck		3.966			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 53	3.982			
FHWA Noise Mode					1						
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	1.00		-0.6		-1.20		-4.69		000	0.00
Medium Trucks:	79.45	-7.74		-0.6	-	-1.20 -1.20		-4.88 -5.35		000	0.00
Heavy Trucks:	84.25	-6.29		-0.6		-1.20		-5.35	0.0	000	0.00
Unmitigated Noise VehicleType	Leg Peak Hou			er atten Leg E		Lea	Night		Ldn	C	NEL
Autos:	67.		66.9		64.3		62	.4	69.7	_	70
Medium Trucks:	69.	9	69.5		64.8		64	.0	71.6	6	71
Heavy Trucks:	76.	2	75.3		72.5		71	.7	78.8	8	79
Vehicle Noise:	77.	6	76.8		73.7		72	.8	79.9	9	80
Centerline Distanc	e to Noise Co	ntour (in feet	)								
			L	70 c		65	dBA		60 dBA		dBA
			Ldn:		272		58	5	1,260	)	2,71
		_	NEL:		283		61		1.314		2.83

Tuesday, October 6, 2020

	FH	WA-RD-77-108	HIGH	WAY N	IOISE PI	REDICT	ION MO	DDEL			
	o: EAC (2023								oux Wareh	ouse N	oi
	e: Agua Mans					Job №	lumber:	12722	2		
Road Segmer	t: e/o Riversi	de Ave.									
	SPECIFIC II	NPUT DATA							EL INPUT	3	
Highway Data					Site Con	ditions	(Hard:	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	36,262 vehicle	es					Autos	: 15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles)	: 15		
Peak H	our Volume:	2,538 vehicles	3		He	avy Tru	cks (3+	Axles)	: 15		
Vei	hicle Speed:	45 mph		- 1	Vehicle i	Mix					
Near/Far Lar	ne Distance:	48 feet		F		icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.39	6 9.8%	18.99	6 75.75%
Rar	rier Heiaht:	0.0 feet			М	edium T	rucks:	77.39	6.5%	16.29	6 10.13%
Barrier Type (0-W		0.0			ı	Heavy T	rucks:	68.29	6 9.0%	22.89	6 14.13%
Centerline Dis	t. to Barrier:	52.0 feet		- 1	Noise So	ource E	levatio	ns (in i	eet)		
Centerline Dist. 1	to Observer:	52.0 feet		ľ		Auto		.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height (	Above Pad):	5.0 feet			Heav	y Truck	s: 8	.004	Grade Adj	ustmer	nt: 0.0
Pa	d Elevation:	0.0 feet									
	d Elevation:	0.0 feet			Lane Eq				feet)		
F	Road Grade:	0.0%				Auto		.400			
	Left View:	-90.0 degree				m Truck		.209			
	Right View:	90.0 degree	es		Heav	y Truck	s: 46	5.228			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite		Fres		Barrier Att		erm Atten
Autos:	68.46			0.3	-	-1.20		-4.66			0.000
Medium Trucks:	79.45			0.4		-1.20		-4.87			0.000
Heavy Trucks:	84.25			0.4		-1.20		-5.41	0.0	100	0.000
Unmitigated Noise						100	Alialat	_	Ldn	,	CNEL
VehicleType Autos:	Leq Peak Ho		67.9	Leq E	65.3	Leq	Night 63	4	70.7		71.0
Medium Trucks:			70.6		65.8		65		72.6		72.
Heavy Trucks:			76.3		73.5		72	-	79.8		80.0
Vehicle Noise:			77.8		74.7		73	-	81.0		81.2
Centerline Distanc	e to Noise C	ontour (in feet)									
				70 c	dBA	65	dBA		60 dBA	5	5 dBA
			Ldn:		279		60		1,297		2,795
			VEL:		291		62		1,352		2.913

Tuesday, October 6, 2020

	FH	WA-RD-7	7-108 HI	IGHWAY	NOISE P	REDICT	ION MC	DEL			
	rio: EAPC (202 ne: Cedar Ave	. ,				.,	Name:		oux Wareh	ouse No	oi
	ent: n/o I-10 W					000 1	umber.	12122			
SITE	SPECIFIC IN	IPUT DA	ATA				NOISE	MODE	L INPUT	s	
Highway Data					Site Cor	nditions	(Hard =	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	60,494 v	ehicles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak I	Hour Volume:	4,235 ve	ehicles		He	eavy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	40 m	ph		Vehicle	Miv					
Near/Far La	ane Distance:	48 fe	et			icleType	,	Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.99	
Ra	rrier Height:	0.0 f	eet		M	ledium T	rucks:	77.3%	6.5%	16.29	6 10.11%
Barrier Type (0-V	•	0.0	CCL			Heavy T	rucks:	68.2%	9.0%	22.89	6 14.10%
	ist. to Barrier:	52.0 f	eet		Noise S	E	lovetion	o (in f	2041		
Centerline Dist.	to Observer:	52.0 f	eet		Noise 3	Auto		.000	ei)		
Barrier Distance	to Observer:	0.0 f	eet		Madi	Auto m Truck		.000			
Observer Height	(Above Pad):	5.0 f	eet			vy Truck		.004	Grade Ad	liuctman	t- 0.0
P	ad Elevation:	0.0 f	eet		пеа	vy IIuck	.s. o	.004	Grade Au	jusunen	n. 0.0
Ro	ad Elevation:	0.0 f	eet		Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 d	degrees			m Truck		.209			
	Right View:	90.0	degrees		Hea	vy Truck	s: 46	.228			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic F		Distance		Road	Fres		Barrier Att		erm Atten
Autos:			3.74		38	-1.20		-4.66		000	0.000
Medium Trucks:			-5.01		41	-1.20		-4.87		000	0.000
Heavy Trucks:	82.99		-3.56	0.	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo	and ba	rrier atte	nuation)						
VehicleType	Leq Peak Ho		q Day		Evening		Night		Ldn		CNEL
Autos:		9.4	68		66.1		64.	-	71.		71.8
Medium Trucks:	-	1.9	71		66.8		66.	-	73.	-	73.8
Heavy Trucks:		3.6	77		75.0		74.		81.:		81.5
Vehicle Noise:		9.9	79	.1	76.1		75.	2	82.	3	82.6
Centerline Distan	ce to Noise C	ontour (ir	ı feet)								
					dBA	65	dBA		0 dBA		5 dBA
			Ld		343		740	-	1,594		3,434
			CNE	L:	358 771 1,661				3,579		

	FH\	WA-RD-77-108	HIG	HWAY I	NOISE P	REDICTI	ON M	ODEL			
Road Nam	io: EAPC (202 ne: Cedar Ave. nt: s/o I-10 EB							Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	54,203 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%				dium Tru					
Peak H	lour Volume:	3,794 vehicle	:S		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		ŀ	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		ŀ		icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	76.01%
Ra	rrier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.02%
Barrier Type (0-W		0.0			1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	13.97%
Centerline Di		52.0 feet									
Centerline Dist	to Observer:	52.0 feet			Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		0.000			
Observer Height	(Above Pad):	5.0 feet				m Trucks	-	2.297			
	ad Elevation:	0.0 feet			Heal	y Trucks		3.004	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0 feet		Ī	Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 40	6.400			
	Left View:	-90.0 degre	es		Mediu	m Trucks	: 40	3.209			
	Right View:	90.0 degre	es		Heav	y Trucks	: 40	6.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier At		rm Atten
Autos:	68.46	2.76		0.3		-1.20		-4.66		000	0.000
Medium Trucks:	79.45	-6.04		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-4.59		0.4	11	-1.20		-5.41	0.	000	0.000
Unmitigated Noise										,	
VehicleType	Leq Peak Hou			Leq E	vening	Leq I	_		Ldn		NEL
Autos:	70		69.7 72.3		67.1 67.5		65		72.	-	72.8
	Medium Trucks: 72.6						66		74.	-	74.5
Heavy Trucks:	Heavy Trucks:         78.9         78.0           Vehicle Noise:         80.3         79.1						74 75	.5	81. 82.		81.7 82.9
					76.4		,,,		02.		02.0
Centerline Distance to Noise Contour (in feet)					dBA	65 0	IBA		60 dBA	55	dBA
I dn:											
			Ldn:		363		78	2	1.685	;	3.630

	FHW	/A-RD-77-108	HIGH	MAY I	NOISE P	REDICT	ION MC	DEL			
Scenario	o: EAPC (2023	3)				Project	Name:	Rubido	oux Wareh	ouse No	i
Road Name	e: Cedar Ave.					Job N	umber:	12722			
Road Segmen	nt: n/o Santa Ai	na Av.									
	SPECIFIC IN	PUT DATA			04- 0				L INPUT	S	
Highway Data					Site Cor	aitions					
Average Daily	. ,	42,086 vehicle	es					Autos:			
	Percentage:	7.00%				dium Tr		,			
		2,946 vehicles	8		He	avy Tru	cks (3+.	Axles):	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far Lar	ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						,	Autos:	71.3%	9.8%	18.9%	76.15
Bar	rier Height:	0.0 feet			М	edium Ti	rucks:	77.3%	6.5%	16.2%	9.969
Barrier Type (0-Wa	-	0.0				Heavy Ti	rucks:	68.2%	9.0%	22.8%	13.89
Centerline Dis	st. to Barrier:	52.0 feet		ŀ	Noise S	ource El	evation	s (in f	eet)		
Centerline Dist. t	to Observer:	52.0 feet		F		Auto		.000	,		
Barrier Distance t	to Observer:	0.0 feet			Modiu	m Truck		297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		004	Grade Ad	iustmant	. 0.0
Pa	d Elevation:	0.0 feet			i ica	ry IIuck	3. 0.	.004	Orace Au	Justinoni	. 0.0
Roa	d Elevation:	0.0 feet			Lane Eq	uivalent	Distan	ce (in	feet)		
F	Road Grade:	0.0%				Auto.	s: 46	.400			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degree	es		Hea	y Truck	s: 46	.228			
FHWA Noise Mode	l Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance		Road	Fresi		Barrier Att		m Atten
Autos:	68.46	1.67		0.3	-	-1.20		-4.66		000	0.00
Medium Trucks:	79.45	-7.16		0.4		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-5.72		0.4	1	-1.20		-5.41	0.0	000	0.00
Unmitigated Noise								1			
	Leq Peak Hour			Leq E	vening		Night		Ldn		NEL
Autos: Medium Trucks:	69. 71.	-	68.6 71.1		66.0 66.4		64. 65.		71.4 73.1		71 73
		-						-		_	
Heavy Trucks: _ Vehicle Noise:	77. 79.		76.8 78.4		74.1 75.3		73. 74.		80.3		80
Centerline Distanc	e to Noise Co	ntour (in feet	)								
		(111 1001)		70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:		306	•	658	3	1,419		3,05
	CNEL:					319 686 1,479			3.18		

Tuesday, October 6, 2020

	FH\	WA-RD-77-1	08 HIGI	HWAY N	NOISE PR	EDICTIO	N MC	DEL			
Scenari	io: EAPC (202	23)				Project N	lame:	Rubido	oux Wareh	ouse Noi	
Road Nam	e: Cedar Ave.					Job Nu	mber:	12722			
Road Segmen	nt: s/o Santa A	Ana Av.									
	SPECIFIC IN	IPUT DAT	A		0:4- 0				L INPUT	S	
Highway Data					Site Cond	aitions (i	ara =				
Average Daily	. ,	41,707 veh	icles					Autos:			
	Percentage:	7.00%				dium Truc		,			
Peak H	lour Volume:	2,920 vehic	cles		Hea	avy Truck	s (3+	Axles):	15		
Ve	hicle Speed:	45 mph			Vehicle N	1ix					
Near/Far La	ne Distance:	48 feet		-	Vehi	cleType		Day	Evening	Night	Daily
Site Data						AL	itos:	71.3%	9.8%	18.9%	76.19%
Rai	rrier Height:	0.0 fee			Me	dium Tru	cks:	77.3%	6.5%	16.2%	9.94%
Barrier Type (0-W		0.0	•		H	leavy Tru	cks:	68.2%	9.0%	22.8%	13.86%
Centerline Dis		52.0 feet	t	-	Noise So		41	- /:- 5	43		
Centerline Dist.	to Observer:	52.0 feet	t	H.	Noise So				eet)		
Barrier Distance	to Observer:	0.0 feet	t			Autos:	-	.000			
Observer Height (	Above Pad):	5.0 feet				n Trucks:	_	.297	0	E 4 4	
	ad Elevation:	0.0 feet	t		Heav	y Trucks:	8	.004	Grade Ad	yustment	0.0
Roa	ad Elevation:	0.0 feet	t	1	Lane Equ	iivalent L	Distan	ce (in :	feet)		
1	Road Grade:	0.0%		Ī		Autos:	46	.400			
	Left View:	-90.0 deg	rees		Mediun	n Trucks:	46	.209			
	Right View:	90.0 deg	rees		Heav	y Trucks:	46	.228			
FHWA Noise Mode											
VehicleType	REMEL	Traffic Flor		stance	Finite		Fres		Barrier At		m Atten
Autos:	68.46		63	0.3		-1.20		-4.66		000	0.000
Medium Trucks:	79.45			0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-5.	77	0.4	1	-1.20		-5.41	0.	000	0.000
Unmitigated Noise	Levels (with	out Topo ai	nd barri	er atten	uation)						
VehicleType	Leq Peak Hou	ur Leq E	Day	Leq E	vening	Leq N	ight		Ldn		VEL
Autos:	69	9.3	68.6		66.0		64.		71.	3	71.7
Medium Trucks:	71	1.4	71.1		66.4		65.	6	73.	1	73.4
Heavy Trucks:	77	7.7	76.8		74.0		73.	3	80.	3	80.6
Vehicle Noise:	79	9.1	78.3		75.3		74.	4	81.	5	81.8
Centerline Distanc	e to Noise Co	ontour (in fe	eet)							_	
			L	70 (	dBA	65 di			60 dBA		dBA
			Ldn:		303		654		1,409		3,035
			CNEL:		316		682	)	1.468	3	3.163

Tuesday, October 6, 2020

	FH	WA-RD-7	7-108 HI	GHWAY	NOISE F	PREDICT	ION MC	DEL			
Road Nan	rio: EAPC (202 ne: Cedar Ave ent: s/o Jurupa					.,	t Name: lumber:		oux Wareh	ouse N	i
SITE	SPECIFIC IN	IPUT DA	ATA				NOISE	MODE	L INPUT	S	
Highway Data					Site Co	nditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	37,420 v	ehicles					Autos:	15		
Peak Hour	Percentage:	7.00%			М	ledium Ti	rucks (2	Axles):	15		
Peak H	Hour Volume:	2,619 ve	ehicles		Н	eavy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	45 m	ph		Vehicle	Miv					
Near/Far La	ne Distance:	48 fe	et			hicleType	۵ .	Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.99	
Ra	rrier Height:	0.0 f	oot		٨	∕ledium 1	rucks:	77.3%	6.5%	16.29	6 9.90%
Barrier Type (0-V	•	0.0				Heavy 7	rucks:	68.2%	9.0%	22.89	6 13.81%
	ist. to Barrier:	52.0 f	eet		M-1		· · · · · · · · · · · · · · · · · · ·	- //- <b>f</b>	41		
Centerline Dist.	to Observer:	52.0 f	eet		Noise S	Source E			eet)		
Barrier Distance	to Observer:	0.0 f	eet			Auto		.000			
Observer Height	(Above Pad):	5.0 f	eet			um Truck		.297	0		4. 0.0
	ad Elevation:	0.0 f	eet		Hea	vy Truck	(s: 8	.004	Grade Ad	justmer	t: 0.0
Ro	ad Elevation:	0.0 f	eet		Lane E	quivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0	degrees		Medi	um Truck	s: 46	.209			
	Right View:		degrees		Hea	avy Truck	(s: 46	.228			
FHWA Noise Mod	el Calculation	s			1						
VehicleType	REMEL	Traffic F	low I	Distance	Finit	e Road	Fres	nel	Barrier Att	en Be	erm Atten
Autos:	68.46		1.17	0	.38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	79.45		-7.70	0	.41	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25		-6.25	0	.41	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo	and ba	rrier atte	enuation)						
VehicleType	Leq Peak Hou	ır Le	q Day	Leq	Evening	Leq	Night		Ldn	(	CNEL
Autos:		3.8	68.		65.	-	63.		70.		71.2
Medium Trucks:		1.0	70.	-	65.	-	65.		72.	-	72.9
Heavy Trucks:		7.2	76.		73.	•	72.		79.		80.1
Vehicle Noise:		3.6	77.	8	74.	8	73.	9	81.	U	81.3
Centerline Distan	ce to Noise Co	ontour (ir	ı feet)	_							
					) dBA		dBA		0 dBA		5 dBA
			Ldi		282		607		1,307		2,816
	CNEL:					294 632 1,363				2,936	

		VA-RD-77-108										
	o: EAPC (202								oux Wareh	ouse No	i	
	e: Cedar Ave. nt: s/o 7th Stre					JOD N	umber:	12/22				
Highway Data	SPECIFIC IN	PUT DATA			Site Con				L INPUT oft = 15)	5		
Average Daily	Traffic (Adt):	37.572 vehic	loc					Autos				
	Percentage:	7.00%			Me	dium Tr	icks (2					
	our Volume:	2.630 vehicle	es			avy Tru						
Ve	hicle Speed:	50 mph		l.								
	ne Distance:	48 feet		,	/ehicle			D	F	A 17 1-4	D-#-	
Site Data					ven	icleType	Autos:	71.39	Evening 9.8%	Night 18.9%	76.31%	
						edium T		77.39		16.9%		
	rrier Height:	0.0 feet				Heavy T		68.29			13.80%	
Barrier Type (0-W		0.0			,	icavy i	ucns.	00.27	9.070	22.070	13.007	
Centerline Di		52.0 feet		1	Voise So	ource El	evatio	ıs (in f	eet)			
Centerline Dist.		52.0 feet				Auto	s: 0	.000				
Barrier Distance		0.0 feet			Mediu	m Truck	s: 2	.297				
Observer Height (	,	5.0 feet			Heav	y Truck	s: 8	.004	Grade Ad	iustment	: 0.0	
	ad Elevation: ad Elevation:	0.0 feet		,	ane Eq	uivalen	Dietar	nco (in	foot)			
	Road Grade:	0.0 feet 0.0%		-	une Lq	Auto		6.400	iccij			
,	Left View:	-90.0 degre			Modiu	m Truck		209				
						y Truck		5.228				
	Right View:	90.0 degre	es		i icai	y IIuck	3. 40	1.220				
FHWA Noise Mode					1							
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten	
Autos:	70.20	0.73		0.38	-	-1.20 -1.20		-4.66		000	0.00	
Medium Trucks:	81.00 85.38	-8.14 -6.70		0.4		-1.20		-4.87 -5.41		000	0.00	
Heavy Trucks:						-1.20		-5.41	0.0	000	0.000	
Unmitigated Noise								_				
VehicleType	Leq Peak Hou		_	Leq Ev		Leq	Night		Ldn		NEL	
Autos:	70		69.4		66.8		64.	-	72.2	_	72.	
Medium Trucks:	72		71.7		67.0		66.	_	73.7		74.	
Heavy Trucks: Vehicle Noise:	77 79		77.0 78.7		74.2 75.6		73. 74.		80.8		80. 82.	
Centerline Distanc	e to Noise Co	ntour (in fee	f)									
Jones Bistant	110136 00	var (iii lee	,	70 c	IBA	65	dBA		60 dBA	55	dBA	
			Ldn:		319		68	7	1,480	1	3,190	
	CNEL:					333 716 1,543 3						

	FHW	A-RD-77-108	HIGH	IWAY I	NOISE P	REDICT	ION MC	DEL			
Road Nam	io: EAPC (2023) ne: Rubidoux Bl. nt: s/o El Rivino						! Name: lumber:		oux Wareh	ouse No	İ
	SPECIFIC INF	UT DATA			a:: a				L INPUT	S	
Highway Data					Site Cor	nditions	(Hard =				
Average Daily	Traffic (Adt): 3	6,080 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%				edium Tr					
Peak H	lour Volume: 2	2,526 vehicles	3		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		-	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		-		icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%		18.9%	76.339
Rai	rrier Height:	0.0 feet			M	ledium T	rucks:	77.3%	6.5%	16.2%	9.89%
Barrier Type (0-W	-	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	13.799
Centerline Dis	st. to Barrier:	59.0 feet		ŀ	Noise S	ource E	levation	s (in fe	eet)		
Centerline Dist.	to Observer:	59.0 feet		ŀ		Auto		.000	,		
Barrier Distance	to Observer:	0.0 feet			Medic	ım Truck		297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		.004	Grade Ad	iustmani	. 0.0
Pa	ad Elevation:	0.0 feet			rica	vy IIuck	.s. 0	.004	Orauc Au	Justineni	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in :	feet)		
1	Road Grade:	0.0%				Auto	s: 54	.129			
	Left View:	-90.0 degree	es		Mediu	ım Truck	s: 53	.966			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 53	.982			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Bei	m Atten
Autos:	70.20	0.56		-0.6	32	-1.20		-4.69	0.0	000	0.00
Medium Trucks:	81.00	-8.32		-0.6	60	-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	85.38	-6.88		-0.6	60	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise								1			
VehicleType	Leq Peak Hour	, , ,		Leq E	vening		Night		Ldn		NEL
Autos:	68.9		68.2		65.6		63.		71.0		71.
Medium Trucks:	70.9		70.5		65.8		65.	-	72.	-	72.
Heavy Trucks: Vehicle Noise:	76.7 78.2		75.8 77.5		73.0 74.4		72. 73.		79.3 80.6		79. 80.
Centerline Distance							. 0.	-	50.	-	50.
Contenine Distant	JE TO MOISE CON	itour (ill leet)		70	dBA	65	dBA	6	60 dBA	55	dBA
			Ldn:		302	•	650	)	1,400	ı .	3,015
		CI	VEL:		314 677 1,459			3,143			

Tuesday, October 6, 2020

	FHV	VA-RD-	77-108 HI	GHWAY	NOISE P	REDICTION	ON M	ODEL			
Scenario: EAPC (2023) Road Name: Rubidoux Bl. Road Segment: s/o Market St.					Project Name: Rubidoux Warehouse Noi Job Number: 12722						
SITE SPECIFIC INPUT DATA					NOISE MODEL INPUTS						
Highway Data					Site Conditions (Hard = 10, Soft = 15)						
Average Daily T	raffic (Adt):	37,186	vehicles					Autos	15		
Peak Hour F	Percentage:	7.00%	5		Me	dium Tru	cks (2	Axles).	15		
Peak Ho	our Volume:	2,603 \	ehicles/		He	avy Truci	ks (3+	Axles).	15		
Vehicle Speed:		50 r	mph		Vehicle	Miss					
Near/Far Lane Distance:		48 feet				icleType		Day	Evening	Night	Daily
Site Data					****		utos:	71.3%	-	18.9%	75.81%
			feet		м	edium Tri		77.3%			10.10%
Barrier Type (0-Wa	rier Height:	0.0	reet			Heavy Tru	ıcks:	68.2%	9.0%		14.08%
Centerline Dis		59.0	foot								
Centerline Dist. to Observer:		59.0			Noise S	ource Ele			eet)		
Barrier Distance to Observer:			feet			Autos		0.000			
Observer Height (Above Pad):			feet			m Trucks		2.297			
Pad Elevation:			feet		Hea	vy Trucks	: 8	3.004	Grade Ad	justment	0.0
Road Elevation:		0.0	feet		Lane Eq	uivalent	Dista	nce (in	feet)		
R	0.0%				Autos	: 5	4.129				
	-90.0	degrees		Medium Trucks: 53.966							
Right View:		90.0	degrees		Hea	vy Trucks	: 5	3.982			
FHWA Noise Mode											
VehicleType	REMEL	Traffic		Distance		-1.20	Fre		Barrier Att		m Atten
Autos:	70.20		0.66		-0.62		-4.69			000	0.000
Medium Trucks:	81.00		-8.10		-0.60		-4.88			000	0.000
Heavy Trucks:	85.38		-6.65	-0.		-1.20		-5.35	0.	000	0.000
Unmitigated Noise								_		1	
	Leq Peak Hou		eq Day		ening	Leq N			Ldn		VEL
Autos:	69				65.7 66.0		63.8 65.2		71.1 72.8		71.4
Medium Trucks: 71 Heavy Trucks: 76											73.0
Heavy Trucks: 76 Vehicle Noise: 78					73.3 74.6		72.5 73.7		79.5 80.8		79.8 81.1
				.7	74.0	'	73	1.7	80.	В	81.1
Centerline Distance	e to Noise Co	ntour (	in feet)	70	dBA	65 d	DΛ		50 dBA	55	dBA
			Ld		311	05 0	67		1.446		3.114
			CNE		325		69		1,507		3,247
			ONE	_	525		Ja		1,507		0,241

Tuesday, October 6, 2020

	FH	WA-RD-77-1	08 HIGI	HWAY	NOISE P	REDICT	ION MC	DEL			
Road Nan	rio: EAPC (202 ne: Rubidoux E ent: s/o 24th St	BI.				.,	Name: lumber:		oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA	١						L INPUT	S	
Highway Data					Site Cor	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	37,076 vehi	cles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	2,595 vehic	les		He	eavy Tru	cks (3+.	Axles):	15		
Ve	ehicle Speed:	50 mph		F	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet				icleType		Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.99	6 75.81%
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.29	6 10.10%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 14.08%
	ist. to Barrier:	59.0 feet		-	Noise S	E	lovetion	a (in f	2041		
Centerline Dist.	to Observer:	59.0 feet			Noise 3				ei)		
Barrier Distance	to Observer:	0.0 feet				Auto		000			
Observer Height	(Above Pad):	5.0 feet				m Truck		297	0		4.00
P	ad Elevation:	0.0 feet			Hea	vy Truck	s: 8	004	Grade Ad	justmen	t: 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 54	129			
	Left View:	-90.0 deg	rees		Mediu	m Truck	s: 53	.966			
	Right View:	90.0 deg	rees		Hea	vy Truck	s: 53	.982			
FHWA Noise Mod	el Calculation	s		i							
VehicleType	REMEL	Traffic Flow	/ Di	stance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	70.20	0.6	64	-0.6	32	-1.20		-4.69	0.0	000	0.000
Medium Trucks:	81.00	-8.	11	-0.6	30	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-6.6	37	-0.6	30	-1.20		-5.35	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo an	d barri	er atter	nuation)						
VehicleType	Leq Peak Hou	ur Leq D	ay	Leq E	vening	Leq	Night		Ldn		NEL
Autos:	69	9.0	68.3		65.7		63.	8	71.	1	71.4
Medium Trucks:	71	1.1	70.7		66.0		65.	2	72.	В	73.0
Heavy Trucks:		3.9	76.0		73.2		72.		79.		79.8
Vehicle Noise:	78	3.4	77.7		74.6		73.	7	80.	В	81.1
Centerline Distan	ce to Noise Co	ontour (in fe	et)					,		,	
			l	70	dBA	65	dBA		60 dBA		5 dBA
			Ldn:		311		670		1,443		3,108
			CNEL:		324		698	3	1,504	ļ	3,240

	FHV	VA-RD-77-108	HIG	HWAY N	OISE P	REDICTI	ON MO	DDEL					
Road Nam	io: EAPC (202 ne: Rubidoux B nt: s/o 26th St.	l.			Project Name: Rubidoux Warehouse Noi Job Number: 12722								
	SPECIFIC IN	PUT DATA							L INPUT	S			
Highway Data					Site Con	ditions	(Hard :	= 10, S	oft = 15)				
Average Daily	Traffic (Adt):	36,722 vehicle	es					Autos:	15				
Peak Hour	Percentage:	7.00%				dium Tru	,						
Peak H	lour Volume:	2,571 vehicle	S		He	avy Truc	ks (3+	Axles):	15				
Ve	hicle Speed:	50 mph		1	/ehicle	Mix							
Near/Far La	ne Distance:	48 feet		F		icleType		Day	Evening	Night	Daily		
Site Data							utos:	71.3%	9.8%	18.9%	75.63%		
Bai	rrier Height:	0.0 feet			М	edium Tı	ucks:	77.3%	6.5%	16.2%	10.18%		
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.19%		
Centerline Dis		59.0 feet		١,	Vaina C	ource El	ovetio	na (in f	no#1				
Centerline Dist.	to Observer:	59.0 feet		,	voise so	Auto:		0.000	eet)				
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto: m Truck:		297					
Observer Height (	Above Pad):	5.0 feet				y Truck	-	.004	Grade Ad	iuctmant	. 0.0		
Pa	ad Elevation:	0.0 feet			пеан	y muck	s. c	.004	Grade Au	Justineni	. 0.0		
Ros	ad Elevation:	0.0 feet		ı	ane Eq	uivalent	Distar	nce (in	feet)				
1	Road Grade:	0.0%				Autos	5: 54	1.129					
	Left View:	-90.0 degree	es		Mediu	m Truck	5: 53	3.966					
	Right View:	90.0 degree	es		Heav	y Truck:	5: 53	3.982					
FHWA Noise Mode	el Calculations	5											
VehicleType	REMEL	Traffic Flow	Di	stance		Road	Fres		Barrier Att		m Atten		
Autos:	70.20	0.59		-0.62		-1.20		-4.69		000	0.000		
Medium Trucks:	81.00	-8.12		-0.60	-	-1.20		-4.88		000	0.000		
Heavy Trucks:	85.38	-6.67		-0.60	)	-1.20		-5.35	0.0	000	0.000		
Unmitigated Noise													
VehicleType	Leq Peak Hou			Leg Ev		Leq	Night		Ldn		NEL		
Autos:	69		68.3		65.7		63		71.0		71.4		
Medium Trucks:	71		70.7		66.0		65	-	72.7		73.0		
Heavy Trucks: Vehicle Noise:	76 78		76.0 77.7		73.2 74.6		72 73		79.8 80.8		79.8 81.1		
Centerline Distanc	re to Noise Co	ntour (in feet	)										
Comernie Distant	110136 00	our (iii reet		70 c	IBA	65	dBA		60 dBA	55	dBA		
			Ldn:		310		66	8	1,440		3,102		
		C						7					

	io: EAPC (2023								ux Wareh	ouse Noi	
	e: Rubidoux Bl					Job ∧	lumber:	12722			
Road Segmer	nt: s/o 34th St.										
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard =	= 10, Sc	ft = 15)		
Average Daily	Traffic (Adt):	31,317 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%				edium Tr		,	15		
Peak H	our Volume:	2,192 vehicles	3		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		Ī	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		F		icleType	9	Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	ū		75.82%
Rai	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.10%
Barrier Type (0-W	-	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.08%
Centerline Dis		59.0 feet		-	Noise S			(! <b>£</b> -	-41		
Centerline Dist.	to Observer:	59.0 feet		L.	Noise S			•	et)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height (	Above Pad):	5.0 feet				m Truck		.297	0	4 4	
Pa	ad Elevation:	0.0 feet			неа	vy Truck	's: 8	.004	Grade Ad	justment	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ice (in i	eet)		
ı	Road Grade:	0.0%				Auto	s: 54	.129			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 53	.966			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 53	.982			
FHWA Noise Mode				I							
VehicleType		Traffic Flow	Dis	stance		Road	Fres		Barrier Att		m Atten
Autos:	70.20	-0.09		-0.6	_	-1.20		-4.69		000	0.000
Medium Trucks:	81.00	-8.84		-0.6	-	-1.20		-4.88		000	0.000
Heavy Trucks:	85.38	-7.40		-0.6	0	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise	Levels (witho	ut Topo and	barri	er atten	nuation)						
	Leq Peak Hour			Leq E	vening		Night		Ldn		NEL
Autos:	68.3	-	67.6		65.0		63.		70.4		70.
Medium Trucks:	70.		70.0		65.3		64.	-	72.0	-	72.
Heavy Trucks:	76.:		75.3		72.5		71.		78.8		79.0
Vehicle Noise:	77.		76.9		73.9		73.	0	80.	1	80.4
Centerline Distanc	e to Noise Co	ntour (in feet)	1								
			L	70	dBA	65	dBA		0 dBA		dBA
			Ldn:		278		598		1,289 1,344		2,777 2.895
			VEL:		290		624				

Tuesday, October 6, 2020

Scenario: EAPC (2023)								
Road Name: Market St. Road Segment: n/o Rivera St.	Project Name: Rubidoux Warehouse Noi Job Number: 12722							
SITE SPECIFIC INPUT DATA	NOISE MODEL INPUTS							
Highway Data	Site Conditions (Hard = 10, Soft = 15)							
Average Daily Traffic (Adt): 33,519 vehicles	Autos: 15							
Peak Hour Percentage: 7.00%	Medium Trucks (2 Axles): 15							
Peak Hour Volume: 2,346 vehicles	Heavy Trucks (3+ Axles): 15							
Vehicle Speed: 45 mph	Vehicle Mix							
Near/Far Lane Distance: 48 feet	VehicleType Day Evening Nig.	ht Daily						
Site Data		.9% 75.74%						
		2% 10.13%						
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0		.8% 14.13%						
Barrier Type (0-Wall, 1-Berm): 0.0  Centerline Dist. to Barrier: 59.0 feet	,							
Centerline Dist. to Observer: 59.0 feet	Noise Source Elevations (in feet)							
Barrier Distance to Observer: 0.0 feet	Autos: 0.000							
Observer Height (Above Pad): 5.0 feet	Medium Trucks: 2.297							
Pad Elevation: 0.0 feet	Heavy Trucks: 8.004 Grade Adjustm	nent: 0.0						
Road Elevation: 0.0 feet	Lane Equivalent Distance (in feet)							
Road Grade: 0.0%	Autos: 54.129							
Left View: -90.0 degrees	Medium Trucks: 53.966							
Right View: 90.0 degrees	Heavy Trucks: 53.982							
FHWA Noise Model Calculations								
VehicleType REMEL Traffic Flow Distance		Berm Atten						
	0.62 -1.20 -4.69 0.000	0.000						
	0.60 -1.20 -4.88 0.000	0.000						
	0.60 -1.20 -5.35 0.000	0.000						
Unmitigated Noise Levels (without Topo and barrier at  VehicleType   Leg Peak Hour   Leg Day   Leg	enuation)  Evening Leg Night Ldn	CNEL						
Autos: 67.3 66.6	64.0 62.1 69.4	69.7						
Medium Trucks: 69.6 69.2	64.5 63.7 71.2	71.5						
Heavy Trucks: 75.8 74.9	72.1 71.4 78.4	78.7						
Vehicle Noise: 77.2 76.4	73.4 72.5 79.6	79.9						
Centerline Distance to Noise Contour (in feet)								
	0 dBA 65 dBA 60 dBA	55 dBA						
Ldn:	258 555 1,196	2,577						
CNFL:	269 579 1,247	2.686						

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIG	HWAY	NOISE P	REDICT	ION M	ODEL			
Scenari	io: EAPC (202	!3)				Project	Name:	Rubido	oux Wareh	ouse No	i
Road Nam	e: Market St.					Job ∧	lumber.	12722			
Road Segmer	nt: s/o SR-60	EB Ramps									
	SPECIFIC IN	IPUT DATA			2:: 0				L INPUT	s	
Highway Data					Site Cor	iditions	(Hard				
Average Daily		37,721 vehic	les					Autos:			
	Percentage:	7.00%				edium Tr	,	,			
	lour Volume:	2,640 vehicle	es		He	eavy Tru	cks (3+	Axles):	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far Lai	ne Distance:	65 feet			Veh	icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.81%
Rai	rrier Height:	0.0 feet			M	edium T	rucks:	77.3%	6.5%	16.2%	10.10%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.09%
Centerline Dis		50.0 feet									
Centerline Dist	to Observer	50.0 feet			Noise S				eet)		
Barrier Distance		0.0 feet				Auto		0.000			
Observer Height (		5.0 feet				m Truck		2.297			
	ad Elevation:	0.0 feet			Hea	vy Truck	's: 8	3.004	Grade Ad	justmen	t: 0.0
	ad Flevation:	0.0 feet			Lane Eq	uivalen	t Distai	nce (in	feet)		
	Road Grade:	0.0%				Auto	s: 38	3.324	· · ·		
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 38	3.093			
	Right View:	90.0 degre			Hea	vy Truck	s: 38	3.115			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Att	en Be	rm Atten
Autos:	68.46	1.18		1.0	63	-1.20		-4.65	0.0	000	0.000
Medium Trucks:	79.45	-7.58	1	1.0	67	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	84.25			1.0		-1.20		-5.43	0.	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er atte	nuation)						
	Leq Peak Hou		_	Leq E	ening		Night		Ldn		NEL
Autos:		).1	69.4		66.8		64		72.		72.5
Medium Trucks:		2.3	72.0		67.2		66		74.	-	74.2
Heavy Trucks:		3.6	77.7		74.9		74		81.:		81.4
Vehicle Noise:	80	0.0	79.2		76.1		75	.3	82.	1	82.6
Centerline Distance	ce to Noise Co	ontour (in fee	t)			-					
				70	dBA	65	dBA		60 dBA		dBA
			Ldn:		334		72	-	1,551		3,341
		С	NEL:		348		75	0	1,616	i	3,482

	FHV	VA-RD-77-108	HIG	HWAY I	NOISE P	REDICT	ON M	ODEL			
Scenari	io: EAPC (202	3)				Project	Name.	Rubide	oux Wareh	ouse No	i
	e: Riverside A					Job N	umber	12722			
Road Segme	nt: n/o Agua M	ansa Rd.									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	35,741 vehicl	les					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ıcks (2	Axles):	15		
Peak H	lour Volume:	2,502 vehicle	es		He	eavy Truc	cks (3+	Axles):	15		
Ve	hicle Speed:	55 mph		-	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		Ħ		icleType		Day	Evening	Night	Daily
Site Data						-	Autos:	71.3%	9.8%	18.9%	75.77%
Rai	rrier Height:	0.0 feet			М	edium Ti	ucks:	77.3%	6.5%	16.2%	10.12%
Barrier Type (0-W	•	0.0				Heavy Ti	ucks:	68.2%	9.0%	22.8%	14.11%
Centerline Dis	st. to Barrier:	52.0 feet		F	Noise S	ourco El	ovatio	ne (in f	not)		
Centerline Dist.	to Observer:	52.0 feet		-	Worse St	Auto:		0.000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck	-	3.004	Grade Ad	iustmant	. 0.0
Pa	ad Elevation:	0.0 feet								ustinoni	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
I	Road Grade:	0.0%				Auto	s: 46	6.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	3.209			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 40	5.228			
FHWA Noise Mode	el Calculation:	s		- 1							
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten
Autos:	71.78	0.07		0.3		-1.20		-4.66		000	0.000
Medium Trucks:	82.40	-8.68		0.4		-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	86.40	-7.23		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	•										
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL
Autos:	71		70.3		67.7		65		73.		73.4
Medium Trucks:	72		72.6		67.8		67		74.6	-	74.8
Heavy Trucks: Vehicle Noise:	78 80	• •	77.5 79.3		74.7 76.2		74 75		81.0		81.2
Centerline Distance								-	J2.		
cemenne Distant	e to Noise Co	nitour (in teet	4	70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:		349		75	i3	1,622	!	3,494

Road Nam	o: EAPC (202 e: Agua Mans nt: n/o Market	a Rd.						Rubido 12722	oux Wareh	ouse Noi	
	SPECIFIC IN	PUT DATA			· 0				L INPUT	S	
Highway Data				3	ne Con	nditions	(Hara	-			
Average Daily	. ,	25,714 vehicle	es					Autos:	15		
	Percentage:	7.00%				edium Tr		,			
	our Volume:	1,800 vehicle	8		He	eavy Tru	cks (3+	Axies):	15		
	hicle Speed:	45 mph		V	ehicle	Mix					
Near/Far La	ne Distance:	36 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						,	Autos:	71.3%	9.8%	18.9%	75.829
Rai	rier Height:	0.0 feet			М	edium Ti	rucks:	77.3%	6.5%	16.2%	10.109
Barrier Type (0-W	-	0.0			- 1	Heavy T	rucks:	68.2%	9.0%	22.8%	14.089
Centerline Dis	st. to Barrier:	50.0 feet		N	loise Si	ource El	evatio	ns (in f	opt)		
Centerline Dist.	to Observer:	50.0 feet			0136 01	Auto.		0.000	,		
Barrier Distance	to Observer:	0.0 feet			Madiu	m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		3.004	Grade Ad	iuctment	
Pa	ad Elevation:	0.0 feet			пеа	vy Truck	s. c	5.004	Grade Au	justinent.	0.0
Ros	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Dista	nce (in i	feet)		
ı	Road Grade:	0.0%				Auto.	s: 46	6.915			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46	3.726			
	Right View:	90.0 degree	es		Hear	vy Truck	s: 46	5.744			
FHWA Noise Mode	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite	Road	Fres	snel	Barrier Att	en Ber	m Atten
Autos:	68.46	-0.49		0.31		-1.20		-4.65	0.0	000	0.00
Medium Trucks:	79.45	-9.24		0.34		-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	84.25	-7.80		0.34		-1.20		-5.43	0.0	000	0.00
Unmitigated Noise	Levels (with	out Topo and	barrier	attenu	ation)						
VehicleType	Leq Peak Hou	r Leq Day		Leq Ev	ening	Leq	Night		Ldn	CI	VEL
Autos:	67		66.4		63.8		61		69.		69.
Medium Trucks:	69	.3	69.0		64.3		63	.5	71.0	)	71.
Heavy Trucks:	75	.6	74.7		71.9	ı	71	.2	78.2	2	78.
Vehicle Noise:	77.	.0	76.2		73.1		72	.3	79.4	4	79.
Centerline Distanc	e to Noise Co	ntour (in feet,	)					1		ı	
			L	70 di		65	dBA		0 dBA		dBA
			Ldn:		211		45	-	979		2,110
			VEL:		220		47		1.021		2.199

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGHW	AY N	DISE PI	REDICTION	ом м	ODEL					
Road Nar	rio: EAPC (202 me: Slover Av. ent: w/o Cedar	•			Project Name: Rubidoux Warehouse Noi Job Number: 12722								
SITE	SPECIFIC IN	IPUT DATA				N	OISE	MODE	L INPUT	S			
Highway Data				S	ite Con	ditions (	Hard	= 10, Sc	oft = 15)				
Average Daily	Traffic (Adt):	22,188 vehicle	:S					Autos:	15				
Peak Hou	r Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15				
Peak i	Hour Volume:	1,553 vehicles	;		He	avy Truc	ks (3+	Axles):	15				
V	ehicle Speed:	50 mph											
Near/Far L	ane Distance:	48 feet		V	ehicle I	icleType	- 1	Day	Evening	Night	Daily		
Site Data				+	ven		utos:	71.3%		18.9%	75.82%		
						n edium Tri		77.3%			10.10%		
	arrier Height:	0.0 feet				Heavy Tri		68.2%			14.08%		
Barrier Type (0-V	. ,	0.0			,	neavy III	JUKS.	00.27	9.0%	22.070	14.06%		
	ist. to Barrier:	52.0 feet		N	oise So	ource Ele	vatio	ns (in f	eet)				
Centerline Dist		52.0 feet				Autos	: (	0.000					
Barrier Distance		0.0 feet			Mediu	m Trucks	: 1	2.297					
Observer Height	. ,	5.0 feet			Heav	y Trucks	: 8	3.004	Grade Ad	ljustment:	0.0		
	Pad Elevation:	0.0 feet					D:-4-	//	£4\				
Ro	oad Elevation:	0.0 feet		L	ane Eq	uivalent			reet)				
	Road Grade:	0.0%				Autos		6.400					
	Left View:	-90.0 degree				m Trucks		6.209					
	Right View:	90.0 degree	:S		Heav	y Trucks	: 4	6.228					
FHWA Noise Mod	iel Calculation												
VehicleType	REMEL	Traffic Flow	Distan		Finite	Road	Fre		Barrier At		m Atten		
Autos		-1.58		0.38		-1.20		-4.66		000	0.000		
Medium Trucks				0.41		-1.20		-4.87		000	0.000		
Heavy Trucks	85.38	-8.90		0.41		-1.20		-5.41	0.	000	0.000		
Unmitigated Nois										_			
VehicleType	Leq Peak Hou			eq Ev	_	Leq N	-		Ldn		VEL		
Autos			37.1		64.5			.6	69.	-	70.2		
Medium Trucks			69.5		64.8		64		71.		71.8		
Heavy Trucks			74.8		72.0			.3	78.		78.6		
Vehicle Noise	: 77	.2	76.4		73.4		72	.5	79.	6	79.9		
Centerline Distan	ce to Noise Co	ontour (in feet)											
			L	70 dl		65 a			60 dBA		dBA		
			Ldn:		227		48	-	1,054		2,271		
		CN	IEL:		237		51	0	1,099	9	2,368		

Tuesday, October 6, 2020

	FH\	WA-RD-77-10	8 HIGH	HWAY	NOISE PI	REDICTI	ION MO	DEL			
	o: EAPC (202 e: Slover Av. nt: e/o Cedar	,					Name: l		oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	•				
Average Daily	. ,	16,564 vehic	les					Autos:			
	Percentage:	7.00%					ucks (2 A				
	our Volume:	1,160 vehicl	es		He	avy Truc	cks (3+ A	(xies	15		
	hicle Speed:	50 mph		İ	Vehicle I	Mix					
Near/Far Lai	ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.82%
Bai	rier Heiaht:	0.0 feet			Me	edium Tı	rucks:	77.3%	6.5%	16.2%	10.10%
Barrier Type (0-W		0.0			F	leavy Ti	rucks:	68.2%	9.0%	22.8%	14.08%
Centerline Dis		52.0 feet		ŀ	Noise So	urco El	ovation	c (in f	not)		
Centerline Dist.	to Observer:	52.0 feet		ł	NOISE SC	Auto:		000	et)		
Barrier Distance	to Observer:	0.0 feet			Madiu	muto: m Truck:		297			
Observer Height (	Above Pad):	5.0 feet				y Truck		004	Grade Ad	iuctmant	
Pa	ad Elevation:	0.0 feet			пеач	y ITUCK	s. o.	JU4	Graue Au	usunem	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distant	ce (in i	feet)		
H	Road Grade:	0.0%				Autos	s: 46.	400			
	Left View:	-90.0 degr	ees		Mediu	n Trucks	s: 46.	209			
	Right View:	90.0 degr	ees		Heav	y Truck:	s: 46.	228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresn	iel	Barrier Att	en Ber	rm Atten
Autos:	70.20	-2.8	5	0.3	38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	81.00	-11.6	1	0.4	41	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	85.38	-10.1	6	0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	d barri	er atte	nuation)						
VehicleType	Leq Peak Hou	ur Leq Da	ay .	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:		3.5	65.8		63.2		61.3		68.6		68.9
Medium Trucks:	68	3.6	68.2		63.5		62.7	,	70.3	3	70.5
Heavy Trucks:		1.4	73.5		70.8		70.0		77.0		77.3
Vehicle Noise:	76	3.0	75.2		72.1		71.2	2	78.3	3	78.6
Centerline Distance	e to Noise Co	ontour (in fee	t)								
				70	dBA	65	dBA	6	60 dBA		dBA
			Ldn:		187		403		868		1,869
		(	CNEL:		195		420		905		1,949

	FHV	VA-RD-77-108	HIG	HWAY I	NOISE PI	REDICT	ION M	ODEL			
Scenari	io: EAPC (202	3)				Project	Name	Rubide	oux Wareh	ouse No	i
Road Nam	e: Santa Ana	Ave.				Job N	umber	12722			
Road Segmen	nt: w/o Cedar	Ave.									
	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	10,222 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	our Volume:	716 vehicle	s		He	eavy Truc	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		H	Vehicle	Miv					
Near/Far La	ne Distance:	36 feet				icleType		Day	Evening	Night	Daily
Site Data						-	Autos:	71.3%	9.8%	18.9%	75.86%
Rai	rier Height:	0.0 feet			М	edium Ti	rucks:	77.3%	6.5%	16.2%	10.08%
Barrier Type (0-W	•	0.0			1	Heavy Ti	rucks:	68.2%	9.0%	22.8%	14.06%
Centerline Dis	st. to Barrier:	44.0 feet		F	Noise So	ourco El	ovatio	ne (in f	not)		
Centerline Dist.	to Observer:	44.0 feet		F	Noise 30	Auto:		0.000	eet)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		3.004	Grade Ad	iuctmont	. 0.0
Pa	ad Elevation:	0.0 feet			пеан	vy Truck	5. (	5.004	Grade Au	Justinent	. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 4	0.460			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 4	0.241			
	Right View:	90.0 degre	es		Heav	vy Truck	s: 4	0.262			
FHWA Noise Mode	el Calculation:	s									
VehicleType	REMEL	Traffic Flow		stance		Road	Fre		Barrier Att		m Atten
Autos:	66.51	-3.98		1.2		-1.20		-4.61		000	0.000
Medium Trucks:	77.72	-12.74		1.3		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-11.30		1.3	31	-1.20		-5.50	0.0	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou	., .,		Leq E	vening	,	Night		Ldn		NEL
Autos:	62		61.9		59.3		57		64.7		65.0
Medium Trucks:	65		64.7		60.0		59		66.7		67.0
Heavy Trucks: Vehicle Noise:	71 73		70.9		68.1 69.2		67 68	• •	74.4 75.5		74.7
Centerline Distance	e to Noise Co	ntour (in feet	1							-	
Centernine Distant	110136 00	micour (iii reet	,	70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:		102		21	9	472		1,018
		C						9	492		1,061

Road Nan	io: EAPC (202 ne: Santa Ana nt: e/o Cedar A	Áve.					ect Nai b Numi			ux Wareh	ouse Noi	
	SPECIFIC IN						NO	CE M/	ODE	L INPUT		
Highway Data	SPECIFIC IN	IPUI DAIA			Site Co	nditio				ft = 15)	•	
Peak F	Percentage: lour Volume:	8,276 vehicles 7.00% 579 vehicles				Medium Heavy T		(2 Ax	,	15 15 15		
	hicle Speed:	40 mph			Vehicle	e Mix						
Near/Far La	ne Distance:	36 feet			Ve	hicleT	уре	D	ay	Evening	Night	Daily
Site Data							Auto	s: 7	1.3%	9.8%	18.9%	75.829
Ba Barrier Type (0-W	rrier Height: /all, 1-Berm):	0.0 feet 0.0			1	Mediun Heav	n Truck y Truck		7.3% 8.2%			10.109 14.089
Centerline Di	st. to Barrier:	44.0 feet			Noise	Source	Fleva	tions	(in fe	et)		
Centerline Dist.	to Observer:	44.0 feet			,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		utos:	0.00	_	,		
Barrier Distance Observer Height	(Above Pad):	0.0 feet 5.0 feet				ium Tru avy Tru	ıcks:	2.29	97	Grade Ad	iustment.	0.0
	ad Elevation:	0.0 feet										
	ad Elevation:	0.0 feet			Lane E	_				eet)		
	Road Grade:	0.0%					utos:	40.46				
	Left View: Right View:	-90.0 degree 90.0 degree				ium Tru avy Tru		40.24 40.26				
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic Flow	Di	stance	Fini	te Road		resnel	1	Barrier Att	en Ber	m Atten
Autos:		-4.90		1.3		-1.3			1.61		000	0.00
Medium Trucks:				1.3		-1.3		-4	1.87		000	0.00
Heavy Trucks:	82.99	-12.21		1.3	31	-1.2	20	-5	5.50	0.0	000	0.00
Unmitigated Nois	e Levels (with	out Topo and b	arri	er atte	nuation	)						
VehicleType	Leq Peak Hou	ır Leq Day		Leq E	Evening	L	eq Nigi	ht		Ldn	CI	VEL
Autos:	61		31.0		58			56.5		63.8		64
Medium Trucks:		-	3.8		59			58.3		65.8		66
Heavy Trucks: Vehicle Noise:			'0.0 '1.3		68			66.5 67.5		73.9 74.0		73 74
Centerline Distan	ce to Noise Co	ontour (in feet)										
				70	dBA		65 dBA	ı	6	0 dBA	55	dBA
			do		0	_'		101		411		0.0

Tuesday, October 6, 2020

FHWA-RD-77-108 HIGHWA	Y NOISE PREDICTION I	MODEL
Scenario: EAPC (2023) Road Name: Jurupa Ave. Road Segment: w/o Cedar Ave.	Project Nam Job Numbe	e: Rubidoux Warehouse Noi er: 12722
SITE SPECIFIC INPUT DATA	NOIS	E MODEL INPUTS
lighway Data	Site Conditions (Hard	d = 10, Soft = 15)
Average Daily Traffic (Adt): 17,746 vehicles		Autos: 15
Peak Hour Percentage: 7.00%	Medium Trucks	(2 Axles): 15
Peak Hour Volume: 1,242 vehicles	Heavy Trucks (3	3+ Axles): 15
Vehicle Speed: 40 mph	Vehicle Mix	
Near/Far Lane Distance: 48 feet	VehicleType	Day Evening Night Daily
Site Data	Autos	
	Medium Trucks	
Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0	Heavy Trucks	68.2% 9.0% 22.8% 14.11
Centerline Dist. to Barrier: 52.0 feet	*	
Centerline Dist. to Observer: 52.0 feet	Noise Source Elevati	. ,
Barrier Distance to Observer: 0.0 feet	Autos:	0.000
Observer Height (Above Pad): 5.0 feet	Medium Trucks:	2.297
Pad Elevation: 0.0 feet	Heavy Trucks:	8.004 Grade Adjustment: 0.0
Road Elevation: 0.0 feet	Lane Equivalent Dist	ance (in feet)
Road Grade: 0.0%	· ·	46.400
Left View: -90.0 degrees	Medium Trucks:	46.209
Right View: 90.0 degrees	Heavy Trucks:	46.228
FHWA Noise Model Calculations		
VehicleType REMEL Traffic Flow Distance	e Finite Road Fr	esnel Barrier Atten Berm Atter
	0.38 -1.20	-4.66 0.000 0.00
	0.41 -1.20	-4.87 0.000 0.00
	0.41 -1.20	-5.41 0.000 0.00
Inmitigated Noise Levels (without Topo and barrier at		L de CNE
VehicleType         Leq Peak Hour         Leq Day         Le           Autos:         64.1         63.4	Evening Leq Night 60.8	t Ldn CNEL 58.9 66.2 66
Medium Trucks: 66.6 66.2		50.7 68.3 68
Heavy Trucks: 73.3 72.4		58.9 75.9 76
Vehicle Noise: 74.6 73.8		69.9 77.0 77
Centerline Distance to Noise Contour (in feet)		
1	70 dBA 65 dBA	60 dBA 55 dBA
Ldn:	152 3	327 704 1,51 341 734 1,58

Tuesday, October 6, 2020

	FH\	WA-RD-77-10	8 HIGH	- YAWI	NOISE P	REDICT	ION MC	DEL			
Road Nan	rio: EAPC (202 ne: Jurupa Ave nt: e/o Cedar /	).				.,	t Name: lumber:		oux Wareh	ouse N	oi
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	: 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	9,476 vehic	les					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	663 vehicl	es		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		ŀ	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet				icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.99	6 75.87%
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.29	6 10.08%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 14.05%
	st. to Barrier:	52.0 feet		ŀ	M-1 0			- /- 6	41		
Centerline Dist.	to Observer:	52.0 feet		ŀ	Noise S				eet)		
Barrier Distance		0.0 feet				Auto		.000			
Observer Height	(Above Pad):	5.0 feet				m Truck	-	.297			
	ad Elevation:	0.0 feet			Hea	vy Truck	s: 8	.004	Grade Ad	justmer	it: 0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degr	ees		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degr			Hea	vy Truck	s: 46	.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Be	erm Atten
Autos:	66.51	-4.3	1	0.3	38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72	-13.0	3	0.4	11	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-11.6	3	0.4	11	-1.20		-5.41	0.0	000	0.000
<b>Unmitigated Nois</b>	e Levels (with	out Topo and	l barri	er attei	nuation)						
VehicleType	Leq Peak Hou	ır Leq Da	ay .	Leq E	vening	Leq	Night		Ldn	(	CNEL
Autos:		1.4	60.7		58.1		56.		63.		63.8
Medium Trucks:		3.9	63.5		58.8		58.	-	65.	-	65.8
Heavy Trucks:		).6 I.8	69.7 71.0		66.9		66.		73.		73.4 74.5
Vehicle Noise:					68.0		67.	1	74.:	2	74.5
Centerline Distan	ce to Noise Co	ontour (in fee	t)	70	dD A	65	dD A	Τ.	50 4B4	-	E ADA
			Ldn:	70	dBA 100	05	dBA 215		60 dBA 462		5 dBA 996
		,	CNEL:		100		224		462		1.038
		(	INEL:		104		224		482		1,038

					NOISE PI										
Road Nam		•				.,		Rubide 12722	oux Wareh	ouse No	i				
Road Segme	nt: w/o Cedar	Ave.													
	SPECIFIC IN	IPUT DATA							L INPUT	S					
Highway Data					Site Con	ditions	Hard	= 10, S	oft = 15)						
Average Daily	Traffic (Adt):	10,321 vehic	les					Autos:							
Peak Hour	Percentage:	7.00%				dium Tru									
Peak H	lour Volume:	722 vehicle	es		He	avy Truc	ks (3+	Axles):	15						
Ve	hicle Speed:	45 mph		ł	Vehicle I	Miv									
Near/Far La	ne Distance:	24 feet				icleType		Day	Evening	Night	Daily				
Site Data						- A	utos:	71.3%	9.8%	18.9%	75.80%				
Pa	rrier Height:	0.0 feet			Me	edium Tr	ucks:	77.3%	6.5%	16.2%	10.109				
Barrier Type (0-W		0.0			F	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.099				
Centerline Di		Maia a Comman Elevation of the food)													
	Centerline Dist. to Barrier: 25.0 feet Centerline Dist. to Observer: 25.0 feet						Noise Source Elevations (in feet)								
Barrier Distance	to Observer:	0.0 feet			Autos: 0.000										
Observer Height		5.0 feet			Medium Trucks: 2.297  Heavy Trucks: 8.004 Grade Adjustment: 0.0										
	ad Flevation:	0.0 feet			Heav	y Trucks	:: 8	3.004	Grade Ad	justment	: 0.0				
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)						
	Road Grade:	0.0%		i		Autos	: 2	2.494							
	Left View:	-90.0 degre		Medium Trucks: 22.098											
	Right View:	90.0 degre			Heav	y Trucks	: 2	2.136							
FHWA Noise Mod	el Calculation	s													
VehicleType	REMEL	Traffic Flow	Di	istance	Finite	Road	Fres	snel	Barrier Att	en Bei	rm Atten				
Autos:	68.46	-4.45	5	5.	10	-1.20		-4.41	0.0	000	0.00				
Medium Trucks:	79.45	-13.20	)	5.2	22	-1.20		-4.85	0.0	000	0.00				
Heavy Trucks:	84.25	-11.76	3	5.2	20	-1.20		-5.94	0.0	000	0.00				
Unmitigated Noise	e Levels (with	out Topo and	barri	ier atte	nuation)										
VehicleType	Leq Peak Hou	ur Leq Da	y	Leq E	vening	Leq i	Vight		Ldn	С	NEL				
Autos:	67	7.9	67.2		64.6		62	7	70.	0	70.				
Medium Trucks:		0.3	69.9		65.2		64		71.	-	72.:				
Heavy Trucks:		3.5	75.6		72.8		72		79.		79.				
Vehicle Noise:	77	7.9	77.1		74.0		73	.2	80.	3	80.				
Centerline Distan	ce to Noise Co	ontour (in fee	t)												
				70	dBA	65 (			60 dBA		dBA				
			Ldn:		121		26	i1	562		1,211				
			NEL:		126		27		586		1.263				

	FHW	/A-RD-77-108	HIGHW	ΑΥN	IOISE P	KEDICTI	OM MO	DEL				
Scenar	io: EAPC (2023	3)				Project :	Name:	Rubido	oux Wareh	ouse Noi		
Road Nam	e: Market St.					Job No	ımber:	12722				
Road Segme	nt: e/o Rubidou	x Bl.										
	SPECIFIC IN	PUT DATA			a:: a				L INPUT	S		
Highway Data					Site Con	ditions (						
Average Daily	Traffic (Adt):	36,940 vehicle	es					Autos:				
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2 /	Axles):	15			
Peak H	lour Volume:	2,586 vehicles	8		He	avy Truc	ks (3+ /	4xles):	15			
Ve	hicle Speed:	45 mph		,	Vehicle	Mix						
Near/Far La	ne Distance:	48 feet		ľ		icleType		Day	Evening	Night	Daily	
Site Data						A	utos:	71.3%	9.8%	18.9%	75.63	
Rai	rrier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.18	
Barrier Type (0-W	-	0.0			Heavy Trucks: 68.2% 9.0% 22.8% 14.19							
Centerline Di	st. to Barrier:	59.0 feet		,	Noise Si	ource Ele	vation	s (in f	oet)			
Centerline Dist.	to Observer:	59.0 feet		Ė	10,000	Autos		000	,,,			
Barrier Distance	to Observer:	0.0 feet			Modiu	m Trucks		297				
Observer Height (	Above Pad):	5.0 feet						29 <i>1</i> 004	Grade Ad	iuctment		
Pa	ad Elevation:	0.0 feet			Heat	y Trucks	: 8.	004	Grade Ad	justinent	0.0	
Ros	ad Elevation:	0.0 feet		1	Lane Eq	uivalent	Distan	ce (in i	feet)			
	Road Grade:	0.0%				Autos	: 54.	129				
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 53.	966				
	Right View:	90.0 degree	es		Heav	y Trucks	: 53.	982				
FHWA Noise Mode	el Calculations	;										
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresr	nel	Barrier Att	en Ber	m Atter	
Autos:	68.46	1.08		-0.62	2	-1.20		-4.69	0.	000	0.00	
Medium Trucks:	79.45	-7.64		-0.60	0	-1.20		-4.88	0.	000	0.00	
cuium macks.		-6.19		-0.60	0	-1.20		-5.35	0.	000	0.00	
Heavy Trucks:	84.25	-0.15										
Heavy Trucks: Unmitigated Noise	e Levels (witho	ut Topo and										
Heavy Trucks: Unmitigated Noise VehicleType	e Levels (without	nut Topo and Leq Day	L		vening	Leq I			Ldn		VEL	
Heavy Trucks:  Unmitigated Noise  VehicleType  Autos:	Leq Peak Hou	r Leq Day	67.0		vening 64.4		62.5		69.	В	70	
Heavy Trucks:  Unmitigated Noise  VehicleType  Autos:  Medium Trucks:	Leq Peak Hou 67.	out Topo and Leq Day 7	67.0 69.7		vening 64.4 64.9		62.5 64.1	1	69. 71.	3 7	70 71	
Heavy Trucks:  Unmitigated Noise  VehicleType  Autos:  Medium Trucks:  Heavy Trucks:	Leq Peak Hou 67. 70.	put Topo and Leq Day 7 0 3	67.0 69.7 75.4		vening 64.4 64.9 72.6	,	62.5 64.7	1	69. 71. 78.	3 7 9	70 71 79	
Heavy Trucks:  Unmitigated Noise  VehicleType  Autos:  Medium Trucks:	Leq Peak Hou 67.	put Topo and Leq Day 7 0 3	67.0 69.7		vening 64.4 64.9	,	62.5 64.1	1	69. 71.	3 7 9	70 71 79	
Heavy Trucks:  Unmitigated Noise  VehicleType  Autos:  Medium Trucks:  Heavy Trucks:	e Levels (without Leq Peak Hour 67. 70. 76.	out Topo and r Leq Day 7 0 3	67.0 69.7 75.4 76.9	eq Ev	vening 64.4 64.9 72.6 73.8		62.5 64.7 71.8 72.9	1 3	69. 71. 78. 80.	3 7 9	70 71 79 80	
Heavy Trucks:  Unmitigated Noise  VehicleType  Autos:  Medium Trucks:  Heavy Trucks:  Vehicle Noise:	e Levels (without Leq Peak Hour 67. 70. 76.	out Topo and Leq Day 7 0 3 6 ntour (in feet)	7 L 67.0 69.7 75.4 76.9		72.6 73.8	,	62.5 64.1 71.5 72.5	1 3	69. 71. 78. 80. 80 dBA	3 7 9 0	70 71 79 80 dBA	
Heavy Trucks:  Unmitigated Noise  VehicleType  Autos:  Medium Trucks:  Heavy Trucks:  Vehicle Noise:	e Levels (without Leq Peak Hour 67. 70. 76.	nut Topo and r Leq Day 7 0 3 6 ntour (in feet)	7 L 67.0 69.7 75.4 76.9	eq Ev	72.6 73.8 74BA 276		62.5 64.71.8 72.9 IBA 594	1 3 9	69. 71. 78. 80. 60 dBA 1,279	55	70 71 79 80 dBA 2,75	
Heavy Trucks:  Unmitigated Noise  Vehicle Type  Autos:  Medium Trucks:  Heavy Trucks:  Vehicle Noise:	e Levels (without Leq Peak Hour 67. 70. 76.	nut Topo and r Leq Day 7 0 3 6 ntour (in feet)	7 L 67.0 69.7 75.4 76.9	eq Ev	72.6 73.8		62.5 64.1 71.5 72.5	1 3 9	69. 71. 78. 80. 80 dBA	55	70. 71. 79. 80.	

Tuesday, October 6, 2020

	FHV	WA-RD-77	-108 HIG	HWAY	NOISE PF	REDICTION	ON M	ODEL			
Road Nam	io: EAPC (202 e: Agua Mans nt: e/o Riversio	a Rd.						: Rubido : 12722	oux Wareh	ouse No	i
SITE	SPECIFIC IN	IPUT DA	TA						L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	36,406 ve	ehicles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak H	lour Volume:	2,548 ve	hicles		Hea	avy Truci	ks (3+	- Axles):	15		
Ve	hicle Speed:	45 mg	oh		Vehicle I	Aire					
Near/Far La	ne Distance:	48 fee	et			cleType		Dav	Evening	Night	Daily
ite Data					*0///		ıtos:	71.3%			75.77%
					Me	dium Tri		77.3%			10.12%
Barrier Type (0-W	rrier Height:	0.0 fe	eet			leavy Tru		68.2%			14.11%
Centerline Dis		52.0 fe	ot								
Centerline Dist.		52.0 fe			Noise So	urce Ele	_		eet)		
Barrier Distance		0.0 fe				Autos.		0.000			
Observer Height (		5.0 fe				n Trucks.		2.297			
	ad Elevation:	0.0 fe			Heavy Trucks: 8.004 Grade Adjustment: 0.0						
	ad Elevation:	0.0 fe			Lane Equ	ivalent i	Dista	nce (in	feet)		
	Road Grade:	0.0%				Autos		6.400	,		
,	Left View:	-90.0 d	earees		Mediur	n Trucks		6.209			
	Right View:	90.0 d			Heav	y Trucks.	4	6.228			
HWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Fi	low Di	stance	Finite		Fre	snel	Barrier Att	en Bei	rm Atten
Autos:	68.46		1.02	0.0	38	-1.20		-4.66	0.	000	0.000
Medium Trucks:	79.45		7.72	0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-	6.28	0.4	41	-1.20		-5.41	0.	000	0.000
Inmitigated Noise	Levels (with	out Topo	and barri	er atte	nuation)						
VehicleType	Leq Peak Hou	ır Leç	Day Day	Leq E	vening	Leq N	light		Ldn	С	NEL
Autos:	68	3.7	68.0		65.4		63	3.4	70.	7	71.1
Medium Trucks:	70	1.9	70.6		65.8		65	5.0	72.	6	72.8
Heavy Trucks:	77	'.2	76.3		73.5		72	2.8	79.	8	80.0
Vehicle Noise:	78	3.6	77.8		74.7		73	3.9	81.	0	81.2
enterline Distanc	e to Noise Co	ontour (in	feet)								
·				70	dBA	65 d			60 dBA		dBA
			Ldn:		280 292		60	-	1,300		2,800
	Lan: CNEL:						62	29	1,355	5	2,919

	FH\	VA-RD-77-108	HIGH	WAY I	NOISE P	REDICT	ION MC	DEL			
Road Nam	io: HY (2040) ne: Cedar Ave. nt: n/o I-10 WE	3 Ramps				.,	Name: lumber:		oux Wareh	ouse N	oi
SITE	SPECIFIC IN	PUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	65,849 vehicl	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	4,609 vehicle	:S		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		-	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		-		icleType	١	Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.99	
Ra	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.29	6 10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 14.13%
Centerline Di		52.0 feet		L	Noise S	E	lovetion	a (in f	2041		
Centerline Dist.	to Observer:	52.0 feet			Noise 3	Auto			ei)		
Barrier Distance	to Observer:	0.0 feet				Auto m Truck		000 297			
Observer Height (	Above Pad):	5.0 feet						.004	Grade Ad	livotmor	o . o
Pa	ad Elevation:	0.0 feet			неа	y Truck	S: 8	.004	Grade Ad	jusuner	n. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 46	400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degre	es		Hea	y Truck	s: 46	.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Be	erm Atten
Autos:	66.51	4.10		0.3	-	-1.20		-4.66		000	0.000
Medium Trucks:	77.72	-4.63		0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-3.19	1	0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	er atter	uation)						
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		CNEL
Autos:	69		69.1		66.5		64.	-	71.		72.2
Medium Trucks:	72		71.9		67.2		66.		74.	-	74.2
Heavy Trucks: Vehicle Noise:	79		78.1 79.5		75.3 76.4		74. 75.		81.0 82.1		81.9 82.9
Centerline Distance					70.4		7 3.		J2.		02.5
Centernile Distant	e to Moise Co	nitoui (ili leei	,	70	dBA	65	dBA	6	60 dBA	5	5 dBA
			Ldn:		364		784	,	1,688	3	3,637
		C	NEL:		379		817	,	1.760	)	3.791

	FHV	VA-RD-77-108	HIG	HWAY N	IOISE PI	REDICTI	ON M	ODEL				
Road Nam	io: HY (2040) e: Cedar Ave. nt: s/o I-10 EB	Ramps						Rubido 12722	oux Wareh	ouse No	i	
	SPECIFIC IN	PUT DATA							L INPUT	S		
Highway Data				5	Site Con	ditions	(Hard	= 10, Sc	oft = 15)			
Average Daily	Traffic (Adt):	57,019 vehicl	les					Autos:	15			
Peak Hour	Percentage:	7.00%			Me	dium Tru	icks (2	Axles):	15			
Peak H	our Volume:	3,991 vehicle	es		He	avy Truc	ks (3+	Axles):	15			
Ve	hicle Speed:	45 mph		,	Vehicle	Miv						
Near/Far La	ne Distance:	48 feet		H.		icleType		Day	Evening	Night	Daily	
Site Data							lutos:	71.3%	9.8%	18.9%	75.75%	
Rai	rier Height:	0.0 feet			М	edium Tı	ucks:	77.3%	6.5%	16.2%	10.13%	
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%	
Centerline Dis		52.0 feet		١,	Vaisa C	ource El	ovetio	na (in f	no#1			
Centerline Dist.	to Observer:	52.0 feet		,	voise so				eet)			
Barrier Distance	to Observer:	0.0 feet			Autos: 0.000 Medium Trucks: 2.297							
Observer Height (	Above Pad):	5.0 feet					-	3.004	Grade Ad	iuctmant	. 0.0	
Pa	ad Elevation:	0.0 feet			Heavy Trucks: 8.004 Grade Adjustment: 0.0							
Ros	ad Elevation:	0.0 feet		L	Lane Eq	uivalent	Dista	nce (in	feet)			
1	Road Grade:	0.0%				Auto	s: 46	6.400				
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	3.209				
	Right View:	90.0 degre	es		Heav	y Truck	s: 46	5.228				
FHWA Noise Mode	el Calculations	;										
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten	
Autos:	68.46	2.97		0.38		-1.20		-4.66		000	0.000	
Medium Trucks:	79.45	-5.77		0.4	•	-1.20		-4.87		000	0.000	
Heavy Trucks:	84.25	-4.33		0.4	1	-1.20		-5.41	0.0	000	0.000	
Unmitigated Noise			_									
VehicleType	Leq Peak Hou		,	Leg Ev			Night		Ldn		NEL	
Autos:	70		69.9		67.3		65		72.7		73.0	
Medium Trucks:	72	-	72.5		67.8		67		74.	-	74.8	
Heavy Trucks: Vehicle Noise:	79. 80.		78.2 79.7		75.5 76.7		74 75		81.3		82.0	
Centerline Distance	e to Noise Co	ntour (in feet	f)									
Centernine Distant	110/36 00	mour (iii reei	9	70 c	iBA	65	iBA	- (	60 dBA	55	dBA	
			Ldn:		378		81	4	1,754		3,779	

Scenari	o: HY (2040)					Proiect	Name:	Rubido	ux Wareh	ouse Noi	
	e: Cedar Ave.					.,	umber:				
	nt: n/o Santa An	a Av.									
SITE S	SPECIFIC INP	UT DATA							L INPUT	s	
Highway Data					Site Con	ditions	(Hard =	10, Sc	ft = 15)		
Average Daily	Traffic (Adt): 4	3,736 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	icks (2 A	(xles	15		
Peak H	our Volume: 3	,062 vehicles	8		He	avy Truc	ks (3+ A	(xies	15		
Vei	hicle Speed:	45 mph		F	Vehicle	Miv					
Near/Far Lar	ne Distance:	48 feet		-		icleType		Dav	Evening	Night	Daily
Site Data					¥ C//			71.3%	-		75.75%
	rier Height:	0.0 feet			М	edium Tr		77.3%			10.139
Barrier Type (0-W	•	0.0 feet				Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.139
Centerline Dis		52.0 feet		L							
Centerline Dist		52.0 feet		Ŀ	Noise S	ource El	evation	s (in fe	eet)		
Barrier Distance		0.0 feet				Autos		000			
Observer Height (		5.0 feet				m Trucks		297			
	nd Flevation:	0.0 feet			Hear	y Trucks	s: 8.	004	Grade Adj	iustment	: 0.0
	d Elevation:	0.0 feet		İ	Lane Eq	uivalent	Distan	e (in i	feet)		
		0.0%		f		Autos		400	,		
•		-90.0 degree	20		Mediu	m Trucks	s: 46.	209			
	Right View:	90.0 degree			Heav	y Trucks	s: 46.	228			
FHWA Noise Mode											
VehicleType		raffic Flow	Dis	stance		Road	Fresn		Barrier Att		m Atten
Autos:	68.46	1.82		0.3	-	-1.20		-4.66		000	0.00
Medium Trucks:	79.45	-6.92		0.4		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-5.48		0.4		-1.20		-5.41	0.0	000	0.00
Unmitigated Noise VehicleType	Lea Peak Hour	t Topo and Leg Day			vening	100	Night		Ldn	-	NEL
Autos:	69.5		68.7	Ley E	66.2	_	64.2		71.5		71.
Medium Trucks:	71.7		71.4		66.6		65.9		73.4		73.
Heavy Trucks:	78.0		77.1		74.3		73.6		80.6		80.
Vehicle Noise:	79.4		78.6		75.5		74.7		81.8		82.
Centerline Distanc	e to Noise Con	tour (in feet)									
·	-		П	70	dBA	65 (	dBA	6	0 dBA	55	dBA
			Ldn:		047		682		1.470		3.167
			Lan:		317		082		1,470		3,101

Tuesday, October 6, 2020

	FH\	WA-RD-77-	108 HIGI	HWAY	NOISE PF	REDICTION	ON M	ODEL			
Scenario	: HY (2040)					Project I	Vame	: Rubido	oux Wareh	ouse Noi	
Road Name	e: Cedar Ave.					Job Nu	mbei	: 12722			
Road Segment	t: s/o Santa A	Ana Av.									
SITE S Highway Data	PECIFIC IN	IPUT DAT	ГА		Site Con				L INPUT	S	
· ·					Site Con	uitions (	паги				
Average Daily T	. ,	43,204 ve	hicles					Autos:			
Peak Hour F		7.00%				dium Tru					
	ur Volume:	3,024 veh			He	avy Truci	ks (3-	+ Axles):	15		
	icle Speed:	45 mp		İ	Vehicle I	Иiх					
Near/Far Lan	e Distance:	48 feet	t	İ	Vehi	cleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Rarr	ier Height:	0.0 fe	et		Me	edium Tru	ıcks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-Wa		0.0			F	leavy Tru	ıcks:	68.2%	9.0%	22.8%	14.13%
Centerline Dist		52.0 fee	et		Noise So			(: 6	4		
Centerline Dist. to	Observer:	52.0 fee	et	- 1	Noise So		_	_ •	eet)		
Barrier Distance to	Observer:	0.0 fee	et			Autos		0.000			
Observer Height (A	Above Pad):	5.0 fee	et			n Trucks		2.297	0		
• ,	d Elevation:	0.0 fee	et		Heav	y Trucks	:	8.004	Grade Ad	justment.	0.0
Road	d Elevation:	0.0 fee	et	i	Lane Equ	uivalent	Dista	nce (in	feet)		
R	oad Grade:	0.0%		ĺ		Autos	: 4	6.400			
	Left View:	-90.0 de	arees		Mediur	n Trucks	: 4	6.209			
	Right View:	90.0 de	grees		Heav	y Trucks	: 4	6.228			
FHWA Noise Model	Calculation	s									
VehicleType	REMEL	Traffic Flo		stance	Finite		Fre	snel	Barrier Att		m Atten
Autos:	68.46		.76	0.3	-	-1.20		-4.66		000	0.000
Medium Trucks:	79.45	-	.98	0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	84.25		5.53	0.4		-1.20		-5.41	0.	000	0.000
Unmitigated Noise											
	Leq Peak Hou			Leq E	vening	Leq N	-		Ldn		VEL
Autos:	69		68.7		66.1		-	1.2	71.	-	71.8
Medium Trucks:	71		71.3		66.6		-	5.8	73.	-	73.6
Heavy Trucks:		7.9	77.0		74.3			3.5	80.		80.8
Vehicle Noise:	79	9.3	78.5		75.5		74	1.6	81.	7	82.0
Centerline Distance	e to Noise Co	ontour (in i	feet)								
			L	70	dBA	65 d			60 dBA		dBA
			Ldn:		314		6		1,458		3,141
			CNEL:		327		70	)5	1,520	)	3,274

Tuesday, October 6, 2020

	FH\	WA-RD-77-10	B HIGI	HWAY	NOISE P	REDICT	ION MC	DEL			
	io: HY (2040) ne: Cedar Ave.						Name:		oux Wareh	ouse N	loi
	nt: cedar Ave. nt: s/o Jurupa					JOD IN	umber:	12/22			
•										_	
Highway Data	SPECIFIC IN	IPUT DATA			Site Cor				L INPUT oft = 15)	5	
Average Daily	Traffic (Adt):	38.823 vehic	les					Autos:	15		
	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
	lour Volume:	2,718 vehicle	es		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph			Vehicle	Miss					
Near/Far La	ne Distance:	48 feet				icleType	. 1	Dav	Evening	Nigh	Daily
Site Data					VCII		Autos:	71.3%	•		% 75.75%
	rrier Height:	0.0 feet			М	edium T		77.3%			% 10.13%
Barrier Type (0-W	•	0.0 feet				Heavy T	rucks:	68.2%	9.0%		% 14.13%
Centerline Di		52.0 feet									
Centerline Dist		52.0 feet			Noise S				eet)		
Barrier Distance		0.0 feet				Auto		.000			
Observer Height (		5.0 feet				m Truck		.297			
	ad Elevation:	0.0 feet			Hea	y Truck	s: 8	.004	Grade Ad	justme	nt: 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degre	ees		Hea	y Truck	s: 46	.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow		stance	Finite	Road	Fres	nel	Barrier Att	en E	erm Atten
Autos:	68.46	1.30		0.3		-1.20		-4.66		000	0.000
Medium Trucks:	79.45			0.4	41	-1.20		-4.87		000	0.000
Heavy Trucks:	84.25	-6.00	)	0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise											
VehicleType	Leq Peak Hou		_	Leq E	ening	_	Night		Ldn		CNEL
Autos:		3.9	68.2		65.6		63.		71.	-	71.3
Medium Trucks:		1.2	70.9		66.1		65.	-	72.	-	73.1
Heavy Trucks:		7.5	76.6		73.8		73.		80.		80.3
Vehicle Noise:		3.9	78.1		75.0		74.	1	81.3	3	81.5
Centerline Distant	ce to Noise Co	ontour (in fee	t)							_	-
			Į	70	dBA	65	dBA		60 dBA		55 dBA
			Ldn:		292		630		1,358		2,925
		C	NEL:		305		657	7	1,415	5	3,049

	FH	WA-RD-77-108	HIGHWAY	NOISE P	REDICTI	M NC	ODEL					
	rio: HY (2040)							oux Wareh	ouse No	i		
	ne: Cedar Ave				Job Nu	ımber	12722					
Road Segme	ent: s/o 7th Stre	eet										
	SPECIFIC IN	IPUT DATA		0				L INPUT	S			
Highway Data				Site Con	ditions (	Hard	= 10, Sc	oft = 15)				
Average Daily	/ Traffic (Adt):	39,075 vehicl	es				Autos:					
Peak Hou	r Percentage:	7.00%			edium Tru							
Peak	Hour Volume:	2,735 vehicle	s	He	eavy Truc	ks (3+	· Axles):	15				
V	ehicle Speed:	50 mph		Vehicle	Mix							
Near/Far L	ane Distance:	48 feet			icleType		Day	Evening	Night	Daily		
Site Data					Α	utos:	71.3%	9.8%	18.9%	75.75%		
Bi	arrier Height:	0.0 feet		М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%		
Barrier Type (0-1		0.0		Heavy Trucks: 68.2% 9.0% 22.8% 14.13								
	ist. to Barrier:		Noise Source Elevations (in feet)									
Centerline Dist	to Observer:		, ,									
Barrier Distance	to Observer:	0.0 feet		Autos: 0.000 Medium Trucks: 2.297								
Observer Height	(Above Pad):	5.0 feet		Heavy Trucks: 8.004 Grade Adjustment: 0.0								
F	Pad Elevation:	0.0 feet		Heal	vy irucks	: •	5.004	Grade Ad	justinent	. 0.0		
Ro	ad Elevation:	0.0 feet		Lane Eq	uivalent	Dista	nce (in	feet)				
	Road Grade:	0.0%			Autos	: 4	6.400					
	Left View:	-90.0 degre	es	Mediu	m Trucks	: 4	6.209					
	Right View:	90.0 degre	es	Heav	vy Trucks	: 4	6.228					
FHWA Noise Mod	del Calculation	s		1								
VehicleType	REMEL	Traffic Flow	Distance		Road	Fre:	snel	Barrier Att		m Atten		
Autos				.38	-1.20		-4.66		000	0.000		
Medium Trucks			-	.41	-1.20		-4.87		000	0.000		
Heavy Trucks	: 85.38	-6.43	0	.41	-1.20		-5.41	0.0	000	0.000		
Unmitigated Nois				,	,				1			
VehicleType	Leq Peak Ho			Evening	Leq I	-		Ldn		NEL		
Autos		0.3	69.5	67.0			5.0	72.	-	72.6		
Medium Trucks		2.3	72.0	67.2			5.5	74.	-	74.2		
Heavy Trucks Vehicle Noise		3.2 9.7	77.3 78.9	74.5 75.8			3.7 5.0	80.	-	81.0		
Centerline Distar	nce to Noise C	ontour (in foot	1									
Jemernie Distar	ice to Moise Ci	ontour (in feet		0 dBA	65 0	BA	-	60 dBA	55	dBA		
			Ldn:	332		71	5	1.540	)	3.318		

	FHW.	A-RD-77-108	HIGH	IWAY I	NOISE P	REDICTI	ON MC	DEL			
Scenario	o: HY (2040)					Project	Name:	Rubido	ux Wareh	ouse Noi	
Road Name	e: Rubidoux Bl.					Job N	umber:	12722			
Road Segmen	t: s/o El Rivino	Rd									
	SPECIFIC INF	UT DATA			a:: a				L INPUT	S	
Highway Data					Site Cor	aitions	(Hard =				
Average Daily	Traffic (Adt): 3	7,533 vehicle	es					Autos:	15		
Peak Hour I	Percentage:	7.00%				edium Tru		,	15		
Peak H	our Volume: 2	2,627 vehicles	3		He	eavy Truc	ks (3+	Axles):	15		
Vel	nicle Speed:	50 mph		f	Vehicle	Mix					
Near/Far Lar	ne Distance:	48 feet		ŀ		icleType		Day	Evening	Night	Daily
Site Data							lutos:	71.3%			75.75
Rar	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-Wa	-	0.0				Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Dis	t. to Barrier:	59.0 feet		H	Noise S	ource El	evation	s (in fe	eet)		
Centerline Dist. t	o Observer:	59.0 feet		H		Autos		.000	,		
Barrier Distance t	o Observer:	0.0 feet			Modiu	m Trucks		.297			
Observer Height (	Above Pad):	5.0 feet				vy Trucks		.004	Grade Ad	iustmant	
Pa	d Elevation:	0.0 feet		Į	i ica	vy Trucks	s. o	.004	Orauc Au	Justinent	. 0.0
Roa	d Elevation:	0.0 feet		Į	Lane Eq	uivalent	Distan	ce (in i	feet)		
F	Road Grade:	0.0%				Autos	5: 54	.129			
	Left View:	-90.0 degree	es		Mediu	m Trucks	s: 53	.966			
	Right View:	90.0 degree	es		Hea	vy Trucks	s: 53	.982			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dis	stance		Road	Fres		Barrier Att		m Atten
Autos:	70.20	0.69		-0.6	32	-1.20		-4.69	0.0	000	0.00
Medium Trucks:	81.00	-8.04		-0.6	60	-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	85.38	-6.60		-0.6	00	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise											
	Leq Peak Hour	, ,		Leq E	vening		Night		Ldn		NEL
Autos:	69.1		68.4		65.8		63.		71.		71
Medium Trucks:	71.2		70.8		66.1		65.	-	72.	-	73
Heavy Trucks: Vehicle Noise:	77.0 78.5		76.1 77.7		73.3 74.7		72. 73.		79.6 80.9		79 81
Centerline Distanc	e to Noise Con	tour (in feet	)								
	110100 0011	( 1665)		70	dBA	65 (	dBA	$\epsilon$	0 dBA	55	dBA
			Ldn:		314		676	ì	1,457		3,13

Tuesday, October 6, 2020

	FH\	WA-RD-	77-108	HIGH	- YAWI	NOISE P	REDICTI	ON N	IODEL			
Road Nan	rio: HY (2040) ne: Rubidoux E nt: s/o Market								e: Rubide r: 12722	oux Wareh	ouse Noi	
	SPECIFIC IN	IPUT D	ATA							L INPUT	S	
Highway Data						Site Con	ditions	Haro	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	38,666	vehicle	s					Autos:	15		
Peak Hour	Percentage:	7.00%	6				dium Tru					
Peak F	lour Volume:	2,707	vehicles			He	avy Truc	ks (3	+ Axles):	15		
Ve	ehicle Speed:	50 ו	mph		ł	Vehicle	Miv					
Near/Far La	ne Distance:	48 1	feet		ł		icleType		Dav	Evening	Night	Daily
Site Data								utos:	71.3%	-		75.75%
P.	rrier Height:	0.0	feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-V		0.0					Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Di		59.0	feet		ł	Noise S	roo El	o. codi.	na (in f	no.et)		
Centerline Dist.	to Observer:	59.0	feet		-	Noise 3	Autos		0.000	eet)		
Barrier Distance	to Observer:	0.0	feet			A decedio	Autos m Trucks		2.297			
Observer Height	(Above Pad):	5.0	feet						2.297 8.004	Grade Ad	livotmont	
P	ad Elevation:	0.0	feet			Heat	y Trucks	K.	8.004	Grade Ad	justinent	0.0
Ro	ad Elevation:	0.0	feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%					Autos	: 5	4.129			
	Left View:	-90.0	degree	s		Mediu	m Trucks	: 5	3.966			
	Right View:	90.0	degree	S		Hear	y Trucks	E: 5	3.982			
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic	Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Ber	m Atten
Autos:			0.82		-0.6	-	-1.20		-4.69		000	0.000
Medium Trucks:			-7.92		-0.6		-1.20		-4.88		000	0.000
Heavy Trucks:	85.38		-6.47		-0.6	60	-1.20		-5.35	0.	000	0.000
Unmitigated Nois	e Levels (with	out Top	o and b	arri	er attei	nuation)						
VehicleType	Leq Peak Hou	ır L	eq Day		Leq E	vening	Leq I	Night		Ldn		NEL
Autos:			-	8.5		65.9		-	4.0	71.	-	71.6
Medium Trucks:				0.9		66.2		-	5.4	72.	-	73.2
Heavy Trucks:				6.2		73.4			2.7	79.		80.0
Vehicle Noise:	78	3.6	7	7.9		74.8		7	3.9	81.	0	81.3
Centerline Distan	ce to Noise Co	ontour (	in feet)									
				L	70	dBA	65 0			60 dBA		dBA
			-	.dn:		320		-	90	1,486		3,202
			CN	IEL:		334		7	19	1,549	)	3,338

Tuesday, October 6, 2020

	FHV	VA-RD-77-108	HIGH	IWAY N	OISE P	REDICT	ION MC	DEL			
	: HY (2040) : Rubidoux B : s/o 24th St.						Name: lumber:		oux Wareh	ouse N	oi
	PECIFIC IN	PUT DATA							L INPUT	s	
Highway Data				S	ite Cor	nditions	(Hard =	10, Sc	oft = 15)		
Average Daily Tr	raffic (Adt):	38,576 vehicle	es					Autos:			
Peak Hour P	ercentage:	7.00%				edium Tr	,				
Peak Ho	ur Volume:	2,700 vehicle	s		He	eavy Tru	cks (3+	Axles):	15		
	cle Speed:	50 mph		ı	ehicle	Mix					
Near/Far Lane	Distance:	48 feet		ľ		icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.99	% 75.75%
Rarri	ier Height:	0.0 feet			M	ledium T	rucks:	77.3%	6.5%	16.29	% 10.13%
Barrier Type (0-Wai	-	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	% 14.13%
Centerline Dist.	to Barrier:	59.0 feet		^	loise S	ource El	levation	s (in fe	eet)		
Centerline Dist. to	Observer:	59.0 feet		F		Auto		.000	,		
Barrier Distance to	Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height (A	bove Pad):	5.0 feet				vy Truck		.004	Grade Ad	liustmei	nt: 0.0
Pad	Elevation:	0.0 feet								juoumon	n. 0.0
Road	Elevation:	0.0 feet		L	ane Eq	uivalen		ce (in i	feet)		
Ro	oad Grade:	0.0%				Auto	0.	.129			
	Left View:	-90.0 degree	es			m Truck		.966			
F	Right View:	90.0 degre	es		Hea	vy Truck	s: 53	.982			
FHWA Noise Model	Calculations	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en B	erm Atten
Autos:	70.20	0.81		-0.62	-	-1.20		-4.69		000	0.000
Medium Trucks:	81.00	-7.93		-0.60		-1.20		-4.88		000	0.000
Heavy Trucks:	85.38	-6.48		-0.60	)	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise I	•							1			
	eq Peak Hou			Leq Ev			Night		Ldn		CNEL
Autos:	69	-	68.5		65.9		64.	-	71.		71.6
Medium Trucks:	71		70.9		66.2		65.		72.	-	73.2
Heavy Trucks: Vehicle Noise:	77 78		76.2 77.8		73.4		72. 73.		79. <sup>1</sup> 81.		80.0
Centerline Distance						•		-	31.	-	01.0
Cemerine Distance	to Noise Co	nnour (in reet	,	70 d	ВА	65	dBA	6	60 dBA	5	5 dBA
			Ldn:		320		689	)	1,484	1	3,197
		C	NEL:		333		718	3	1,547		3,333

Tuesday,	October	6.	2020

	FHV	VA-RD-77-108	HIGH	WAY N	OISE PI	REDICT	ION M	ODEL			
Road Nam	io: HY (2040) e: Rubidoux B nt: s/o 26th St.							Rubid 12722	oux Wareh	ouse N	10i
SITE :	SPECIFIC IN	PUT DATA			Sito Con				<b>L INPUT</b> oft = 15)	S	
Average Daily Peak Hour Peak H	Traffic (Adt): Percentage: our Volume: hicle Speed:	38,494 vehicle 7.00% 2,695 vehicle 50 mph			Me	dium Tru	ucks (2	Autos. Axles)	15 15		
Near/Far Lai	ne Distance:	48 feet		F.		icleType		Day	Evening	Nigh	t Daily
Site Data  Barrier Type (0-W	rrier Height:	0.0 feet				edium Ti Heavy Ti		71.39 77.39 68.29	6.5%	18.9 16.2	_
Centerline Dis	st. to Barrier:	59.0 feet		٨	loise So	ource El	evatio	ns (in f	eet)		
Centerline Dist. Barrier Distance Observer Height (	to Observer:	59.0 feet 0.0 feet 5.0 feet 0.0 feet				Auto m Truck y Truck	s: 2	0.000 2.297 3.004	Grade Ad	justme	ent: 0.0
Roa	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Dista	nce (in	feet)		-
F	Road Grade: Left View: Right View:	0.0% -90.0 degree 90.0 degree				Auto m Truck y Truck	s: 53	1.129 3.966 3.982			
FHWA Noise Mode	el Calculations	s									
VehicleType	REMEL	Traffic Flow	Dist	tance	Finite	Road	Fres	snel	Barrier Att	en E	Berm Atten
Autos:	70.20	0.80		-0.62	2	-1.20		-4.69	0.0	000	0.00
Medium Trucks:	81.00	-7.93		-0.60	)	-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	85.38	-6.49		-0.60	)	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise	Levels (with	out Topo and	barrie	r attenu	uation)						
VehicleType	Leq Peak Hou	ır Leq Day	/	Leq Ev	ening	Leq	Night		Ldn		CNEL
Autos:	69		68.5		65.9		64		71.		71.
Medium Trucks:	71		70.9		66.2		65		72.	9	73.
Heavy Trucks: Vehicle Noise:	77 78		76.2 77.8		73.4 74.8		72 73		79. <sup>-</sup> 81.	_	79. 81.
Centerline Distance	e to Noise Co	ntour (in feet	)								
		(		70 d	IBA .	65	dBA		60 dBA		55 dBA
			Ldn:		319		68	8	1,482	2	3,192
		C	NEL:		333		71	7	1,545	i	3,328

	FHW	A-RD-77-108	HIGH	YAW	NOISE P	REDICT	ION MC	DEL			
Road Nam	io: HY (2040) ne: Rubidoux Bl. nt: s/o 34th St.						! Name: lumber:		oux Wareh	ouse No	
	SPECIFIC INF	UT DATA			2:: 2				L INPUT	s	
Highway Data					Site Cor	antions	(Hara =				
Average Daily	. ,	3,842 vehicle	es					Autos:			
		7.00%				edium Tr					
Peak H	lour Volume: 2	2,369 vehicles	3		He	eavy Tru	cks (3+	Axles):	15		
	hicle Speed:	50 mph		İ	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		ı	Veh	icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.759
Rai	rrier Height:	0.0 feet			M	ledium T	rucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-W	-	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.139
Centerline Dis	st. to Barrier:	59.0 feet		ŀ	Noise S	ource E	levation	s (in f	eet)		
Centerline Dist.	to Observer:	59.0 feet		ŀ		Auto		.000	,		
Barrier Distance	to Observer:	0.0 feet			Modiu	ım Truck		297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		.004	Grade Ad	liustmant	. 0.0
Pa	ad Elevation:	0.0 feet			rica	vy IIuck	.s. 0	.004	Orace Au	justinoni	. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 54	.129			
	Left View:	-90.0 degree	es		Mediu	ım Truck	s: 53	.966			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 53	.982			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Bei	m Atten
Autos:	70.20	0.24		-0.6	62	-1.20		-4.69	0.0	000	0.00
Medium Trucks:	81.00	-8.49		-0.6	60	-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	85.38	-7.05		-0.6	60	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise								,			
VehicleType	Leq Peak Hour	, ,		Leq E	vening	<del></del>	Night		Ldn	_	NEL
Autos:	68.6		67.9		65.3		63.		70.7		71.
Medium Trucks:	70.7		70.3		65.6		64.	-	72.4		72.
Heavy Trucks: Vehicle Noise:	76.5 78.1		75.6 77.3		72.9 74.2		72. 73.		79. <sup>-</sup> 80.4		79. 80.
Centerline Distance	ce to Noise Con	tour (in feet	)								
				70	dBA	65	dBA		60 dBA	55	dBA
			Ldn:		293		631	1	1,360	)	2,930
		CI	VEL:		305		658	3	1,418	3	3,05

F	HWA-RD-77-108	HIGHV	VAY NO	DISE PE	REDICTIO	ON MO	DEL			
Scenario: HY (2040 Road Name: Market S Road Segment: n/o River	ť.				Project N Job Nu			oux Wareho	use Noi	
SITE SPECIFIC	INPUT DATA				N	DISE N	/IODE	L INPUTS	;	
Highway Data			S	ite Con	ditions (l	Hard =	10, S	oft = 15)		
Average Daily Traffic (Adt):	35,430 vehicle	es					Autos:	15		
Peak Hour Percentage:	7.00%			Ме	dium Truc	cks (2 A	(xles	15		
Peak Hour Volume:	2,480 vehicle	s		He	avy Truck	(S (3+ A	(xles	15		
Vehicle Speed:	45 mph		1/	ehicle l	Miss					
Near/Far Lane Distance:	48 feet		V		icleType		Day	Evening	Night	Daily
Site Data			_	VCIII			71.3%	-	18.9%	
				M	adium Tru		77.3%			10.13%
Barrier Height:					deavy Tru		68.2%			14.13%
Barrier Type (0-Wall, 1-Berm): Centerline Dist. to Barrier.									22.070	14.1070
Centerline Dist. to Barrier.			N	oise Sc	urce Ele	vations	s (in f	eet)		
Barrier Distance to Observer.					Autos:	0.0	000			
Observer Height (Above Pad):					m Trucks:		297			
Pad Flevation:				Heav	y Trucks:	8.0	004	Grade Adju	ustment	: 0.0
Road Elevation:			Li	ne Ea	uivalent l	Distanc	e (in	feet)		
Road Grade					Autos		_			
Left View		99		Mediu	m Trucks:	53	966			
Right View:				Heav	y Trucks:	53.	982			
FHWA Noise Model Calculation	ins									
VehicleType REMEL	Traffic Flow	Dista	ance	Finite	Road	Fresn	e/	Barrier Atte	n Ber	m Atten
Autos: 68.4	6 0.90		-0.62		-1.20		-4.69	0.0	00	0.000
Medium Trucks: 79.4	5 -7.84		-0.60		-1.20		-4.88	0.0	00	0.000
Heavy Trucks: 84.2	5 -6.39		-0.60		-1.20		-5.35	0.0	00	0.000
Unmitigated Noise Levels (wi	thout Topo and	barrier	attenu	ation)						
VehicleType Leq Peak H	our Leq Day	/ I	Leq Eve	ening	Leq N	light		Ldn	C	NEL
Autos:	67.5	66.8		64.2		62.3	3	69.6		69.9
	69.8	69.4		64.7		63.9	)	71.5		71.7
Heavy Trucks:	76.1	75.1		72.4		71.6	i	78.7		78.9
Vehicle Noise:	77.4	76.7		73.6		72.7		79.8		80.1
Centerline Distance to Noise	Contour (in feet	)					,			
		L	70 dE		65 d			60 dBA	55	dBA
	_	Ldn:		267		576		1,241		2,674
	C	NEL:		279		601		1,294		2,787

Tuesday, October 6, 2020

	FH'	WA-RD-77-108	HIGHV	NAY I	NOISE PR	EDICTI	ON MO	DEL				_
Road Nam	io: HY (2040) ne: Market St. nt: s/o SR-60	EB Ramps					Name: I		oux Wareh	nouse I	Noi	
	SPECIFIC IN	NPUT DATA							L INPUT	s		
Highway Data					Site Cond	ditions	(Hard =	10, S	oft = 15)			
Average Daily	Traffic (Adt):	41,110 vehicl	es					Autos.	15			
Peak Hour	Percentage:	7.00%			Med	dium Tru	icks (2 A	(xles	15			
Peak H	lour Volume:	2,878 vehicle	s		Hea	avy Truc	ks (3+ A	(xles	15			
Ve	hicle Speed:	45 mph		H	Vehicle N	fiv .						
Near/Far La	ne Distance:	65 feet		f		cleType		Day	Evening	Nigh	ıt .	Daily
Site Data						A	utos:	71.39	6 9.8%	18.9	9% 7	75.75%
Ra	rrier Heiaht:	0.0 feet			Me	dium Tr	ucks:	77.39	6.5%	16.2	2% 1	10.13%
Barrier Type (0-W		0.0			Н	leavy Tr	ucks:	68.29	6 9.0%	22.8	3% 1	14.13%
Centerline Di		50.0 feet			Noise So	urco El	ovation	· (in f	oot)			
Centerline Dist.	to Observer:	50.0 feet		-	Noise 30	Autos		000	eei)			
Barrier Distance	to Observer:	0.0 feet			Modium	Autos n Trucks		97 297				
Observer Height (	Above Pad):	5.0 feet						297 004	Grade Ad	di cotoo	ant: C	
Pa	ad Elevation:	0.0 feet			Heav.	y Trucks	s: 8.i	JU4	Grade At	ıjusun	ent. C	1.0
Roa	ad Elevation:	0.0 feet			Lane Equ	iivalent	Distanc	e (in	feet)			
	Road Grade:	0.0%				Autos	38.	324				
	Left View:	-90.0 degre	es		Mediun	n Trucks	38.	093				
	Right View:	90.0 degre	es		Heav	y Trucks	38.	115				
FHWA Noise Mode	el Calculation	ıs										
VehicleType	REMEL	Traffic Flow	Dista	ance	Finite I	Road	Fresn	el	Barrier At	ten L	3erm	Atten
Autos:	68.46			1.6	3	-1.20		-4.65	0.	.000		0.000
Medium Trucks:	79.45			1.6		-1.20		-4.87		.000		0.000
Heavy Trucks:	84.25	-5.75		1.6	66	-1.20		-5.43	0.	.000		0.000
Unmitigated Noise	e Levels (with	out Topo and	barrier	atter	nuation)							
VehicleType	Leq Peak Ho	ur Leq Day	/	Leq E	vening	Leq i	Night		Ldn		CNE	:L
Autos:		0.4	69.7		67.1		65.2		72.			72.8
Medium Trucks:		2.7	72.4		67.6		66.8	}	74.	.4		74.6
Heavy Trucks:		9.0	78.1		75.3		74.6		81.	-		81.8
Vehicle Noise:	80	0.4	79.6		76.5		75.6	i	82.	8		83.0
Centerline Distant	ce to Noise C	ontour (in feet	)							,		
				70	dBA	65 (			60 dBA		55 dE	
			Ldn:		354		763		1,64			3,543
		С	NEL:		369		796		1,71	4		3,693

	FHV	VA-RD-77-10	8 HIG	HWAY N	OISE P	REDICTI	ON M	ODEL				
Road Nam	io: HY (2040) e: Riverside A nt: n/o Agua M							Rubido 12722	oux Wareh	ouse No		
	SPECIFIC IN	PUT DATA							L INPUT	S		
Highway Data				S	ite Con	ditions	(Hard	= 10, Sc	oft = 15)			
Average Daily	Traffic (Adt):	53,994 vehic	les					Autos:	15			
Peak Hour	Percentage:	7.00%			Me	dium Tru	icks (2	Axles):	15			
Peak H	our Volume:	3,780 vehicle	es		He	avy Truc	ks (3+	Axles):	15			
Ve	hicle Speed:	55 mph			ehicle	Mix						
Near/Far La	ne Distance:	48 feet		F		icleType		Day	Evening	Night	Daily	
Site Data							utos:	71.3%	9.8%	18.9%	75.75%	
Bai	rier Height:	0.0 feet			М	edium Tı	ucks:	77.3%	6.5%	16.2%	10.13%	
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13%	
Centerline Dis		52.0 feet			laiaa C	ource El	ovetio	na (in f	2041			
Centerline Dist.	to Observer:	52.0 feet			ioise se	Auto:		0.000	ei)			
Barrier Distance	to Observer:	0.0 feet			Madiu	Auto: m Truck:		2.297				
Observer Height (	Above Pad):	5.0 feet				vy Truck:	-	3.004	Grade Ad	iuctmant	. 0.0	
Pa	ad Elevation:	0.0 feet			пеач	ry Truck	s. c	5.004	Grade Au	Justineni	. 0.0	
Ros	ad Elevation:	0.0 feet		L	ane Eq	uivalent	Dista	nce (in	feet)			
1	Road Grade:	0.0%				Auto	s: 46	6.400				
	Left View:	-90.0 degre	ees		Mediu	m Trucks	s: 46	6.209				
	Right View:	90.0 degre	ees		Heav	y Truck	s: 46	5.228				
FHWA Noise Mode	el Calculations	5										
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		m Atten	
Autos:	71.78	1.86	-	0.38		-1.20		-4.66		000	0.000	
Medium Trucks:	82.40	-6.88	-	0.41		-1.20		-4.87		000	0.000	
Heavy Trucks:	86.40	-5.43	3	0.41		-1.20		-5.41	0.0	000	0.000	
Unmitigated Noise	Levels (witho			ier attenu	ıation)							
VehicleType	Leq Peak Hou			Leq Ev			Night		Ldn		NEL	
Autos:	72		72.1		69.5		67		74.9	-	75.2	
Medium Trucks:	74		74.4		69.6		68		76.4	-	76.6	
Heavy Trucks: Vehicle Noise:	80.		79.3 81.1		76.5 78.0		75 77		82.8 84.2		83.0	
Centerline Distance											-	
Centernile Distant	e to Moise Co	intour (III ree	y	70 d	BA	65	dBA	-	60 dBA	55	dBA	
			Ldn:		460		99	2	2.137		4.603	
			Luii.		400		99	480 1,034 2,228 4,7				

Road Name	o: HY (2040) e: Agua Mansa nt: n/o Market S						Name: lumber:		oux Wareh	ouse No	
	SPECIFIC INF	PUT DATA			0/4- 0				L INPUT	S	
Highway Data					Site Con	aitions	(Hara :				
Average Daily	. ,	27,301 vehicle	es					Autos:	15		
	Percentage:	7.00%				edium Tr		,	15		
		1,911 vehicles	S		He	eavy Tru	cks (3+	Axles):	15		
	hicle Speed:	45 mph		1	Vehicle	Mix					
Near/Far Lar	ne Distance:	36 feet			Veh	icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.75%
Rar	rier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-Wa	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.139
Centerline Dis		50.0 feet		-							
Centerline Dist. t		50.0 feet			Noise S			- 1	eet)		
Barrier Distance I		0.0 feet				Auto		.000			
Observer Height (		5.0 feet				m Truck		.297			
• ,	d Elevation:	0.0 feet			Heav	vy Truck	s: 8	.004	Grade Ad	justment	: 0.0
Roa	d Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distar	ce (in	feet)		
F	Road Grade:	0.0%				Auto	s: 46	.915			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46	.726			
	Right View:	90.0 degree	es		Hear	vy Truck	s: 46	.744			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dis	stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	-0.23		0.3		-1.20		-4.65		000	0.00
Medium Trucks:	79.45	-8.97		0.3		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-7.52		0.3		-1.20		-5.43	0.0	000	0.00
Unmitigated Noise VehicleType	Levels (witho Leg Peak Hour				vening	100	Night	1	Ldn		NEL
Autos:	Ley Feak Hour		66.6	Ley E	64.0		rvigrit 62	1	69.4		69.
Medium Trucks:	69.6	-	69.3		64.5		63		71.3		71.
Heavy Trucks:	75.9		75.0		72.2		71		78.		78.
Vehicle Noise:	77.3		76.5		73.4		72		79.6		79.
Centerline Distanc	e to Noise Cor	ntour (in feet)	)								
			Ţ	70 c	dBA	65	dBA	6	0 dBA	55	dBA
			Ldn:		220		47	4	1,021		2,199
			NEL:								

Tuesday, October 6, 2020

	FHWA	A-RD-77-108	HIGH	I YAWH	NOISE P	REDICT	ION M	DDEL			
Scenario: HY (20 Road Name: Slover Road Segment: w/o Ce	Av.	e.					Name. Iumber		oux Wareho	ouse N	Noi
SITE SPECIFI	CINP	UT DATA							L INPUT	3	
Highway Data					Site Con	ditions	(Hard	= 10, S			
Average Daily Traffic (Ad	,	3,709 vehicle	es					Autos			
Peak Hour Percentag		7.00%				dium Tr		,			
Peak Hour Volum		,660 vehicles	8		He	avy Tru	cks (3+	Axles)	: 15		
Vehicle Spee		50 mph			Vehicle	Mix					
Near/Far Lane Distant	e:	48 feet			Veh	icleType	,	Day	Evening	Nigh	t Daily
Site Data							Autos:	71.39	6 9.8%	18.9	% 75.75%
Barrier Heig	nt:	0.0 feet			М	edium T	rucks:	77.39	6.5%	16.2	10.13%
Barrier Type (0-Wall, 1-Berr	n):	0.0			-	Heavy T	rucks:	68.29	6 9.0%	22.8	14.13%
Centerline Dist. to Barri	er:	52.0 feet		ŀ	Noise S	ource E	lovatio	ne (in t	oot)		
Centerline Dist. to Observ	er:	52.0 feet		-	110/36 00	Auto		0.000	ccij		
Barrier Distance to Observ	er:	0.0 feet			Mediu	m Truck		.297			
Observer Height (Above Pa	d):	5.0 feet				vy Truck		3.004	Grade Adj	ustme	ent: 0.0
Pad Elevation		0.0 feet		ļ		•					
Road Elevation		0.0 feet			Lane Eq				feet)		
Road Grad		0.0%				Auto		6.400			
Left Vie		-90.0 degree				m Truck		3.209			
Right Vie	w:	90.0 degree	es		Hear	y Truck	's: 46	5.228			
FHWA Noise Model Calcula											
VehicleType REME		raffic Flow	Dis	stance		Road	Fres		Barrier Att		Berm Atten
	0.20	-1.30		0.3	-	-1.20		-4.66	0.0		0.000
	1.00	-10.04		0.4		-1.20		-4.87			0.000
,	5.38	-8.60		0.4		-1.20		-5.41	0.0	100	0.000
Unmitigated Noise Levels ( VehicleType Leg Peak		t Topo and Leg Day			vening	100	Night		Ldn		CNEL
Autos:	68.1		67.4	Leq E	64.8		rvigrit 62	0	70.1		70.5
Medium Trucks:	70.2		69.8		65.1		64		71.8		70.
Heavy Trucks:	76.0		75.1		72.3		71		78.6		78.9
Vehicle Noise:	77.5		76.7		73.7		72		79.9		80.2
Centerline Distance to Nois	e Con	tour (in feet)	)								
		·		70	dBA	65	dBA		60 dBA		55 dBA
			Ldn:		238		51	_	1,104		2,378
		CI	VEL:		248		53	4	1,151		2,479

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	HWAY	NOISE P	REDICT	ION M	ODEL			
Road Nam	io: HY (2040) ne: Slover Av. nt: e/o Cedar	Ave.						Rubido 12722	oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	s	
Highway Data					Site Cor	ditions	(Hard	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	17,722 vehic	les					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	lour Volume:	1,241 vehicle	es		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	50 mph			Vehicle	Mix					
Near/Far La	ne Distance:	48 feet				icleType		Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•		75.75%
Bai	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet			Noise S	urco E	lovatio	ne (in f	not)		
Centerline Dist.	to Observer:	52.0 feet			Noise Si	Auto		0.000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	Auto m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				m Truck vy Truck		3.004	Grade Ad	iustman	e 0.0
Pa	ad Elevation:	0.0 feet			пеа	ry Truck	s. c	5.004	Grade Ad	Justilien	. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distai	nce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 46	6.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	6.209			
	Right View:	90.0 degre	es		Hea	y Truck	s: 46	5.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Att	en Be	rm Atten
Autos:	70.20	-2.57		0.3	38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	81.00	-11.30	)	0.4	41	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	85.38	-9.86	i	0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou		_	Leq E	ening	_	Night		Ldn		NEL
Autos:		5.8	66.1		63.5		61		68.	-	69.2
Medium Trucks:		3.9	68.5		63.8		63		70.	-	70.8
Heavy Trucks:	74		73.8		71.1		70		77.3		77.6
Vehicle Noise:	76	3.3	75.5		72.4		71	.5	78.	3	78.9
Centerline Distance	ce to Noise Co	ontour (in fee	t)							_	
			Ĺ	70	dBA	65	dBA		60 dBA		dBA
			Ldn:		196		42	-	909		1,959
		C	NEL:		204		44	0	948		2,042

	• • • • • • • • • • • • • • • • • • • •	VA-100			IOISE FI	REDICTIO	)   N	ODEL			
	io: HY (2040)								oux Wareh	ouse Noi	
	e: Santa Ana					Job Nu	mber.	12722			
Road Segme	nt: w/o Cedar /	Ave.									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	11,086 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak H	lour Volume:	776 vehicles	3		He	avy Truci	ks (3+	Axles):	15		
Ve	hicle Speed:	40 mph		F	Vehicle I	Mix					
Near/Far La	ne Distance:	36 feet		H		icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75%
Ra	rrier Height:	0.0 feet			M	edium Tru	ıcks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W		0.0			F	Heavy Tru	ıcks:	68.2%	9.0%	22.8%	14.13%
Centerline Di		44.0 feet		F							
Centerline Dist	to Observer:	44.0 feet		P	Noise Sc	ource Ele			eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		0.000			
Observer Height (	Above Pad):	5.0 feet				m Trucks.		2.297	0		
Pi	ad Elevation:	0.0 feet			Heav	y Trucks	: 8	3.004	Grade Ad	ustment	0.0
Roa	ad Elevation:	0.0 feet		- [	Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%		Ī		Autos	: 40	0.460			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 40	0.241			
	Right View:	90.0 degree	es		Heav	y Trucks	: 40	0.262			
FHWA Noise Mode	el Calculations	5									
VehicleType	REMEL	Traffic Flow	Dist	ance		Road	Fres		Barrier Att		m Atten
Autos:	66.51	-3.63		1.2	-	-1.20		-4.61		000	0.000
Medium Trucks:	77.72	-12.37		1.3		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-10.93		1.3	1	-1.20		-5.50	0.0	000	0.000
Unmitigated Noise			barrie	r atten	uation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leg N			Ldn		VEL
Autos:	63		62.2		59.6		57		65.0		65.3
Medium Trucks:	65		65.1		60.4		59		67.		67.4
Heavy Trucks:	72		71.3		68.5		67		74.8		75.0
Vehicle Noise:	73	.4	72.6		69.6		68	1.7	75.8	3	76.
Centerline Distand	ce to Noise Co	ntour (in feet)			10.4						
			Later	70 (	dBA	65 d			60 dBA		dBA
			Ldn: VFL:		108 112		23		500 521		1,077

	FHW	A-RD-77-108	HIGI	HWAY	NOISE P	REDICT	ION MO	DDEL			
	io: HY (2040) ne: Santa Ana A	ive.					t Name: lumber:		oux Wareh	ouse No	İ
Road Segmen	nt: e/o Cedar A	ve.									
SITE	SPECIFIC IN	PUT DATA					NOISE	MODE	L INPUT	S	
Highway Data					Site Co.	nditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	8,918 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tı	ucks (2	Axles):	15		
Peak H	lour Volume:	624 vehicles	s		H	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph			Vehicle	Miv					
Near/Far La	ne Distance:	36 feet				nicleType	9	Day	Evening	Night	Daily
Site Data							Autos:	71.3%			75.759
Rai	rrier Height:	0.0 feet			N	ledium T	rucks:	77.3%	6.5%	16.2%	10.139
Barrier Type (0-W	-	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.139
Centerline Di		44.0 feet			Noise S	ourco E	lovation	ne (in f	not)		
Centerline Dist.	to Observer:	44.0 feet			Noise 3	Auto			ei)		
Barrier Distance	to Observer:	0.0 feet			Madi	Auto m Truck		.000			
Observer Height (	(Above Pad):	5.0 feet				vy Truck		.004	Grade Ad	liuctment	. 0.0
Pa	ad Elevation:	0.0 feet			пеа	vy IIucr	is. c	.004	Grade Au	justinent	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Ec	uivalen	t Distar	ice (in	feet)		
	Road Grade:	0.0%				Auto	s: 40	.460			
	Left View:	-90.0 degree	es		Mediu	ım Truck	s: 40	.241			
	Right View:	90.0 degree	es		Hea	vy Truck	rs: 40	.262			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Di:	stance		Road	Fres		Barrier Att		m Atten
Autos:		-4.58		1.		-1.20		-4.61		000	0.00
Medium Trucks:		-13.32		1.3		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-11.87		1.3	31	-1.20		-5.50	0.0	000	0.00
Unmitigated Noise	e Levels (witho	ut Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hour			Leq E	Evening		Night		Ldn	_	NEL
Autos:	62.		61.3		58.7		56		64.		64.
Medium Trucks:		-	64.1		59.4		58	-	66.2	_	66.
Heavy Trucks:	71.		70.3		67.6		66		73.8		74.
Vehicle Noise:		_	71.7		68.6	· · · · ·	67.	.8	74.9	9	75.
Centerline Distance	ce to Noise Co	ntour (in feet)	) _		-/04		-/0.4		20 404		-/0.4
				70	dBA 93	65	dBA		60 dBA		dBA 932
			Ldn: NFL:		93 97		20		432 451		932
		Ci	VEL:		97		20	9	451		9/1

Tuesday, October 6, 2020

Project Name: Rubidoux Warehouse Noi
Autos: 15   Autos: 17   Autos: 18   Auto
Average Daily Traffic (Adt):
Peak Hour Percentage: 7.00%   Peak Hour Volume: 1.283 vehicles   Peak Hour Volume: 1.283 vehicles   Peak Hour Volume: 1.283 vehicles   Peak Hour Volume: 1.283 vehicles   Peak Hour Volume: 1.283 vehicles   Peak Hour Volume: 1.283 vehicles   Peak Hour Volume: 1.283 vehicles   Peak Hour Volume: 1.283 vehicles   Peak Hour   Leq Day   Leq Evening   Might   Daliy   Peak Hour   Day   Leq Evening   Night   Daliy   Night   Daliy   Peak Hour   Day   Leq Evening   Night   Daliy   Night   Daliy   Peak Hour   Day   Leq Evening   Night   Daliy   Night   Ni
Peak Hour Volume: 1,283 vehicles
Vehicle Speed:         40 mph         Vehicle Mix         Vehicle Type         Day         Evening         Night         Dalight           Site Data         Barrier Height:         0.0 feet         Autos: 71.3%         9.8%         18.9% 75.4%         10.1%           Barrier Type (0-Wall, 1-Berm):         0.0 feet         Medium Trucks: 73.9%         6.5%         16.2%         10.1%           Barrier Dist. to Observer:         52.0 feet         Heavy Trucks: 68.2%         9.0%         22.8%         14.13           Centerline Dist. to Observer:         52.0 feet         Autos: 0.000         Weldium Trucks: 10.00         14.13           Barrier Distance to Observer:         0.0 feet         Autos: 0.000         Weldium Trucks: 2.297         Heavy Trucks: 8.004         Grade Adjustment: 0.0           Road Elevation:         0.0 feet         Autos: 46.400         Autos: 46.400         Autos: 46.29           Right View:         90.0 degrees         Heavy Trucks: 46.228         46.228         Heavy Trucks: 46.228           FHWA Noise Model Calculations         Vehicle Type         REMEL         Traffic Flow         Distance         Finite Road         Fresnel         Barrier Atten         Berm Atten           Autos:         62.9         -8.74         0.41         -1.20         -4.66
Near/Far Lane Distance:
Near/Far Lane Distance:
Autos: 71.3% 9.8% 18.9% 75.78
Barrier Height:   0.0 feet   Barrier Type (0-Wall, 1-Berm):   0.0   Centerline Dist. to Barrier:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   52.0 feet   Centerline Dist. to Observer:   60.0 feet   Centerline Dist. to Observer:   60.0 feet   Centerline Dist. to Observer:   62.0 feet   Centerline Dist. to Observer:   64.0 feet
Barrier Trype (0-Well, 1-Berm): 0.0   Centerline Dist. to Diserver: 52.0   feet Centerline Dist. to Observer: 52.0   feet Barrier Distance to Observer: 0.0   feet Pad Elevation: 0.0   feet Pad Eleva
Noise Source Elevations (in feet)
Centerline Dist. to Observer: 52.0 feet   Autos: 0.000
Barrier Distance to Observer: 0.0 feet   Autos: 0.000
Diserver Height (Above Pad):   5.0 feet   Heavy Trucks:   2.29
Pad Elevation:
Road Elevation: 0.0   feet   Road Grade: 0.0%   Autos: 46.400   Autos: 46.209   Right View: 90.0   degrees   Heavy Trucks: 46.209   Heavy Trucks: 46.228   Heavy Trucks: 46.209   Heavy Trucks: 46.209   Heavy Trucks: 46.209   Heavy Trucks: 46.209   Heavy Trucks: 46.209   Heavy Trucks: 46.209   Heavy Trucks: 46.209   Heavy Trucks: 46.209   Heavy Trucks: 46.209   Heavy Trucks: 46.208   Heavy Trucks: 46.209   Hea
Road Grade: 0.0%
Left View: -90.0 degrees   Medium Trucks: 46.209
Right View: 90.0 degrees   Heavy Trucks: 46.228
VehicleType         REMEL         Traffic Flow         Distance         Finite Road         Fresnel         Barrier Atten         Berm Atte           Autos:         66.51         -1.45         0.38         -1.20         -4.66         0.000         0.0           Medium Trucks:         7.72         -10.19         0.41         -1.20         -4.87         0.000         0.0           Heavy Trucks:         82.99         -8.74         0.41         -1.20         -5.41         0.000         0.0           Unmitigated Noise Levels (without Topo and barrier attenuation)         Vehicle Type         Leq Peak Hour         Leq Devining         Leq Night         Ldn         CNEL           Autos:         64.2         63.5         60.9         59.0         66.3         66
Autos:         66.51         -1.45         0.38         -1.20         -4.66         0.000         0.0           Medium Trucks:         77.72         -10.19         0.41         -1.20         -4.87         0.000         0.0           Heavy Trucks:         82.99         -8.74         0.41         -1.20         -5.41         0.000         0.0           Unmitigated Noise Levels (without Topo and barrier attenuation)         VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         64.2         63.5         60.9         59.0         66.3         66
Medium Trucks:         77.72         -10.19         0.41         -1.20         -4.87         0.000         0.0           Heavy Trucks:         82.99         -8.74         0.41         -1.20         -5.41         0.000         0.0           Unmitigated Noise Levels (without Topo and barrier attenuation)         VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         64.2         63.5         60.9         59.0         66.3         66
Heavy Trucks:         82.99         -8.74         0.41         -1.20         -5.41         0.000         0.0           Unmitigated Noise Levels (without Topo and barrier attenuation)         VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         64.2         63.5         60.9         59.0         66.3         66
Junitigated Noise Levels (without Topo and barrier attenuation)     VehicleType
VehicleType         Leq Peak Hour         Leq Day         Leq Evening         Leq Night         Ldn         CNEL           Autos:         64.2         63.5         60.9         59.0         66.3         66
Autos: 64.2 63.5 60.9 59.0 66.3 66
Medium Trucks: 66.7 66.4 61.6 60.9 69.4 6.
Wedialli Tracks. 00.1 00.4 01.0 00.0 00.4 00
Heavy Trucks: 73.5 72.5 69.8 69.0 76.1 70
Vehicle Noise: 74.7 73.9 70.9 70.0 77.1 7
Centerline Distance to Noise Contour (in feet)
70 dBA 65 dBA 60 dBA 55 dBA
Ldn: 155 334 720 1,55
CNEL: 162 348 750 1,6

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	HWAY	NOISE P	REDICT	ION M	ODEL			
Road Nam	io: HY (2040) e: Jurupa Ave nt: e/o Cedar							Rubide 12722	oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA			0:: 0				L INPUT	s	
Highway Data					Site Cor	aitions	(Hara				
Average Daily		10,059 vehicl	es					Autos:			
	Percentage:	7.00%				edium Tr					
	our Volume:	704 vehicle	:S		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	40 mph			Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		İ	Veh	icleType		Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.75%
Rai	rier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dis		52.0 feet		-	Noise S			/ 6	41		
Centerline Dist	to Observer	52.0 feet		-	Noise S				eet)		
Barrier Distance	to Observer:	0.0 feet				Auto		0.000			
Observer Height (	Above Pad):	5.0 feet				m Truck		2.297	0		4. 0.0
Pad Elevation: 0.0 feet					Hea	vy Truck	s: 8	3.004	Grade Ad	justmen	t: U.U
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distai	nce (in	feet)		
1	Road Grade:	0.0%		ĺ		Auto	s: 46	6.400			
	Left View:	-90.0 degre	es		Mediu	m Truck	s: 46	5.209			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 46	3.228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	inel	Barrier Att	en Be	rm Atten
Autos:	66.51	-4.06		0.3	38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72	-12.79		0.4	41	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99	-11.35		0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barri	er atte	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening		Night		Ldn		NEL
Autos:	61		60.9		58.3		56		63.		64.0
Medium Trucks:	64		63.8		59.0		58		65.		66.0
Heavy Trucks:		).9	69.9		67.2		66		73.		73.7
Vehicle Noise:	72	2.1	71.3		68.3		67	.4	74.	5	74.8
Centerline Distance	e to Noise Co	ontour (in feet	)								
			L	70	dBA	65	dBA		60 dBA		dBA
			Ldn:		104		22		482		1,039
		С	NEL:		108		23	3	503		1,083

Tuesday,	October	6.	2020

		VA-RD-77-108	111011		NOIDE I						
	io: HY (2040)					.,			oux Wareh	ouse No	oi
Road Nam		_				Job Nu	mber.	12722			
	nt: w/o Cedar										
	SPECIFIC IN	PUT DATA			Cita Can	No ditions (i			L INPUT	S	
Highway Data					Site Con	aitions (i	Haro				
Average Daily	. ,	11,012 vehicle	es					Autos:			
	Percentage:	7.00%				dium Tru					
	lour Volume:	771 vehicles	S		He	avy Truck	ks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		F	Vehicle I	Mix					
Near/Far La	ne Distance:	24 feet		ŀ	Veh	icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	6 75.75%
Ba	rrier Height:	0.0 feet			Me	edium Tru	ıcks:	77.3%	6.5%	16.29	6 10.13%
Barrier Type (0-W		0.0			F	Heavy Tru	ıcks:	68.2%	9.0%	22.89	6 14.13%
Centerline Di	st. to Barrier:	25.0 feet		-	Noise Sr	ource Ele	vatio	ne (in f	oot)		
Centerline Dist.	to Observer:	25.0 feet		F	140/36 00	Autos		.000	ccij		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Trucks		297			
Observer Height (	Above Pad):	5.0 feet				vy Trucks:	_	.004	Grade Ad	liuctman	t- 0.0
Pad Elevation: 0.0 feet					пеач	ry Trucks.		.004	Grade Ad	jusunen	i. 0.0
Road Elevation: 0.0 feet					Lane Eq	uivalent l	Distaı	nce (in	feet)		
	Road Grade:	0.0%				Autos:	22	2.494			
	Left View:	-90.0 degree	es		Mediu	m Trucks:	22	2.098			
	Right View:	90.0 degree	es		Heav	y Trucks	22	2.136			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dist	tance		Road	Fres		Barrier Att		rm Atten
Autos:	68.46	-4.17		5.1	-	-1.20		-4.41		000	0.000
Medium Trucks:		-12.91		5.2	_	-1.20		-4.85		000	0.000
Heavy Trucks:	84.25	-11.47		5.2	20	-1.20		-5.94	0.0	000	0.000
Inmitigated Noise	Levels (with	out Topo and	barrie	r attei	nuation)						
VehicleType	Leq Peak Hou			Leq E	vening	Leq N	-		Ldn		CNEL
	Autos: 68.2 67.5			64.9		63		70.	-	70.6	
Medium Trucks:	70		70.2		65.5		64		72.:	_	72.5
Heavy Trucks:	76		75.9		73.1		72		79.		79.7
Vehicle Noise:	78	.2	77.4		74.3		73	.5	80.	6	80.8
Centerline Distant	ce to Noise Co	ntour (in feet,	)					1		1	
			L	70	dBA	65 d			60 dBA		5 dBA
			Ldn:		127		27		588		1,266
		C	NEL:		132		28	4	613		1.320

	FHW	/A-RD-77-108	HIGHW	AT N	OISE P	KEDIC II	ON WO	DEL			
Scenar	io: HY (2040)					Project	Name:	Rubido	ux Wareh	ouse Noi	
Road Nam	ne: Market St.					Job N	ımber:	12722			
Road Segme	nt: e/o Rubidou	x BI.									
	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data				S	ite Con	ditions					
Average Daily	Traffic (Adt):	39,071 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%				dium Tru		,	15		
Peak H	lour Volume:	2,735 vehicles	3		He	avy Truc	ks (3+ )	Axles):	15		
Ve	hicle Speed:	45 mph		ν	/ehicle	Mix					
Near/Far La	ne Distance:	48 feet		Ė	Veh	icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.75
Ra	rrier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.13
Barrier Type (0-W	-	0.0			- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.13
Centerline Di	st. to Barrier:	59.0 feet		٨	loise Si	ource Ele	evation	s (in fe	opt)		
Centerline Dist.	to Observer:	59.0 feet		-	.0.00 0	Autos		000	,,,,		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Trucks		297			
Observer Height (	(Above Pad):	5.0 feet				vy Trucks		004	Grade Ad	iuctment	
Pi	ad Elevation:	0.0 feet			пеа	ry Trucks	. 0.	004	Grade Au	Justinent	0.0
Road Elevation: 0.0 feet					ane Eq	uivalent	Distan	ce (in i	feet)		
	Road Grade:	0.0%				Autos	54.	129			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 53.	966			
	Right View:	90.0 degree	es		Hear	y Trucks	: 53.	982			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dista	nce	Finite	Road	Fresr	nel	Barrier Att	en Ber	m Atter
Autos:	68.46	1.33		-0.62	2	-1.20		-4.69	0.0	000	0.00
Medium Trucks:	79.45	-7.41		-0.60	)	-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	84.25	-5.97		-0.60	)	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise											
VehicleType	Leq Peak Hour	, , ,		eq Ev		Leq i	•		Ldn		NEL
Autos:	68.		67.3		64.7		62.7		70.0		70
Medium Trucks:		_	69.9		65.1		64.3	-	71.9	-	72
Heavy Trucks:	76.		75.6		72.8		72.		79.		79
Vehicle Noise:			77.1		74.0		73.2	2	80.3	3	80
	ce to Noise Co	ntour (in feet)						_	-		
Centerline Distant	00 10 110,00 00.										
Centerline Distand	50 10 110100 001		l do:	70 d		65 0			0 dBA		dBA
Centerline Distand			Ldn: VFL:	70 di	BA 285 298	65 (	615 641		30 dBA 1,325 1.381		dBA 2,85 2,97

FH	WA-RD-77-108 HIG	HWAY N	IOISE PRE	DICTION	MODEL			
Scenario: HY (2040) Road Name: Agua Man: Road Segment: e/o Riversi					me: Rubido ber: 12722		ouse Noi	
SITE SPECIFIC II	NPUT DATA			NOI	SE MODE	L INPUT	S	
Highway Data			Site Condi	tions (Ha	ard = 10, Se	oft = 15)		
Average Daily Traffic (Adt):	17,862 vehicles				Autos:	15		
Peak Hour Percentage:	7.00%		Medi	ım Truck	s (2 Axles).	15		
Peak Hour Volume:	1,250 vehicles		Heav	y Trucks	(3+ Axles).	15		
Vehicle Speed:	45 mph	١,	Vehicle Mi					
Near/Far Lane Distance:	48 feet	H	Vehicl	•	Dav	Evening	Night	Daily
Site Data			Verner	Auto	.,		18.9%	
			Med	ium Truci				10.13%
Barrier Height:	0.0 feet			avv Truci				14.13%
Barrier Type (0-Wall, 1-Berm):	0.0		770	avy maci	13. 00.27	3.070	22.070	14.107
Centerline Dist. to Barrier:	52.0 feet	1	Noise Sou	rce Eleva	ations (in f	eet)		
Centerline Dist. to Observer:	52.0 feet			Autos:	0.000			
Barrier Distance to Observer:	0.0 feet		Medium	Trucks:	2.297			
Observer Height (Above Pad):	5.0 feet 0.0 feet		Heavy	Trucks:	8.004	Grade Ad	justment.	0.0
Pad Elevation:		l ano Equi	ralant Di	stance (in	foot)			
Road Elevation: Road Grade:	l'	Lane Lyun	Autos:	46.400	ieel)			
	0.0%		Medium		46.400			
Left View:	-90.0 degrees				46.209			
Right View:	90.0 degrees		neavy	Trucks:	46.228			
FHWA Noise Model Calculation								
VehicleType REMEL		istance	Finite R		Fresnel	Barrier Att		m Atten
Autos: 68.46		0.3	-	-1.20	-4.66		000	0.000
Medium Trucks: 79.45		0.4		-1.20	-4.87		000	0.000
Heavy Trucks: 84.25	-9.37	0.4	1	-1.20	-5.41	0.0	000	0.000
Unmitigated Noise Levels (with								
VehicleType Leq Peak Ho		Leg E		Leq Nig		Ldn		VEL
Autos: 65.6 64.9			62.3		60.3	67.0	-	68.0
	7.8 67.5		62.8		62.0	69.		69.7
	4.1 73.2 5.5 74.7		70.4 71.6		69.7 70.8	76.1 77.9		77.0 78.2
Centerline Distance to Noise C							-	. 0
Centennie Distance to Noise C	ontour (in feet)	70.	dBA	65 dB/	Δ .	60 dBA	55	dBA
		/00	JUA	UJ UDA	,	JUUDA	00	
	Ldn		174	00 007	376	809		1,743

Tuesday, October 6, 2020

	FH	NA-RD-7	7-108 HIG	HWAY	NOISE P	REDICT	ION MC	DEL			
Road Nan	rio: HYP (2040 ne: Cedar Ave ent: n/o I-10 W					.,	! Name: lumber:		oux Wareh	ouse No	Dİ .
SITE	SPECIFIC IN	IPUT DA	TA			-	NOISE	MODE	L INPUT	s	
Highway Data					Site Cor	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	65,944 \	ehicles					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	Hour Volume:	4,616 ve	ehicles		He	avy Tru	cks (3+	Axles):	15		
Ve	ehicle Speed:	40 m	ph		Vehicle	Miv					
Near/Far La	ne Distance:	48 fe	et			icleType		Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	•	18.99	
Ra	rrier Height:	0.0 f	oot		M	edium T	rucks:	77.3%	6.5%	16.29	6 10.11%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.89	6 14.10%
	ist. to Barrier:	52.0 f	eet		M-i 0			- (:- 5	41		
Centerline Dist.	to Observer:	52.0 f	eet		Noise S				eet)		
Barrier Distance		0.0 f				Auto		.000			
Observer Height	Observer Height (Above Pad): 5.0					m Truck	-	.297	0		4.00
Pad Elevation: 0.0 feet					Hea	vy Truck	(S: 8	.004	Grade Ad	justmen	t: 0.0
Road Elevation: 0.0 feet					Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 d	legrees		Mediu	m Truck	s: 46	.209			
	Right View:	90.0	legrees		Hea	vy Truck	s: 46	.228			
FHWA Noise Mod	el Calculation	s									
VehicleType	REMEL	Traffic F	low D	Distance	Finite	Road	Fres	nel	Barrier Att	en Be	rm Atten
Autos:	66.51		4.11	0.3	38	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72		-4.63	0.4	41	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	82.99		-3.19	0.4	41	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois	e Levels (with	out Topo	and bar	rier atte	nuation)						
VehicleType	Leq Peak Ho	_	q Day	-	vening		Night		Ldn		NEL
Autos:		9.8	69.1		66.5		64.	-	71.		72.2
Medium Trucks:		2.3	71.9		67.2		66.		74.	-	74.2
Heavy Trucks:		9.0	78.1		75.3		74.		81.		81.9
Vehicle Noise:		).3	79.5	5	76.4		75.	6	82.	7	82.9
Centerline Distan	ce to Noise C	ontour (ir	feet)					,		,	
					dBA	65	dBA		0 dBA		5 dBA
			Ldn	-	364		784		1,688		3,637
			CNEL	-	379		817	,	1,760	)	3,792

	FH\	WA-RD-77-108	HIGHW	AY N	OISE PI	REDICTI	ON M	ODEL				
Road Nam	io: HYP (2040 e: Cedar Ave. nt: s/o I-10 EB							Rubid 12722	oux Wareh	ouse No	i	
	SPECIFIC IN	IPUT DATA							L INPUT	S		
Highway Data				S	Site Conditions (Hard = 10, Soft = 15)							
Average Daily	Traffic (Adt):	57,923 vehicle	:S					Autos.				
Peak Hour	Percentage:	7.00%				dium Tru						
Peak H	our Volume:	4,055 vehicles	;		He	avy Truc	ks (3+	Axles).	15			
Ve	hicle Speed:	45 mph		ν	ehicle	Mix						
Near/Far La	ne Distance:	48 feet		ľ		icleType		Day	Evening	Night	Daily	
Site Data						A	utos:	71.39	9.8%	18.9%	75.99%	
Ra	rier Height:	0.0 feet			М	edium Tr	ucks:	77.39	6.5%	16.2%	10.03%	
Barrier Type (0-W		0.0			- 1	Heavy Tr	ucks:	68.29	9.0%	22.8%	13.98%	
Centerline Di	. ,	52.0 feet			O	F1-	41-	<i>(! 1</i>	4			
Centerline Dist.	to Observer:	52.0 feet		N	ioise so	ource Ele			eet)			
Barrier Distance	to Observer:	0.0 feet				Autos		0.000				
Observer Height (	Above Pad):	5.0 feet				m Trucks	-	2.297	0		4. 0.0	
Pad Elevation: 0.0 feet					Heav	y Trucks		3.004	Grade Ad	justmen	t: 0.0	
Road Elevation: 0.0 feet					ane Eq	uivalent	Dista	nce (in	feet)			
	Road Grade:	0.0%				Autos	: 40	6.400				
	Left View:	-90.0 degree	:S		Mediu	m Trucks	: 46	3.209				
	Right View:	90.0 degree	s		Heav	y Trucks	: 40	5.228				
FHWA Noise Mode	el Calculation	s										
VehicleType	REMEL	Traffic Flow	Distai			Road	Fres		Barrier At		rm Atten	
Autos:	68.46	3.05		0.38		-1.20		-4.66		000	0.000	
Medium Trucks:	79.45			0.41		-1.20		-4.87		000	0.000	
Heavy Trucks:	84.25	-4.30		0.41		-1.20		-5.41	0.	000	0.000	
Inmitigated Noise												
VehicleType	Leq Peak Hou			eq Ev		Leq I	_		Ldn		NEL	
Autos:			70.0		67.4		65		72.	-	73.1	
	Medium Trucks: 72.9 72.5				67.8		67				74.8	
Heavy Trucks: Vehicle Noise:		·-	78.3 79.8		75.5 76.7		74 75	••	81. 83.	-	82.0 83.2	
Centerline Distanc			-					-				
Jones Distant		ontour (m reet)		70 di	BA	65 0	IBA		60 dBA	55	dBA	
			Ldn:		380		81	8	1,762		3,796	

Scenario	o: HYP (2040)					Project	Name:	Ruhida	oux Wareh	nuse No	i -
	e: Cedar Ave.						lumber:		Jux VVaicii	0030 140	
	t: n/o Santa An	ıa Av.				000 / 1	u.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				
SITE S	SPECIFIC INF	UT DATA				N	IOISE	MODE	L INPUT	s	
Highway Data					Site Cor	nditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 4	4,757 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles):	15		
Peak H	our Volume: 3	3,133 vehicles	s		He	eavy True	cks (3+	Axles):	15		
Vel	nicle Speed:	45 mph			Vehicle	Miv					
Near/Far Lar	ne Distance:	48 feet		F		icleType		Dav	Evening	Night	Daily
Site Data							Autos:	71.3%	-		76.139
	rier Height:	0.0 feet			М	edium Ti	rucks:	77.3%	6.5%	16.2%	
Barrier Type (0-Wi	-	0.0 1001				Heavy Ti	rucks:	68.2%	9.0%	22.8%	13.909
Centerline Dis		52.0 feet		-							
Centerline Dist. t		52.0 feet		Ľ	Noise S			- 1	eet)		
Barrier Distance I		0.0 feet				Auto		.000			
Observer Height (	Above Pad):	5.0 feet				m Truck		.297			
Pa	d Elevation:	0.0 feet			неа	vy Truck	s: 8	.004	Grade Ad	justment	. 0.0
Road Elevation: 0.0 feet					Lane Eq	uivalent	t Distar	ce (in	feet)		
F	Road Grade:	0.0%				Auto	s: 46	.400			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46	.209			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 46	.228			
FHWA Noise Mode											
VehicleType		Traffic Flow	Dis	stance		Road	Fres		Barrier Att		m Atten
Autos:	68.46	1.94		0.3	-	-1.20		-4.66		000	0.00
Medium Trucks:	79.45	-6.89		0.4		-1.20		-4.87		000	0.00
Heavy Trucks:	84.25	-5.45		0.4	1	-1.20		-5.41	0.0	000	0.00
Unmitigated Noise							A 17 1- 4	_	1 de	_	NEL
VehicleType Autos:	Leq Peak Hour 69.6		68.9	Ley E	vening 66.3		Night 64	4	Ldn 71.6		72.
Medium Trucks:	71.8		71.4		66.7		65		73.4	-	73.
Heavy Trucks:	78.0		77.1		74.3		73	-	80.6		80.
Vehicle Noise:	79.4		78.6		75.6		74		81.8		82.
Centerline Distanc	e to Noise Cor	tour (in feet)	)								
				70 (	dBA	65	dBA	(	60 dBA	55	dBA
			Ldn:		319		68	3	1.479		3.186
			NEL:		0.0		00	-	.,		.,

Tuesday, October 6, 2020

	FH\	NA-RD-	77-108	HIGI	HWAY	NOISE PI	REDICTI	ON N	IODEL			
Scenar	io: HYP (2040	)					Project	Name	: Rubid	oux Wareh	ouse No	
Road Nan	ne: Cedar Ave.						Job N	umbe	r: 12722			
Road Segme	nt: s/o Santa A	na Av.										
	SPECIFIC IN	IPUT D	ATA							L INPUT	s	
Highway Data						Site Con	ditions	Haro				
Average Daily	Traffic (Adt):	44,296	vehicle	s					Autos:			
Peak Hour	Percentage:	7.00%	-				dium Tru					
Peak F	lour Volume:	3,101	vehicles			He	avy Truc	ks (3	+ Axles):	15		
Ve	hicle Speed:	45	mph			Vehicle i	Miv					
Near/Far La	ne Distance:	48	feet				icleType		Dav	Evening	Night	Daily
Site Data								utos:	71.3%	-	18.9%	,
D <sub>a</sub>	rrier Height:	0.0	feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	
Barrier Type (0-W		0.0				- 1	Heavy Tr	ucks:	68.2%	9.0%	22.8%	13.88%
Centerline Di			feet									
Centerline Dist.	to Observer:	52.0	feet			Noise So				eet)		
Barrier Distance	to Observer:	0.0	feet				Autos		0.000			
Observer Height	(Above Pad):	5.0	feet				m Trucks		2.297			
-	ad Flevation:	0.0	feet			Heav	y Trucks	š.:	8.004	Grade Ad	justment	: 0.0
Ro	ad Elevation:	0.0	feet			Lane Eq	uivalent	Dista	nce (in	feet)		
	Road Grade:	0.0%					Autos	: 4	6.400			
	Left View:	-90.0	dearee	s		Mediu	m Trucks	s: 4	6.209			
	Right View:	90.0	degree	s		Heav	y Trucks	s: 4	6.228			
FHWA Noise Mod	el Calculation	s										
VehicleType	REMEL	Traffic	Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Bei	m Atten
Autos:	68.46		1.89		0.3	38	-1.20		-4.66	0.	000	0.000
Medium Trucks:	79.45		-6.94		0.4	11	-1.20		-4.87	0.	000	0.000
Heavy Trucks:	84.25		-5.50		0.4	11	-1.20		-5.41	0.	000	0.000
Unmitigated Noise	e Levels (with	out Top	o and b	arri	er atte	nuation)						
VehicleType	Leq Peak Hou	ır L	.eq Day		Leq E	vening	Leq I	Night		Ldn		NEL
Autos:	69		-	8.8		66.2		-	4.3	71.	-	71.9
Medium Trucks:	71	.7	7	1.4		66.6		6	5.8	73.	4	73.6
Heavy Trucks:	78	3.0		7.1		74.3			3.6	80.	6	80.8
Vehicle Noise:	79	).4	7	8.6		75.5		7	4.6	81.	8	82.0
Centerline Distan	ce to Noise Co	ontour (	(in feet)									
·	-			I	70	dBA	65 0			60 dBA		dBA
			-	.dn:		316		-	81	1,467		3,161
			CN	IEL:		330		7	10	1,529	9	3,295

Tuesday, October 6, 2020

	FH	WA-RD-77-10	B HIGH	- YAWI	NOISE PI	REDICTI	ON MO	DEL						
Road Nam	io: HYP (2040 ne: Cedar Ave nt: s/o Jurupa						Name: I umber:		oux Wareh	ouse No	i			
	SPECIFIC IN	IPUT DATA							L INPUT	S				
Highway Data					Site Con	ditions	•							
Average Daily	. ,	39,986 vehic	les					Autos:	15					
	Percentage:	7.00%			Medium Trucks (2 Axles): 15									
	lour Volume:	2,799 vehicle	es		He	avy Truc	cks (3+ A	(xles	15					
Ve	hicle Speed:	45 mph		f	Vehicle I	Vix								
Near/Far La	ne Distance:	48 feet			Veh	icleType		Day	Evening	Night	Daily			
Site Data							Autos:	71.3%	9.8%	18.9%	76.26%			
Bai	rrier Heiaht:	0.0 feet			Me	edium Tı	ucks:	77.3%	6.5%	16.2%	9.92%			
Barrier Type (0-W		0.0			F	Heavy Tr	ucks:	68.2%	9.0%	22.8%	13.83%			
Centerline Dis		52.0 feet		-	Noise Sc	urce El	ovation	: (in fa	not)					
Centerline Dist.	to Observer:	52.0 feet		ŀ	NOISE SC	Auto:		000	et)					
Barrier Distance	to Observer:	0.0 feet			Modius	m Truck:		97						
Observer Height (	Above Pad):	5.0 feet				y Truck		004	Grade Ad	iuctman	H- 0.0			
Pad Elevation: 0.0 feet					пеач	y Trucks	s. o.t	JU4	Graue Au	usunen	. 0.0			
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distanc	e (in i	feet)					
I	Road Grade:	0.0%				Autos	s: 46.4	400						
	Left View:	-90.0 degrees			Medium Trucks: 46.209									
	Right View:	90.0 degre	es		Heav	y Truck	s: 46.2	228						
FHWA Noise Mode	el Calculation	s		1										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten			
Autos:	68.46			0.3		-1.20		-4.66		000	0.000			
Medium Trucks:	79.45			0.4		-1.20		-4.87		000	0.000			
Heavy Trucks:	84.25	-5.96	6	0.4	11	-1.20		-5.41	0.0	000	0.000			
<b>Unmitigated Noise</b>	e Levels (with	out Topo and	barri	er attei	nuation)									
VehicleType	Leq Peak Ho	ur Leq Da	y	Leq E	vening	Leq	Night		Ldn	С	NEL			
Autos:		9.1	68.4		65.8		63.9		71.2		71.5			
Medium Trucks:	71	1.3	70.9		66.2		65.4		72.9		73.2			
Heavy Trucks:		7.5	76.6		73.8		73.1		80.1		80.4			
Vehicle Noise:	78	3.9	78.1		75.1		74.2		81.3	3	81.6			
Centerline Distance	ce to Noise C	ontour (in fee	t)											
				70	dBA	65	dBA	6	60 dBA		dBA			
			Ldn:		295		635		1,367		2,946			
		C	NEL:		307		662		1,425		3,071			

Scenar	io: HYP (2040	WA-RD-77-108			0.02				oux Wareh	ouco No	i		
	ne: Cedar Ave.					.,		12722		ouse inc	и		
	nt: cedar Ave.					JOD IN	umber.	12/22					
	SPECIFIC IN					_	OICE	MODE	I IMPLIT				
Highway Data	SPECIFIC IN	IPUI DAIA		S	NOISE MODEL INPUTS Site Conditions (Hard = 10, Soft = 15)								
Average Daily	Traffic (Adt):	40.261 vehicle	25					Autos.	15				
	Percentage:	7.00%	-		Me	dium Tri	ıcks (2	Axles)	15				
	lour Volume:	2,818 vehicle	s			avy Truc							
Ve	hicle Speed:	50 mph		١,	Vehicle Mix								
Near/Far La	ne Distance:	48 feet				icleType		Dav	Evening	Night	Daily		
Site Data							Autos:	71.39	-	18.9%			
Par	rrier Height:	0.0 feet			М	edium Ti	ucks:	77.39	6.5%	16.2%	9.91%		
Barrier Type (0-W		0.0 leet			F	leavy Ti	ucks:	68.29	9.0%	22.8%	13.82%		
Centerline Dis	. ,	52.0 feet			O.	urce El		(! <b>f</b>	4)				
Centerline Dist.	to Observer:	52.0 feet		, n	voise sc	Auto:			eet)				
Barrier Distance	to Observer:	0.0 feet			A decedior	Auto. n Truck		0.000 0.297					
Observer Height (	Above Pad):	5.0 feet					-	3.004	Grade Ad	i i atman	t. 0.0		
Pa		neav	y Truck	5. 6	3.004	Grade Adj	usunen	i. U.U					
Roa	L	ane Eq	uivalent	Dista	nce (in	feet)							
	Road Grade:	0.0%				Auto	s: 40	3.400					
	Left View:	-90.0 degree	es		Mediu	n Truck	s: 46	3.209					
	Right View:	90.0 degree	es		Heav	y Truck	s: 40	3.228					
FHWA Noise Mode	el Calculation:	S											
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	snel	Barrier Att	en Be	rm Atten		
Autos:	70.20	1.03		0.38	3	-1.20		-4.66	0.0	000	0.00		
Medium Trucks:	81.00	-7.83		0.41		-1.20		-4.87	0.0	000	0.00		
Heavy Trucks:	85.38	-6.39		0.41		-1.20		-5.41	0.0	000	0.00		
Unmitigated Noise													
VehicleType	Leq Peak Hou			Leq Ev		Leq	Night		Ldn		NEL		
Autos: 70.4 69.7					67.1		65		72.5		72.		
	Medium Trucks: 72.4 72.0				67.3		66		74.0		74.		
			77.3		74.5		73		80.8	3	81.		
Heavy Trucks:	78				75.0		76	Λ.	92 4		92		
Heavy Trucks: Vehicle Noise:	79	0.7	79.0		75.9		75	.0	82.1	I	82.		
Heavy Trucks: Vehicle Noise:	79	0.7	79.0	70 d		65							
Heavy Trucks:	79	0.7	79.0	70 d		65	75 dBA 72		82.1 60 dBA 1.552	55	82.4 5 dBA 3.343		

Road Name	o: HYP (2040) e: Rubidoux Bl. t: s/o El Rivino						Name: umber:		ux Wareh	ouse Noi	
	PECIFIC INF					N	IOISE I	MODE	L INPUT	s	
Highway Data				S	ite Con	ditions	(Hard =	10, So	ft = 15)		
Average Daily 1	Fraffic (Adt): 3	38,719 vehicle	es					Autos:	15		
Peak Hour I	Percentage:	7.00%			Me	dium Tru	ucks (2 )	Axles):	15		
Peak Ho	our Volume: 2	2,710 vehicles	3		He	avy Truc	cks (3+ )	Axles):	15		
Vel	nicle Speed:	50 mph			ehicle	Miv					
Near/Far Lar	e Distance:	48 feet		-		icleType		Day	Evening	Night	Daily
Site Data					V C//		Autos:	71.3%			76.299
	alan Halada	0.0 feet			М	edium Tı		77.3%		16.2%	9.909
	rier Height:	0.0 reet 0.0				Heavy Ti	rucks:	68.2%	9.0%	22.8%	13.819
Barrier Type (0-Wa Centerline Dis		0.0 59.0 feet								22.070	10.01
Centerline Dist. t		59.0 feet		٨	loise S	ource El	evation	s (in fe	et)		
Barrier Distance t		0.0 feet				Auto	s: 0.	000			
Observer Height (		5.0 feet			Mediu	m Truck	s: 2.	297			
	d Elevation:	0.0 feet			Heav	y Truck	s: 8.	004	Grade Ad	iustment.	0.0
	d Elevation:	0.0 feet		,	ane Fo	uivalent	Distan	ce (in t	eet)		
	o Lievation. Road Grade:	0.0%		F	uc _q	Auto		129	000,		
,	Left View:	-90.0 degree			Mediu	m Truck:	01.	966			
	Right View:	90.0 degree				vy Truck		982			
	•	50.0 degree	75		77001	,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	o. oo.	002			
FHWA Noise Mode										-,	
VehicleType		Traffic Flow	Dista			Road	Fresr		Barrier Att		m Atten
Autos:	70.20	0.86		-0.62		-1.20		-4.69		000	0.00
Medium Trucks:	81.00	-8.01		-0.60		-1.20		-4.88		000	0.00
Heavy Trucks:	85.38	-6.56		-0.60		-1.20		-5.35	0.0	000	0.00
Unmitigated Noise			$\overline{}$					1			
	Leq Peak Hour			eq Ev			Night		Ldn		VEL
Autos:	69.2 71.2	-	68.5 70.8		65.9 66.1		64.0	-	71.3 72.9	-	71 73
Madicina Torration	(1.2	_					65.3				
Medium Trucks:					73.3		72.6		79.6	j	79
Heavy Trucks:	77.0		76.1		747		70 (		00.0		0.4
Heavy Trucks:_ Vehicle Noise:	78.6	3	77.8		74.7		73.8	3	80.9	9	81
Heavy Trucks:	78.6	3	77.8	70 4							-
Heavy Trucks:_ Vehicle Noise:	78.6	itour (in feet)	77.8	70 d			73.8 dBA 682	6	80.9 0 dBA 1.468	55	81 dBA 3.16

Tuesday, October 6, 2020

	FHV	VA-RD-77	-108 HIG	HWAY	NOISE P	REDICTI	ON M	DDEL			
Scenario: HYP Road Name: Rubi Road Segment: s/o N	doux B	l.						Rubide 12722	oux Wareh	ouse Noi	
SITE SPECII	IC IN	PUT DAT	TA						L INPUT	S	
lighway Data					Site Con	ditions (	Hard	= 10, S	oft = 15)		
Average Daily Traffic (	Adt):	39,723 ve	hicles					Autos	15		
Peak Hour Percent	age:	7.00%				dium Tru		,			
Peak Hour Volu	ıme:	2,781 veh	nicles		He	avy Truc	ks (3+	Axles).	15		
Vehicle Sp	eed:	50 mp	h		Vehicle	Mix					
Near/Far Lane Dista	nce:	48 fee	t			icleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.81%
Barrier He	iaht.	0.0 fe	et		М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.11%
Barrier Type (0-Wall, 1-Be		0.0	••			Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.09%
Centerline Dist. to Ba	rrier:	59.0 fe	et		Noise S	ource Ele	ovatio	ne (in f	oot)		
Centerline Dist. to Obse	rver:	59.0 fe	et		140/36 00	Autos		0.000	ccij		
Barrier Distance to Obse	rver:	0.0 fe	et		Modiu	m Trucks		.297			
Observer Height (Above F	Pad):	5.0 fe	et			/y Trucks		.004	Grade Ad	liustmant	
Pad Eleva	tion:	0.0 fe	et			•				juotimom	0.0
Road Eleva	tion:	0.0 fe	et		Lane Eq	uivalent	Dista	nce (in	feet)		
Road Gr	ade:	0.0%				Autos	: 54	1.129			
Left V	iew:	-90.0 de	egrees			m Trucks		3.966			
Right \	iew:	90.0 de	egrees		Heav	y Trucks	5: 50	3.982			
HWA Noise Model Calcu	lations	s									
VehicleType REM	EL	Traffic Flo	ow D	istance	Finite	Road	Fres	inel	Barrier Att	en Ber	m Atten
Autos:	70.20	-	0.94	-0.6		-1.20		-4.69		000	0.000
Medium Trucks:	81.00		7.81	-0.6		-1.20		-4.88		000	0.000
Heavy Trucks:	85.38	-6	3.37	-0.0	50	-1.20		-5.35	0.0	000	0.000
Inmitigated Noise Levels			and barr								
VehicleType Leq Pe			Day		vening	Leq I	_		Ldn		VEL
Autos:	69		68.6		66.0		64		71.4		71.7
Medium Trucks:	71		71.0		66.3		65		73.		73.3
Heavy Trucks:	77		76.3		73.5		72		79.8		80.1
Vehicle Noise:	78	.7	78.0		74.9		74	.0	81.	1	81.4
Centerline Distance to No	ise Co	ntour (in	feet)		10.1						<b>10.4</b>
					dBA	65 0			60 dBA		dBA
			Ldn.		325		70		1,511		3,255
			CNEL		339		73	1	1,575	•	3,393

Tuesday, October 6, 2020

	FH\	WA-RD-77-10	8 HIGH	HWAY	NOISE P	REDICT	ION MO	DDEL			
Road Nam	io: HYP (2040 ne: Rubidoux E nt: s/o 24th St.	ŠI.				.,	Name: lumber:		oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	ditions	(Hard :				
Average Daily	Traffic (Adt):	39,634 vehic	les					Autos:	15		
Peak Hour	Percentage:	7.00%				edium Tr	,				
Peak H	lour Volume:	2,774 vehicl	es		He	eavy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		ŀ	Vehicle	Mix					
Near/Far La	ne Distance:	48 feet		Ì		icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	9.8%	18.9%	75.81%
Ba	rrier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.11%
Barrier Type (0-W	•	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.09%
Centerline Di		59.0 feet		- 1	Noise S	ouroo E	lovetio	an (in f	204)		
Centerline Dist.	to Observer:	59.0 feet		-	NOISE 3	Auto			et)		
Barrier Distance	to Observer:	0.0 feet			A d = elic	Auto m Truck		.000			
Observer Height (	(Above Pad):	5.0 feet							Grade Ad	i ratmant	
Pa	ad Elevation:	0.0 feet			неа	vy Truck	S: 8	.004	Grade Ad	justinent	. 0.0
Roa	ad Elevation:	0.0 feet		ĺ	Lane Eq	uivalen	t Distar	ice (in	feet)		
	Road Grade:	0.0%		ĺ		Auto	s: 54	.129			
	Left View:	-90.0 degre	ees		Mediu	m Truck	s: 53	.966			
	Right View:	90.0 degr	ees		Hea	vy Truck	s: 53	.982			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fres	nel	Barrier Att	en Bei	rm Atten
Autos:	70.20	0.9	3	-0.6	62	-1.20		-4.69	0.0	000	0.000
Medium Trucks:	81.00	-7.8	2	-0.6	60	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-6.3	3	-0.6	60	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise	e Levels (with	out Topo and	l barri	er atte	nuation)						
VehicleType	Leq Peak Hou	ır Leq Da	ay .	Leq E	vening	Leq	Night		Ldn		NEL
Autos:	69		68.6		66.0		64.		71.4		71.7
Medium Trucks:	71		71.0		66.3		65.	-	73.0	-	73.3
Heavy Trucks: Vehicle Noise:		1.7	76.3 78.0		73.5 74.9		72. 74		79.8 81.1		80.1 81.4
					74.9		74.	.0	81.	l	81.4
Centerline Distant	ce to Noise Co	ontour (in fee	t)	70	dBA	65	dBA	т.	0 dBA	55	dBA
			Ldn:	70	325	65	70i		1,509		3,250
		,	CNEL:		339		73		1,509		3,230
		,	NVLL.		339		13	J	1,573		5,300

	FH\	WA-RD-77-108	HIGH	IWAY ∣	NOISE PI	REDICTI	ON MO	DDEL			
Road Nam	io: HYP (2040 e: Rubidoux E nt: s/o 26th St.	ί.				.,		Rubide 12722	oux Wareh	ouse N	oi
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (	Hard :	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	39,269 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak H	our Volume:	2,749 vehicle	s		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	50 mph		ŀ	Vehicle	Miv					
Near/Far La	ne Distance:	48 feet		l		icleType		Day	Evening	Night	Daily
Site Data							utos:	71.3%		18.99	
Par	rier Height:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.29	% 10.18%
Barrier Type (0-W		0.0 1661				Heavy Tr	ucks:	68.2%	9.0%	22.89	% 14.19%
Centerline Di:		59.0 feet		-							
Centerline Dist	to Observer:	59.0 feet		ŀ	Noise S			- '	eet)		
Barrier Distance	to Observer:	0.0 feet				Autos		.000			
Observer Height (		5.0 feet				m Trucks	-	2.297	0	r 4	-4. 0.0
• ,	ad Elevation:	0.0 feet			Heav	y Trucks	. 8	1.004	Grade Ad	justmei	nt: 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distar	nce (in	feet)		
	Road Grade:	0.0%				Autos	: 54	1.129			
	Left View:	-90.0 degree	es		Mediu	m Trucks	: 53	3.966			
	Right View:	90.0 degree	es		Heav	y Trucks	: 53	3.982			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en B	erm Atten
Autos:	70.20	0.88		-0.6	32	-1.20		-4.69	0.0	000	0.000
Medium Trucks:	81.00	-7.83		-0.6	30	-1.20		-4.88	0.0	000	0.000
Heavy Trucks:	85.38	-6.38		-0.6	30	-1.20		-5.35	0.0	000	0.000
Inmitigated Noise											
VehicleType	Leq Peak Hou			Leq E	vening	Leq I	_		Ldn		CNEL
Autos:	69		68.6		66.0		64		71.	-	71.7
Medium Trucks:			71.0		66.3		65		73.	-	73.3
Heavy Trucks: Vehicle Noise:			76.3 77.9		73.5 74.9		72 74		79.1 81.		80.1 81.4
Centerline Distanc	e to Noise Co	ontour (in feet	)								
		(111 1001)	_	70	dBA	65 0	ΙΒΑ		60 dBA	5	i5 dBA
			Ldn:		324		69	9	1,505	;	3,243
		C						8	1,569		3,381

	FHV	/A-RD-77-108	HIGH	WAY	NOISE P	REDICT	ION MO	DEL			
	rio: HYP (2040) ne: Rubidoux B				•		Name: lumber:		oux Wareho	ouse Noi	
Road Segme	ent: s/o 34th St.										
SITE	SPECIFIC IN	PUT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard =	10, Sc	oft = 15)		
Average Daily	Traffic (Adt):	33,936 vehicle	es					Autos:	15		
Peak Hou	r Percentage:	7.00%			Me	dium Tr	ucks (2 A	Axles):	15		
Peak I	Hour Volume:	2,376 vehicles	3		He	avy Truc	cks (3+ A	Axles):	15		
Ve	ehicle Speed:	50 mph			Vehicle	Mix					
Near/Far La	ane Distance:	48 feet		İ		icleType		Day	Evening	Night	Daily
Site Data								71.3%	-		75.819
Ra	rrier Height:	0.0 feet			М	edium Ti	rucks:	77.3%	6.5%	16.2%	10.109
Barrier Type (0-V	•	0.0			-	Heavy Ti	rucks:	68.2%	9.0%	22.8%	14.099
Centerline D	ist. to Barrier:	59.0 feet		İ	Noise S	ource El	evation	s (in f	eet)		
Centerline Dist.	to Observer:	59.0 feet		İ		Auto	s: 0.	000			
Barrier Distance	to Observer:	0.0 feet			Mediu	m Truck		297			
Observer Height	. ,	5.0 feet			Heav	y Truck		004	Grade Adj	ustment	0.0
	Pad Elevation:	0.0 feet		ļ		•					
	ad Elevation:	0.0 feet		ļ	Lane Eq				feet)		
	Road Grade:	0.0%				Auto	- 0	129			
	Left View:	-90.0 degree				m Truck		966			
	Right View:	90.0 degree	es		Hear	y Truck	s: 53.	982			
FHWA Noise Mod					,	1					
VehicleType	REMEL	Traffic Flow	Dis	tance		Road	Fresn		Barrier Att		m Atten
Autos:		0.26		-0.6		-1.20		-4.69	0.0		0.00
Medium Trucks:		-8.49		-0.6		-1.20		-4.88	0.0		0.00
Heavy Trucks:		-7.05		-0.6		-1.20		-5.35	0.0	000	0.00
Unmitigated Nois VehicleType	Leg Peak Hou				vening	100	Night	1	Ldn		VFL.
Autos			67.9	LUYL	65.3		63.4		70.7	-	71.
Medium Trucks:			70.3		65.6		64.8		72.4		72.
Heavy Trucks:			75.6		72.9		72.1		79.1		79.
Vehicle Noise:			77.3		74.2		73.3		80.4		80.
Centerline Distan	ce to Noise Co	ntour (in feet)	)								
				70	dBA	65	dBA	(	60 dBA	55	dBA
			Ldn:		293		631		1,360		2,930
			VEL:		305		658		1,418		3.055

Tuesday, October 6, 2020

F	HWA-RD-77	7-108 HIGI	I YAWH	NOISE P	REDICTION	ON MO	DDEL			
Scenario: HYP (204 Road Name: Market S Road Segment: n/o River	t.				Project i Job Nu			oux Wareh	ouse Noi	i
SITE SPECIFIC	INPUT DA	TA						L INPUT	S	
Highway Data				Site Con	ditions (	Hard:	= 10, S	oft = 15)		
Average Daily Traffic (Adt):	36,056 v	ehicles					Autos	15		
Peak Hour Percentage:	7.00%			Me	dium Tru	cks (2	Axles).	15		
Peak Hour Volume:	2,524 ve	hicles		He	avy Truc	ks (3+	Axles).	15		
Vehicle Speed:	45 m	ph	-	Vehicle	Miv					
Near/Far Lane Distance:	48 fe	et	-		icleType	I	Dav	Evening	Night	Dailv
Site Data						utos:	71.3%		18.9%	75.74%
Barrier Height:	0.0 f	oot		М	edium Tri	ucks:	77.3%	6.5%	16.2%	10.13%
Barrier Type (0-Wall, 1-Berm):		001			Heavy Tri	ucks:	68.2%	9.0%	22.8%	14.13%
Centerline Dist. to Barrier.	59.0 fe	eet	-	Noise S	ource Ele	vatio	ne (in f	oot)		
Centerline Dist. to Observer.	59.0 fe	eet	-	110/36 00	Autos		000	ccij		
Barrier Distance to Observer.	0.0 fe	eet		Mediu	m Trucks		297			
Observer Height (Above Pad).	5.0 fe	eet			vy Trucks		.004	Grade Ad	liustment	. 0 0
Pad Elevation:	0.0 fe	eet							juotimom	. 0.0
Road Elevation:	0.0 fe	eet	L	Lane Eq	uivalent	Distar	ice (in	feet)		
Road Grade:	0.0%				Autos	: 54	.129			
Left View:	-90.0 d	legrees			m Trucks		.966			
Right View:	90.0 d	legrees		Hear	y Trucks	: 53	1.982			
FHWA Noise Model Calculation	ns									
VehicleType REMEL	Traffic F	low Di	stance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos: 68.4	6	0.98	-0.6	i2	-1.20		-4.69	0.0	000	0.000
Medium Trucks: 79.4	·5 ·	-7.76	-0.6	0	-1.20		-4.88	0.0	000	0.000
Heavy Trucks: 84.2	.5	-6.32	-0.6	0	-1.20		-5.35	0.0	000	0.000
Unmitigated Noise Levels (wi	thout Topo	and barri	er atter	uation)						
VehicleType Leq Peak H	our Le	q Day	Leq E	vening	Leq N	light		Ldn		NEL
Autos:	67.6	66.9		64.3		62	.4	69.7	7	70.0
	69.9	69.5		64.8		64	-	71.	-	71.8
	76.1	75.2		72.5		71		78.		79.0
Vehicle Noise:	77.5	76.7		73.7		72	.8	79.9	9	80.2
Centerline Distance to Noise	Contour (in	feet)								
			70	dBA	65 a			60 dBA		dBA
		Ldn:		271		58		1,256		2,706
		CNEL:		282		60	В	1,309	)	2,820

Tuesday, October 6, 2020

	EUV	VA-RD-77-108	LIIC.		NOISE D	PEDIC	ION MO	DEL				
			пів	пичат	NUISE P							
	io: HYP (2040)	1				.,			oux Wareh	ouse	Noi	
	ne: Market St.	D D				JOD I	Number:	12/22	!			
	nt: s/o SR-60 E											
	SPECIFIC IN	PUT DATA			0				L INPUT	S		
Highway Data					Site Coi	naitions	(Hara :		oft = 15)			
Average Daily	. ,	41,204 vehicle	es					Autos				
	Percentage:	7.00%					rucks (2					
Peak F	lour Volume:	2,884 vehicles	s		He	eavy Tru	icks (3+	Axles)	: 15			
Ve	hicle Speed:	45 mph			Vehicle	Mix						
Near/Far La	ne Distance:	65 feet				nicleTyp	е	Day	Evening	Nigh	t	Daily
Site Data							Autos:	71.39	6 9.8%	18.9	9%	75.80%
Ba	rrier Height:	0.0 feet			M	ledium 1	rucks:	77.39	6.5%	16.2	2%	10.10%
Barrier Type (0-W	•	0.0				Heavy 1	rucks:	68.29	6 9.0%	22.	3%	14.09%
Centerline Di		50.0 feet			Noise S	ourco E	lovation	ac (in t	inat)			
Centerline Dist.	to Observer:	50.0 feet			Noise 3				eet)			
Barrier Distance	to Observer:	0.0 feet				Auto		.000				
Observer Height	(Above Pad):	5.0 feet				ım Truci		.297	0	r 4		
P	ad Elevation:	0.0 feet			Hea	vy Truci	KS: 8	.004	Grade Ad	justm	ent:	0.0
Ro	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distar	ice (in	feet)			
	Road Grade:	0.0%				Auto	os: 38	.324				
	Left View:	-90.0 degree	es		Mediu	ım Truci	ks: 38	.093				
	Right View:	90.0 degree			Hea	vy Truci	ks: 38	.115				
FHWA Noise Mod	el Calculations	;										
VehicleType	REMEL	Traffic Flow	Di	istance	Finite	Road	Fres	nel	Barrier Att	en l	3erm	Atten
Autos:	68.46	1.56		1.	63	-1.20		-4.65	0.0	000		0.000
Medium Trucks:	79.45	-7.19		1.	67	-1.20		-4.87	0.0	000		0.000
Heavy Trucks:	84.25	-5.75		1.	66	-1.20		-5.43	0.0	000		0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	ier atte	nuation)							
VehicleType	Leq Peak Hou	r Leq Day	/	Leq I	Evening	Leg	Night		Ldn		CN	EL
Autos:	70	.4	69.7		67.1		65.	.2	72.	5		72.8
Medium Trucks:	72	.7	72.4		67.6	6	66.	.8	74.	4		74.6
Heavy Trucks:	79	.0	78.1		75.3	3	74.	.6	81.	6		81.8
Vehicle Noise:	80	.4	79.6		76.5	5	75.	.7	82.	В		83.0
Centerline Distant	ce to Noise Co	ntour (in feet,	)									
				70	dBA	65	dBA		60 dBA		55 d	BA
			Ldn:		354		76	3	1,645	5		3,544
		CI	NEL:		369		79	6	1,715	5		3,694

	FH	WA-RD-77-108	HIG	HWAY I	NOISE PI	KEDICIII	OM MC	DEL			
	io: HYP (2040								oux Wareho	use No	i
	e: Riverside A					Job Nu	ımber:	12722			
Road Segme	nt: n/o Agua N	lansa Rd.									
	SPECIFIC IN	IPUT DATA							L INPUTS	}	
Highway Data					Site Con	ditions (	Hard =	: 10, S	oft = 15)		
Average Daily	Traffic (Adt):	54,138 vehicl	les					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tru	cks (2	Axles):	15		
Peak H	lour Volume:	3,790 vehicle	es		He	avy Truc	ks (3+	Axles):	15		
Ve	hicle Speed:	55 mph		-	Vehicle I	Miv					
Near/Far La	ne Distance:	48 feet		ŀ		icleTvpe		Dav	Evening	Night	Daily
Site Data						,, .	utos:	71.3%	-	18.9%	
Po	rrier Heiaht:	0.0 feet			М	edium Tr	ucks:	77.3%	6.5%	16.2%	10.12%
Barrier Type (0-W		0.0 leet			F	Heavy Tr	ucks:	68.2%	9.0%	22.8%	14.12%
Centerline Di	. ,	52.0 feet									
Centerline Dist		52.0 feet			Noise Sc				eet)		
Barrier Distance		0.0 feet				Autos		.000			
Observer Height		5.0 feet				m Trucks		.297			
	ad Elevation:	0.0 feet			Heav	ry Trucks	: 8	.004	Grade Adj	ustmen	t: 0.0
	ad Elevation:	0.0 feet		t	Lane Eq	uivalent	Distan	ce (in	feet)		
	Road Grade:	0.0%		-		Autos		.400	,		
	Left View:	-90.0 degre	200		Mediu	m Trucks		.209			
	Right View:	90.0 degre				y Trucks		.228			
	rugin rion.	oo.o dogio				,					
FHWA Noise Mod											
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Atte		rm Atten
Autos:	71.78	1.87		0.3	-	-1.20		-4.66	0.0		0.000
Medium Trucks:	82.40	-6.87		0.4		-1.20		-4.87	0.0		0.000
Heavy Trucks:	86.40	-5.43		0.4	1	-1.20		-5.41	0.0	00	0.000
Unmitigated Noise	e Levels (with	out Topo and	barri	ier atter	nuation)						
VehicleType	Leq Peak Hou	ır Leq Da	y	Leq E	vening	Leq I	Vight		Ldn	С	NEL
Autos:	72	2.8	72.1		69.5		67.	6	74.9		75.2
Medium Trucks:	74	.7	74.4		69.6		68.	9	76.4		76.6
Heavy Trucks:	80		79.3		76.5		75.	-	82.8		83.0
Vehicle Noise:	81	.9	81.1		78.0		77.	1	84.2		84.5
Centerline Distanc	ce to Noise Co	ontour (in feet	t)								
				70	dBA	65 c	IBA .		60 dBA	55	dBA
			Ldn:		461		993	)	2.140		4.610
			Lan:		461		99.	)	2,140		7,010

	o: HYP (2040) e: Agua Mansa	Dd					Name:		ux Wareh	ouse Noi	
	e. Agua Market S nt: n/o Market S					JOD N	umber.	12/22			
	SPECIFIC IN	UT DATA							L INPUT	S	
Highway Data					Site Con	ditions	(Hard :	= 10, Sc	oft = 15)		
Average Daily	Traffic (Adt): 2	27,589 vehicle	es					Autos:	15		
Peak Hour	Percentage:	7.00%			Me	dium Tr	ucks (2	Axles):	15		
Peak H	our Volume:	1,931 vehicles	S		He	avy Tru	cks (3+	Axles):	15		
Ve	hicle Speed:	45 mph		,	Vehicle	Miv					
Near/Far La	ne Distance:	36 feet		ľ		icleType	:	Dav	Evening	Night	Dailv
Site Data							Autos:	71.3%	-		75.819
Par	rier Height:	0.0 feet			М	edium T	rucks:	77.3%	6.5%	16.2%	10.10%
Barrier Type (0-W	•	0.0			-	Heavy T	rucks:	68.2%	9.0%	22.8%	14.09%
Centerline Dis		50.0 feet		-	Noise S	ouroe E	lovetio	an (in fe	na#1		
Centerline Dist.	to Observer:	50.0 feet		Ľ	voise 3			- 1	ei)		
Barrier Distance	to Observer:	0.0 feet				Auto		.000			
Observer Height (	Above Pad):	5.0 feet				m Truck		.297	0	4 4	
Pa	ad Elevation:	0.0 feet			Heal	y Truck	s: 8	.004	Grade Ad	justment	0.0
Roa	ad Elevation:	0.0 feet		1	Lane Eq	uivalen	t Distar	ice (in i	feet)		
1	Road Grade:	0.0%				Auto	s: 46	.915			
	Left View:	-90.0 degree	es		Mediu	m Truck	s: 46	.726			
	Right View:	90.0 degree	es		Heav	y Truck	s: 46	5.744			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fres	nel	Barrier Att	en Ber	m Atten
Autos:	68.46	-0.18		0.3	1	-1.20		-4.65	0.0	000	0.00
Medium Trucks:	79.45	-8.94		0.3	4	-1.20		-4.87	0.0	000	0.00
Heavy Trucks:	84.25	-7.49		0.3	4	-1.20		-5.43	0.0	000	0.00
Unmitigated Noise	Levels (witho	ut Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hour	Leq Day	,	Leq E	vening	Leq	Night		Ldn	C	NEL
Autos:	67.4	-	66.7		64.1		62	_	69.	-	69.
Medium Trucks:	69.7	7	69.3		64.6		63	.8	71.3	3	71.
Heavy Trucks:	75.9		75.0		72.2		71.		78.		78.
Vehicle Noise:	77.3	3	76.5		73.4		72	.6	79.	7	80.
Centerline Distanc	e to Noise Cor	ntour (in feet)	)			r					
			L	70 c	dBA	65	dBA		0 dBA		dBA
			Ldn:		221		47	ii .	1.026		2.211
			VEL:		231		49		1.070		2.305

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	WAY I	NOISE PF	REDICTION	ON M	ODEL			
Scena	rio: HYP (2040	)				Project I	Vame	: Rubido	oux Wareh	ouse No	i
Road Nar	ne: Slover Av.					Job Nu	mbei	: 12722			
Road Segme	nt: w/o Cedar	Ave.									
	SPECIFIC IN	IPUT DATA			04- 0				L INPUT	S	
Highway Data					Site Con	aitions (	Hara				
Average Daily	. ,	23,779 vehicle	es					Autos:			
	Percentage:	7.00%				dium Tru		,			
	lour Volume:	1,665 vehicles	3		He	avy Truci	ks (3+	· Axles):	15		
V	ehicle Speed:	50 mph		f	Vehicle I	Mix					
Near/Far La	ane Distance:	48 feet		ŀ		cleType		Day	Evening	Night	Daily
Site Data						A	utos:	71.3%	9.8%	18.9%	75.82%
Rs	rrier Height:	0.0 feet			Me	edium Tru	ıcks:	77.3%	6.5%	16.2%	10.10%
Barrier Type (0-V		0.0			F	leavy Tru	ıcks:	68.2%	9.0%	22.8%	14.08%
Centerline D	ist. to Barrier:	52.0 feet		ŀ	Noise So	urce Fle	vatio	ns (in f	oet)		
Centerline Dist.	to Observer:	52.0 feet		F		Autos		0.000	,		
Barrier Distance	to Observer:	0.0 feet			Mediu	n Trucks		2.297			
Observer Height	(Above Pad):	5.0 feet				y Trucks		B.004	Grade Ad	liustment	t· 0.0
	ad Elevation:	0.0 feet								,	
Ro	ad Elevation:	0.0 feet			Lane Equ				feet)		
	Road Grade:	0.0%				Autos		6.400			
	Left View:	-90.0 degree	es			n Trucks		6.209			
	Right View:	90.0 degree	es		Heav	y Trucks	: 4	6.228			
FHWA Noise Mod	lel Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite		Fre		Barrier Att		rm Atten
Autos.				0.3	-	-1.20		-4.66		000	0.000
Medium Trucks.				0.4		-1.20		-4.87		000	0.000
Heavy Trucks.	85.38	-8.60		0.4	1	-1.20		-5.41	0.	000	0.000
Unmitigated Nois											
VehicleType	Leq Peak Hou			Leq E	vening	Leq N	-		Ldn		NEL
Autos.			67.4		64.8			2.9	70.	_	70.5
Medium Trucks.			69.8		65.1		-	1.3	71.	-	72.1
Heavy Trucks.			75.1		72.3			1.6	78.		78.9
Vehicle Noise	77	7.5	76.7		73.7		72	2.8	79.	9	80.2
Centerline Distan	ce to Noise Co	ontour (in feet)								,	
			L	70	dBA	65 d			60 dBA		dBA
			Ldn:		238		51	-	1,104		2,379
		CI	VEL:		248		53	34	1,151		2,480

Tuesday, October 6, 2020 Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	1 YAW	NOISE PE	REDICTI	ON MOI	DEL			
Road Nam	io: HYP (2040 e: Slover Av. nt: e/o Cedar	•					Name: I umber:		ux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	ditions (					
Average Daily		17,769 vehicl	es					Autos:	15		
	Percentage:	7.00%				dium Tru			15		
	our Volume:	1,244 vehicle	S		He	avy Truc	ks (3+ A	xles):	15		
Ve	hicle Speed:	50 mph		f	Vehicle I	Mix					
Near/Far La	ne Distance:	48 feet		F	Vehi	icleType		Day	Evening	Night	Daily
Site Data						Α	utos:	71.3%	9.8%	18.9%	75.81%
Rai	rier Heiaht:	0.0 feet			Me	edium Tr	ucks:	77.3%	6.5%	16.2%	10.10%
Barrier Type (0-W		0.0			F	leavy Tr	ucks:	68.2%	9.0%	22.8%	14.09%
Centerline Dis		52.0 feet		F	Noise Sc	urce Fl	ovation	i (in fa	of)		
Centerline Dist.	to Observer:	52.0 feet		H.	WOISE SC	Autos		000	ei)		
Barrier Distance	to Observer:	0.0 feet			Madiu	n Trucks		97			
Observer Height (	Above Pad):	5.0 feet						004	Grade Ad	i i atman	
Pa	ad Elevation:	0.0 feet			Heav	y Trucks	: 8.0	JU4	Grade Adj	usunen	. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distanc	e (in t	feet)		
1	Road Grade:	0.0%				Autos	: 46.4	100			
	Left View:	-90.0 degre	es		Mediui	n Trucks	: 46.	209			
	Right View:	90.0 degre	es		Heav	y Trucks	: 46.	228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten
Autos:	70.20	-2.55		0.3	8	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	81.00	-11.30		0.4	1	-1.20		-4.87	0.0	000	0.000
Heavy Trucks:	85.38	-9.86		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	er atten	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq I	Vight		Ldn	С	NEL
Autos:	66	3.8	66.1		63.5		61.6		68.9	9	69.2
Medium Trucks:	68	3.9	68.5		63.8		63.0		70.6	3	70.8
Heavy Trucks:		1.7	73.8		71.1		70.3		77.3		77.6
Vehicle Noise:	76	3.3	75.5		72.4		71.5		78.6	3	78.9
Centerline Distance	e to Noise Co	ontour (in feet	)								
			$\neg$	70	dBA	65 c	IBA	6	i0 dBA	55	dBA
			Ldn:		196		422		909		1,959
		С	NEL:		204		440		948		2,042

	FH\	WA-RD-77-108	HIG	A YAWH	IOISE P	REDICT	ION M	ODEL			
	o: HYP (2040 e: Santa Ana tt: w/o Cedar	Ave.						: Rubid : 12722	oux Wareh	ouse N	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Cor	nditions	(Hard	= 10, S	oft = 15)		
Average Daily	Traffic (Adt):	11,133 vehicl	es					Autos	15		
Peak Hour I	Percentage:	7.00%			Me	edium Tr	ucks (2	Axles)	: 15		
Peak He	our Volume:	779 vehicle	es.		He	eavy Tru	cks (3+	- Axles)	15		
Vel	hicle Speed:	40 mph		Η,	Vehicle	Miv					
Near/Far Lar	ne Distance:	36 feet		ľ		icleType	,	Day	Evening	Night	Daily
Site Data							Autos:	71.39	6 9.8%	18.99	6 75.85%
Bar	rier Height:	0.0 feet			М	ledium T	rucks:	77.39	6.5%	16.29	6 10.09%
Barrier Type (0-Wa		0.0				Heavy T	rucks:	68.29	6 9.0%	22.89	6 14.07%
Centerline Dis	t. to Barrier:	44.0 feet		- 1	Voice S	ource E	lovatio	ne (in f	oot)		
Centerline Dist. t	o Observer:	44.0 feet		– F	10/36 0	Auto		0.000	001)		
Barrier Distance t	to Observer:	0.0 feet			Mediu	m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck		3.004	Grade Ad	iustmer	t. 0 0
Pa	d Elevation:	0.0 feet				•				juoumon	0.0
Roa	d Elevation:	0.0 feet		1	Lane Eq	uivalen	t Dista	nce (in	feet)		
F	Road Grade:	0.0%				Auto		0.460			
	Left View:	-90.0 degre	es			m Truck		0.241			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 4	0.262			
FHWA Noise Mode	l Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fre	snel	Barrier Att	en Be	erm Atten
Autos:	66.51	-3.61		1.2	В	-1.20		-4.61	0.0	000	0.00
Medium Trucks:	77.72	-12.37		1.3		-1.20		-4.87		000	0.00
Heavy Trucks:	82.99	-10.93		1.3	1	-1.20		-5.50	0.0	000	0.00
Unmitigated Noise	Levels (with	out Topo and	barri	er atten	uation)						
.,	Leq Peak Hou			Leq E			Night		Ldn		CNEL
Autos:	63		62.3		59.7			.8	65.		65.4
Medium Trucks:	65		65.1		60.4			9.6	67.		67.
Heavy Trucks:	72		71.3		68.5			'.8	74.	-	75.
Vehicle Noise:	73	1.4	72.6		69.6	i	68	3.7	75.	В	76.
Centerline Distanc	e to Noise Co	ontour (in feet	)	70 0	ND A	65	dBA		60 dBA	-	5 dBA
			Ldn:	/00	108	05	ав <i>А</i> 23		500 aBA		1.078
		_	NEL:		112		24	_	500		1,123
		C	, v.L.		112		24		321		1,120

Average Daily Traffic (Adt): 8,941 vehicles Peak Hour Percentage: 7,00% Medium Trucks (2 Axles): Peak Hour Volume: 626 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet  Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44,0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 44.0 feet Descript Height (Above Part): 5 feet  Autos: 0,000 Medium Trucks: 2,297	NPUTS = 15) 15 15 15 15 9.8% 6.5% 9.0%	Night 18.9% 16.2%	Daily 75.819 10.109 14.099
Road Segment: elo Cedar Ave.  SITE SPECIFIC INPUT DATA  Site Conditions (Hard = 10, Sort = Autos: Peak Hour Volume: 626 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet  Barrier Type (O-Wall, 1-Berm): 0.0 feet Barrier Type (O-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Dserver: 44.0 feet Barrier Distance to Observer: 0.0 feet Medium Trucks: 0.000 Medium Truc	= 15) 15 15 15 15 9.8% 6.5% 9.0%	Night 18.9% 16.2%	75.819 10.109
SITE SPECIFIC INPUT DATA  Average Daily Traffic (Adt): 8,941 vehicles Peak Hour Percentage: 7.00% Peak Hour Volume: 626 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet  Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Barrier Distance to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet  MOISE MODEL II Site Conditions (Hard = 10, Soft =  Medium Trucks: (3+ Axles): 44.0 feet Medium Trucks: 77.3% Medium Trucks: 68.2%  Noise Source Elevations (in feet) Medium Trucks: 2.297  Medium Trucks: 2.297  Medium Trucks: 68.2%  Noise Source Elevations (in feet) Medium Trucks: 2.297  Medium Trucks: 2	= 15) 15 15 15 15 9.8% 6.5% 9.0%	Night 18.9% 16.2%	75.819 10.109
All Site Conditions (Hard = 10, Soft = Autos: Peak Hour Volume: 626 vehicles   Heavy Trucks (2 Axles): Heavy Trucks (3 Axles): Wehicle Speed: 40 mph   Vehicle Type   Day   Evh	= 15) 15 15 15 15 9.8% 6.5% 9.0%	Night 18.9% 16.2%	75.819 10.109
Average Daily Traffic (Adt): 8,941 vehicles Peak Hour Percentage: 7,00% Medium Trucks (2 Axles): Peak Hour Volume: 626 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet  Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Barrier Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet  Autos: Autos: Autos: Wehicle Mix Vehicle Mix Vehicle Mix Vehicle Mix Vehicle Type Day Eventies Trucks: 77.3% Heavy Trucks: 68.2%  Noise Source Elevations (in feet) Medium Trucks: 2.297 Medium Trucks: 2.297 Heavy Trucks: 8.3,004 Gre	15 15 15 15 9.8% 6.5% 9.0%	18.9% 16.2%	75.819 10.109
Peak Hour Percentage: 7.00% Peak Hour Volume: 626 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet  Site Data  Barrier Height: 0.0 feet Barrier Type (0-Wail, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet  Medium Trucks: 71.3% Medium Trucks: 77.3% Medium Trucks: 68.2%  Noise Source Elevations (in feet) Autos: 0.000 Medium Trucks: 2.297 Medium Trucks: 80.04 Gre	rening 9.8% 6.5% 9.0%	18.9% 16.2%	75.819 10.109
Peak Hour Volume: 626 vehicles Vehicle Speed: 40 mph Near/Far Lane Distance: 36 feet  Site Data  Barrier Height: 0.0 feet Barrier Type (0-Wall, 1-Berm): 0.0 Centerline Dist. to Barrier: 44.0 feet Centerline Dist. to Observer: 0.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet  Heavy Trucks: (3+ Axles):  Vehicle Mix Vehicle Type Day Evenics: 77.3%  Medium Trucks: 77.3% Heavy Trucks: 68.2%  Noise Source Elevations (in feet)  Medium Trucks: 2.297 Heavy Trucks: 3.004 Greet	rening 9.8% 6.5% 9.0%	18.9% 16.2%	75.819 10.109
Vehicle Speed:	9.8% 6.5% 9.0%	18.9% 16.2%	75.819 10.109
Near/Far Lane Distance: 36 feet   Venicle MIX   Vehicle Type   Day   Ev.	9.8% 6.5% 9.0%	18.9% 16.2%	75.819 10.109
Near/Far Lane Distance: 36 feet VehicleType Day Ev.  Site Data  Barrier Height: 0.0 feet Medium Trucks: 77.3%  Heavy Trucks: 68.2%  Noise Source Elevations (in feet)  Autos: 0.000  Noise Source Elevations (in feet)  Autos: 0.000  Medium Trucks: 2.297  Medium Trucks: 3.004  Noise Source Elevations (in feet)  Medium Trucks: 2.297  Medium Trucks: 3.004  Free Noise Source Elevations (in feet)  Medium Trucks: 3.004  Medium Trucks: 3.004  Medium Trucks: 3.004  Medium Trucks: 3.004  Medium Trucks: 3.004  Medium Trucks: 3.004  Medium Trucks: 3.004  Medium Trucks: 3.004	9.8% 6.5% 9.0%	18.9% 16.2%	75.819 10.109
Barrier Height: 0.0 feet   Medium Trucks: 77.3%	6.5% 9.0%	16.2%	10.109
Barrier Trype (C-Wall, 1-Berm): 0.0   Heavy Trucks: 68.2%	9.0%		
Barrier Type (0-Wall, 1-Berm): 0.0   Heavy Trucks: 68.2%		22.8%	14.09%
Centerline Dist. to Observer: 44.0 feet Barrier Distance to Observer: 0.0 feet Observer Height (Above Pad): 5.0 feet  Medium Trucks: 2.297 Heavy Trucks: 8.004 Gre			
Centerline Dist. to Observer:         44.0 feet         Autos:         0.000           Barrier Distance to Observer:         0.0 feet         Medium Trucks:         2.297           Observer Height (Above Pad):         5.0 feet         Heavy Trucks:         8.004         Gre			
Barrier Distance to Observer: 0.0 feet Medium Trucks: 2.297 Observer Height (Above Pad): 5.0 feet Heavy Trucks: 8.004 Gre			
Observer Height (Above Pad): 5.0 feet Heavy Trucks: 8.004 Gra			
Pad Elevation: 0.0 feet	ada Adii	ustment:	
	aue Auji	asumem.	0.0
Road Elevation: 0.0 feet Lane Equivalent Distance (in feet)	)		
Road Grade: 0.0% Autos: 40.460			
Left View: -90.0 degrees Medium Trucks: 40.241			
Right View: 90.0 degrees Heavy Trucks: 40.262			
FHWA Noise Model Calculations			
VehicleType REMEL Traffic Flow Distance Finite Road Fresnel Ban	rier Atte	n Ber	m Atten
Autos: 66.51 -4.56 1.28 -1.20 -4.61	0.0	00	0.00
Medium Trucks: 77.72 -13.32 1.31 -1.20 -4.87	0.0	00	0.00
Heavy Trucks: 82.99 -11.87 1.31 -1.20 -5.50	0.0	00	0.00
Unmitigated Noise Levels (without Topo and barrier attenuation)			
VehicleType Leq Peak Hour Leq Day Leq Evening Leq Night Ldr		CI	VEL
Autos: 62.0 61.3 58.7 56.8	64.1		64.
Medium Trucks: 64.5 64.1 59.4 58.6	66.2		66.
Heavy Trucks: 71.2 70.3 67.6 66.8	73.8		74.
Vehicle Noise: 72.5 71.7 68.6 67.8	74.9		75.
Centerline Distance to Noise Contour (in feet)			· .
70 dBA 65 dBA 60 dl		55	dBA
Ldn: 93 201	433		932
CNEL: 97 209	451		97

Tuesday, October 6, 2020

	FH'	WA-RD-77	-108 HIGH	YAW	NOISE PI	REDICTIO	ом мо	DEL			
Road Na	ario: HYP (2040 ame: Jurupa Ave nent: w/o Cedar	e.				Project N Job Nu			oux Wareho	ouse N	oi
SITI	E SPECIFIC II	NPUT DA	TA			NC	DISE I	MODE	L INPUTS	3	
Highway Data					Site Con	ditions (F	lard =	10, S	oft = 15)		
Average Dail	y Traffic (Adt):	18,348 ve	ehicles					Autos:	15		
Peak Ho	ur Percentage:	7.00%			Me	dium Truc	ks (2 /	Axles):	15		
Peak	Hour Volume:	1,284 vel	hicles		He	avy Truck	s (3+ )	Axles).	15		
١	/ehicle Speed:	40 mp	h		Vehicle i	Miss					
Near/Far L	ane Distance:	48 fee	et	ŀ		icleType		Day	Evening	Night	Daily
Site Data					Ven		ıtos:	71.3%	-	18.99	
					M	edium Tru		77.3%			% 73.76 % % 10.11%
	arrier Height:	0.0 fe	et			Heavy Tru		68.2%			% 14.11%
Barrier Type (0-		0.0				icavy iia	CNO.	00.27	0 5.070	22.0	0 14.1170
	Dist. to Barrier:	52.0 fe			Noise So	ource Ele	vation	s (in f	eet)		
Barrier Distance		0.0 fe				Autos:	0.	000			
Observer Heigh		5.0 fe			Mediu	m Trucks:	2.	297			
-	Pad Elevation:	0.0 fe			Heav	y Trucks:	8.	004	Grade Adj	ustmer	nt: 0.0
	rau Elevation:	0.0 fe		-	Lane Eq	uivalent L	Distan	ce (in	feet)		
^	Road Grade:	0.0%	CL	ŀ		Autos:		400	,		
	Left View:	-90.0 de	agrage		Mediu	m Trucks:		209			
	Right View:	90.0 de	-			y Trucks:		228			
	rugik vion.	00.0 0	Jg. 000			,					
FHWA Noise Mo	del Calculation	s									
VehicleType	REMEL	Traffic FI		stance		Road	Fresr		Barrier Atte		erm Atten
Auto			1.44	0.3		-1.20		-4.66	0.0		0.000
Medium Truck			0.19	0.4		-1.20		-4.87	0.0		0.000
Heavy Truck	s: 82.99	-	8.74	0.4	11	-1.20		-5.41	0.0	100	0.000
Unmitigated Noi	se Levels (with	out Topo	and barri	er atter	nuation)						
VehicleType	Leq Peak Ho	ur Leq	Day	Leq E	vening	Leq N	ight		Ldn	(	CNEL
Auto	s: 64	1.3	63.5		60.9		59.0	)	66.3	ì	66.6
Medium Trucks	s: 66	3.7	66.4		61.6		60.8	3	68.4		68.6
Heavy Trucks	s:73	3.5	72.5		69.8		69.0	)	76.1		76.3
Vehicle Noise	e: 74	1.7	73.9		70.9		70.0	)	77.1		77.4
Centerline Dista	nce to Noise C	ontour (in	feet)								
				70	dBA	65 di	ВА		60 dBA	5	5 dBA
			Ldn:		155		334		720	•	1,550
			CNEL:		162		348		750		1,616

Tuesday, October 6, 2020

	FH\	WA-RD-77-108	HIGH	WAY I	NOISE PI	REDICTI	ON MOI	DEL			
	io: HYP (2040 e: Jurupa Ave nt: e/o Cedar	, ).					Name: I umber:		oux Wareh	ouse No	i
	SPECIFIC IN	IPUT DATA							L INPUT	S	
Highway Data					Site Con	aitions					
Average Daily		10,106 vehicl	es					Autos:			
	Percentage:	7.00%				dium Tru					
	our Volume:	707 vehicle	S		He	avy Truc	ks (3+ A	(xles	15		
	hicle Speed:	40 mph		Ī	Vehicle I	Иіх					
Near/Far La	ne Distance:	48 feet		Ī	Veh	icleType		Day	Evening	Night	Daily
Site Data						A	lutos:	71.3%	9.8%	18.9%	75.86%
Rai	rier Heiaht:	0.0 feet			Me	edium Tr	ucks:	77.3%	6.5%	16.2%	10.08%
Barrier Type (0-W		0.0			F	leavy Tr	ucks:	68.2%	9.0%	22.8%	14.06%
Centerline Dis		52.0 feet		F	Noise Sc	urco El	ovation	- (in f	not)		
Centerline Dist.	to Observer:	52.0 feet		F	NOISE SC	Autos		000	et)		
Barrier Distance	to Observer:	0.0 feet			Modiu	n Trucks		97			
Observer Height (	Above Pad):	5.0 feet						004	Grade Ad	i cotmon	
Pa	ad Elevation:	0.0 feet			Heav	y Trucks	s: 8.0	JU4	Grade Adj	usunem	. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Distanc	e (in i	feet)		
1	Road Grade:	0.0%				Autos	3: 46.4	400			
	Left View:	-90.0 degre	es		Mediu	n Trucks	3: 46.2	209			
	Right View:	90.0 degre	es		Heav	y Trucks	s: 46.2	228			
FHWA Noise Mode	el Calculation	s									
VehicleType	REMEL	Traffic Flow	Dis	tance	Finite	Road	Fresn	el	Barrier Att	en Be	rm Atten
Autos:	66.51	-4.03		0.3	8	-1.20		-4.66	0.0	000	0.000
Medium Trucks:	77.72			0.4		-1.20		-4.87		000	0.000
Heavy Trucks:	82.99	-11.35		0.4	1	-1.20		-5.41	0.0	000	0.000
Unmitigated Noise	Levels (with	out Topo and	barrie	r atter	uation)						
VehicleType	Leq Peak Hou	ur Leq Day	/	Leq E	vening	Leq i	Night		Ldn	С	NEL
Autos:	61		61.0		58.4		56.4		63.7		64.1
Medium Trucks:	64	l.1	63.8		59.0		58.2		65.8	3	66.0
Heavy Trucks:	70		69.9		67.2		66.4		73.4		73.7
Vehicle Noise:	72	2.1	71.3		68.3		67.4		74.5	5	74.8
Centerline Distance	e to Noise Co	ontour (in feet	)								
				70	dBA	65 (	dBA	6	60 dBA	55	dBA
			Ldn:		104		224		483		1,040
		С	NEL:		108		233		503		1,084

Road Nam						.,		Rubid 12722	oux Wareh	ouse No	i
	nt: w/o Cedar /										
SITE : Highway Data	SPECIFIC IN	PUT DATA			Site Cor	nditions			L INPUT	<u> </u>	
	T#- (A-W)	11.036 vehic			one con	ididolis	(iiaia	Autos			
Average Daily	. ,	7.00%	ies		140	edium Tri	iaka (2				
	Percentage: lour Volume:	7.00% 773 vehicle				eavy Truc	,				
			:5		110	avy IIu	,na (J+	Axies)	. 13		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	24 feet			Veh	icleType		Day	Evening	Night	Daily
Site Data						-	Autos:	71.39	6 9.8%	18.9%	75.80%
Bai	rrier Height:	0.0 feet		1	М	ledium Ti	ucks:	77.39	6.5%	16.2%	10.11%
Barrier Type (0-W		0.0				Heavy Ti	rucks:	68.29	6 9.0%	22.8%	14.09%
Centerline Dis	st. to Barrier:	25.0 feet		-	Maisa S	ource El	ovatio	ne (in f	inot)		
Centerline Dist.	to Observer:	25.0 feet		· · ·	WUISE SI	Auto:		0.000	eei)		
Barrier Distance	to Observer:	0.0 feet			Modiu	m Truck		2.297			
Observer Height (	Above Pad):	5.0 feet				vy Truck	-	3.004	Grade Ad	iuctman	t: 0.0
Pa	ad Elevation:	0.0 feet			пеа	vy IIuck	s. c	0.004	Graue Au	usunen	i. 0.0
Ros	ad Elevation:	0.0 feet			Lane Eq	uivalent	Dista	nce (in	feet)		
1	Road Grade:	0.0%				Auto	s: 22	2.494			
	Left View:	-90.0 degre	ees		Mediu	m Truck	s: 22	2.098			
	Right View:	90.0 degre	es		Hea	vy Truck	s: 22	2.136			
FHWA Noise Mode	el Calculations										
VehicleType	REMEL	Traffic Flow		stance		Road	Fres		Barrier Att		rm Atten
Autos:	68.46	-4.16		5.1		-1.20		-4.41		000	0.000
Medium Trucks:	79.45	-12.91		5.2	-	-1.20		-4.85		000	0.000
Heavy Trucks:	84.25	-11.47		5.2	-	-1.20		-5.94	0.0	000	0.000
Unmitigated Noise							N II I-4		Ldn		NEL
VehicleType Autos:	Leq Peak Hou		67.5	Leq E	vening 64.9		Night 63	_	Zan 70.3	_	NEL 70.6
Medium Trucks:	70	-	70.2		65.5		64		70.3		70.0
	70		75.9		73.1		72		79.4	-	79.7
Heavy Trucks: Vehicle Noise:	78		77.4		74.3		73		80.6		80.8
Centerline Distanc	ce to Noise Co	ntour (in fee	t)								
		(	,	70 0	dBA	65	dBA		60 dBA	58	dBA
			Ldn:		127		27	3	588		1,267
			NEL:		132		28		613		1,320

	FHW	A-RD-77-108	HIGH	YAWH	NOISE P	REDICT	ION MO	DEL			
Road Nam	io: HYP (2040) ne: Market St. nt: e/o Rubidou	k Bl.					Name: lumber:		oux Wareh	ouse No	i
	SPECIFIC INF	UT DATA			0				L INPUT	S	
Highway Data					Site Cor	nditions	•				
Average Daily	Traffic (Adt): 3	39,748 vehicle	es					Autos:	15		
	Percentage:	7.00%					ucks (2 )	,			
		2,782 vehicles	S		He	eavy Tru	cks (3+ )	Axles):	15		
	hicle Speed:	45 mph			Vehicle	Mix					
Near/Far La	ne Distance:	48 feet				icleType	•	Day	Evening	Night	Daily
Site Data							Autos:	71.3%	-		75.649
Ra	rrier Height:	0.0 feet			M	ledium T	rucks:	77.3%	6.5%	16.2%	10.179
Barrier Type (0-W	-	0.0				Heavy T	rucks:	68.2%	9.0%	22.8%	14.189
Centerline Di		59.0 feet			Noise S	ourco E	lovation	c (in f	not)		
Centerline Dist.	to Observer:	59.0 feet			Noise 3	Auto			ei)		
Barrier Distance	to Observer:	0.0 feet			14-45	Auto m Truck		000 297			
Observer Height (	(Above Pad):	5.0 feet							Grade Ad	i ratmani	
P	ad Elevation:	0.0 feet			неа	vy Truck	S: 8.	004	Grade Ad	justinent	. 0.0
Roa	ad Elevation:	0.0 feet			Lane Eq	uivalen	t Distan	ce (in i	feet)		
	Road Grade:	0.0%				Auto	s: 54.	129			
	Left View:	-90.0 degree	es		Mediu	ım Truck	s: 53.	966			
	Right View:	90.0 degree	es		Hea	vy Truck	s: 53.	982			
FHWA Noise Mod	el Calculations										
VehicleType	REMEL	Traffic Flow	Dis	stance	Finite	Road	Fresr	nel	Barrier Att	en Bei	m Atten
Autos:	68.46	1.39		-0.0	32	-1.20		-4.69	0.0	000	0.00
Medium Trucks:	79.45	-7.32		-0.6	60	-1.20		-4.88	0.0	000	0.00
Heavy Trucks:	84.25	-5.88		-0.0	60	-1.20		-5.35	0.0	000	0.00
Unmitigated Noise			barri	er atte	nuation)	,		,			
VehicleType	Leq Peak Hour			Leq E	vening	<del></del>	Night		Ldn		NEL
Autos:	68.0	-	67.3		64.7		62.8	-	70.		70.
Medium Trucks:	70.3		70.0		65.2		64.4		72.0	-	72.
Heavy Trucks: Vehicle Noise:			75.7 77.2		72.9 74.1		72.2		79.1 80.4		79. 80.
Centerline Distant					7-4.1		7 3.0		30		50.
Centernine Distant	LE IO NOISE COL	nour (iii ieet)		70	dBA	65	dBA	1 6	60 dBA	55	dBA
			Ldn:		289	1	624		1,343	1	2,894
		CI	VEL:		302		650		1,400	ı	3,017

Tuesday, October 6, 2020

	FH	WA-RD-77	-108 HIGH	I YAWI	NOISE PI	REDICTION	ом мо	DEL			
Road Na	ario: HYP (2040 me: Agua Mans ent: e/o Riversi	a Rd.				Project N Job Nu			oux Wareho	ouse Noi	
SITE	SPECIFIC IN	IPUT DA	TA						L INPUT	S	
Highway Data					Site Con	ditions (l	Hard =	10, Sc	oft = 15)		
Average Dail	y Traffic (Adt):	18,006 ve	hicles					Autos:	15		
Peak Hou	ır Percentage:	7.00%			Ме	dium Truc	cks (2 .	Axles):	15		
Peak	Hour Volume:	1,260 veh	nicles		He	avy Truck	(S (3+ )	Axles):	15		
ν	ehicle Speed:	45 mp	h	-	Vehicle i	Miv					
Near/Far L	ane Distance:	48 fee	t	-		icleType		Day	Evening	Night	Daily
Site Data							ıtos:	71.3%	-	18.9%	
P	arrier Height:	0.0 fe	ot		М	edium Tru	icks:	77.3%	6.5%	16.2%	10.11%
Barrier Type (0-		0.0	et		1	Heavy Tru	icks:	68.2%	9.0%	22.8%	14.10%
	Dist. to Barrier:	52.0 fe	et	-	M-1 0-	ource Ele		- /: #	41		
Centerline Dist	t. to Observer:	52.0 fe	et	ŀ	Noise Sc	Autos:		5 (IN 16 000	eet)		
Barrier Distance	e to Observer:	0.0 fe	et		Modiu	m Trucks:		297			
Observer Height	t (Above Pad):	5.0 fe	et			v Trucks:		004	Grade Adj	iustment	. 0.0
ı	Pad Elevation:	0.0 fe	et			,				usuncin.	0.0
R	oad Elevation:	0.0 fe	et		Lane Eq	uivalent l	Distan	ce (in	feet)		
	Road Grade:	0.0%				Autos:		400			
	Left View:	-90.0 de	egrees			m Trucks:		209			
	Right View:	90.0 de	egrees		Heav	y Trucks:	46.	228			
FHWA Noise Mod	del Calculation	s									
VehicleType	REMEL	Traffic Flo	ow Dis	stance	Finite	Road	Fresi	nel	Barrier Att	en Ber	m Atten
Autos			2.04	0.3		-1.20		-4.66		000	0.000
Medium Trucks			0.79	0.4		-1.20		-4.87		000	0.000
Heavy Trucks	84.25	-6	9.34	0.4	<b>1</b> 1	-1.20		-5.41	0.0	000	0.000
Unmitigated Nois			and barri								
VehicleType	Leq Peak Hot		Day	Leq E	vening	Leq N	•		Ldn		VEL
Autos		5.6	64.9		62.3		60.4		67.7		68.0
Medium Trucks			67.5		62.8		62.		69.5		69.8
Heavy Trucks Vehicle Noise		i.1 5.5	73.2		70.5 71.7		70.		76.7 77.9		77.0 78.2
					71.7		70.	,	11.8	7	10.2
Centerline Distar	nce to Noise Co	ontour (in	reet)	70	dBA	65 d	RA	,	60 dBA	55	dBA
			Ldn:	70	175	00 0	377		812		1.750
			CNEL:		182		393		847		1,825

Tuesday, October 6, 2020

# **APPENDIX 9.1:**

**CADNAA OPERATIONAL NOISE MODEL INPUTS** 



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#### 12722

**CadnaA Noise Prediction Model** 

12722\_07\_Unmitigated.cna

Date: 28.10.20 Analyst: B. Lawson

#### **Receiver Noise Levels**

Name	M.	ID		Level Lr		Lir	nit. Valu	ıe		Land	Use	Height		C	oordinates	
			Day	Night	CNEL	Day	Night	CNEL	Туре	Auto	Noise Type			Х	Υ	Z
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)
R1		R1	40.4	38.1	45.0	55.0	45.0	0.0				5.00	а	6213508.39	2316427.43	5.00
R2		R2	39.7	38.3	45.1	55.0	45.0	0.0				5.00	а	6215117.34	2315176.99	5.00
R3		R3	40.0	38.6	45.4	55.0	45.0	0.0				5.00	а	6214863.86	2314715.19	5.00
R4		R4	47.9	47.4	54.1	55.0	45.0	0.0				5.00	а	6214230.53	2314127.51	5.00
R5		R5	43.0	42.9	49.6	55.0	45.0	0.0				5.00	а	6213289.56	2313662.24	5.00
R6		R6	41.5	41.4	48.1	55.0	45.0	0.0				5.00	а	6213110.04	2313371.13	5.00

Point Source(s)

Name	M.	ID	R	esult. PW	L		Lw / L	i		Correction	1	Soun	d Reduction	Attenuation	Op	erating Ti	me	K0	Freq.	Direct.	Height	1 .	Coord
			Day	Evening	Night	Туре	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night					Х	T
			(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		(ft)	(ft)	
POINTSOURCE		AC01	88.9	88.9	88.9	Lw	88.9		0.0	0.0	0.0				585.00	0.00	252.00	0.0	500	(none)	5.00	g 6214072.62	2 231
POINTSOURCE		AC02	88.9	88.9	88.9	Lw	88.9		0.0	0.0	0.0				585.00	0.00	252.00	0.0	500	(none)	5.00	g 6214008.72	2 231
POINTSOURCE		AC03	88.9	88.9	88.9	Lw	88.9		0.0	0.0	0.0				585.00	0.00	252.00	0.0	500	(none)	5.00	g 6214306.46	5 231
POINTSOURCE		TRASH01	94.0	94.0	94.0	Lw	94		0.0	0.0	0.0				300.00	0.00	180.00	0.0	500	(none)	5.00	a 6212463.12	2 231
POINTSOURCE		TRASH02	94.0	94.0	94.0	Lw	94		0.0	0.0	0.0				300.00	0.00	180.00	0.0	500	(none)	5.00	a 6213183.61	1 231
POINTSOURCE		TRASH03	94.0	94.0	94.0	Lw	94		0.0	0.0	0.0				300.00	0.00	180.00	0.0	500	(none)	5.00	a 6214079.87	7 231
POINTSOURCE		TRASH04	94.0	94.0	94.0	Lw	94		0.0	0.0	0.0				300.00	0.00	180.00	0.0	500	(none)	5.00	a 6213533.00	0 231
POINTSOURCE		TRASH05	94.0	94.0	94.0	Lw	94		0.0	0.0	0.0				300.00	0.00	180.00	0.0	500	(none)	5.00	a 6214199.23	3 231

Line Source(s)

		. ,																						
Name	M.	ID	R	Result. PW	/L	R	esult. PW	L'		Lw / Li		(	Correction	1	Soun	d Reduction	Attenuation	Ор	erating Ti	me	КО	Freq.	Direct.	
			Day	Evening	Night	Day	Evening	Night	Туре	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		D
LINESOURCE		DWY_2	96.6	87.8	91.8	71.9	63.1	67.1	PWL-Pt	89.7		0.0	0.0	0.0							0.0	500	(none)	16
LINESOURCE		DWY_1	93.5	84.7	88.7	72.4	63.7	67.6	PWL-Pt	89.7		0.0	0.0	0.0							0.0	500	(none)	18
LINESOURCE		DWY_1&2	91.5	82.8	86.7	75.2	66.4	70.4	PWL-Pt	89.7		0.0	0.0	0.0							0.0	500	(none)	35
LINESOURCE		DWY_4	82.4	73.0	77.8	63.9	54.5	59.3	PWL-Pt	89.7		0.0	0.0	0.0							0.0	500	(none)	26

Area Source(s)

Name	M.	ID	R	esult. PW	/L	R	esult. PW	L"		Lw/L	i	(	Correction	n	Soun	d Reduction	Attenuation	Ор	erating Ti	me	K0	Freq.	Direct.	Г
			Day	Evening	Night	Day	Evening	Night	Туре	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Da
AREASOURCE		DOCK01	103.4	103.4	103.4	59.4	59.4	59.4	Lw	103.4		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		DOCK02	103.4	103.4	103.4	60.6	60.6	60.6	Lw	103.4		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		DOCK03	103.4	103.4	103.4	79.3	79.3	79.3	Lw	103.4		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		PARKING01	79.0	79.0	79.0	41.4	41.4	41.4	Lw	79		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		PARKING02	79.0	79.0	79.0	39.8	39.8	39.8	Lw	79		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		PARKING03	79.0	79.0	79.0	35.5	35.5	35.5	Lw	79		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		PARKING04	79.0	79.0	79.0	42.2	42.2	42.2	Lw	79		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		PARKING05	79.0	79.0	79.0	51.1	51.1	51.1	Lw	79		0.0	0.0	0.0							0.0	500	(none)	П
AREASOURCE		PARKING06	79.0	79.0	79.0	43.2	43.2	43.2	Lw	79		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		PARKING07	79.0	79.0	79.0	45.7	45.7	45.7	Lw	79		0.0	0.0	0.0							0.0	500	(none)	
AREASOURCE		PARKING08	79.0	79.0	79.0	43.1	43.1	43.1	Lw	79		0.0	0.0	0.0							0.0	500	(none)	

Barrier(s)

	·								_		$\neg$
Name	M.	ID	Abso	rption	Z-Ext.	Canti	lever	Н	lei	ght	
			left	right		horz.	vert.	Begin		End	
					(ft)	(ft)	(ft)	(ft)		(ft)	
BARRIERS		PLANNED						14.00	а		
BARRIERS		PLANNED						14.00	а		
BARRIERS		PLANNED						14.00	а		
BARRIERS		PLANNED						14.00	а		
BARRIERS		PLANNED						14.00	а		
BARRIERS		PLANNED						14.00	а		
E_BARRIERS		EXISTING						6.00	а		

## Building(s)

Name	M.	ID	RB	Residents	Absorption	Height
						Begin
						(ft)
BUILDING		BLDG_1	х	0		44.00 a
BUILDING		BLDG 2	х	0		38.00 a

Urban Crossroads, Inc.

# **APPENDIX 10.1:**

**CADNAA CONSTRUCTION NOISE MODEL INPUTS** 



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## 12722

**CadnaA Noise Prediction Model** 

12722\_Construction.cna

Date:

06.03.20

Analyst:

B. Lawson

#### **Receiver Noise Levels**

Name	M.	ID		Level Lr		Limit. Value				Land	Use	Height		Coordinates				
			Day	Night	CNEL	Day	Night	CNEL	Туре	Auto	Noise Type			Х	Υ	Z		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)	Г	(ft)	(ft)	(ft)		
R1		R1	61.2	61.2	67.8	80.0	70.0	0.0				5.00 a		6213508.39	2316427.43	5.00		
R2		R2	61.2	61.2	67.8	80.0	70.0	0.0				5.00	a	6215117.34	2315176.99	5.00		
R3		R3	64.5	64.5	71.2	80.0	70.0	0.0				5.00	a	6214863.86	2314715.19	5.00		
R4		R4	69.1	69.1	75.8	80.0	70.0	0.0				5.00	а	6214230.53	2314127.51	5.00		
R5		R5	65.3	65.3	71.9	80.0	70.0	0.0				5.00	5.00 a 621328		2313662.24	5.00		
R6		R6	61.7	61.7	68.4	80.0 70.0 0.0						5.00	а	6213110.04	2313371.13	5.00		

# Area Source(s)

Name	M.	ID	Result. PWL		Result. PWL"		Lw / Li		Correction		Sound Reduction		Attenuation	Operating Time		ime	K0	Freq.	Direct.	М	oving Pt.	Src				
			Day	Evening	Night	Day	Evening	Night	Туре	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				Number		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Day	Evening	Night
SITEBOUNDARY		BLDG_1	130.2	130.2	130.2	75.3	75.3	75.3	Lw"	75.3		0.0	0.0	0.0							0.0	500	(none)			
SITEBOUNDARY		BLDG_2	116.0	116.0	116.0	75.3	75.3	75.3	Lw"	75.3		0.0	0.0	0.0							0.0	500	(none)			
SITEBOUNDARY		PARK	112.9	112.9	112.9	75.3	75.3	75.3	Lw"	75.3		0.0	0.0	0.0							0.0	500	(none)			

# Barrier(s)

Name	M.	ID	Abso	rption	Z-Ext.	Canti	lever	Height				
			left	right		horz.	vert.	Begin		End		
					(ft)	(ft)	(ft)	(ft)		(ft)		
E_BARRIERS		EXISTING						6.00	а			

## 12722

**CadnaA Noise Prediction Model** 

12722\_07\_Construction\_Lmax.cna

Date:

28.10.20 **Analyst:** 

B. Lawson

#### **Receiver Noise Levels**

Name	M.	ID		Level Lr		Limit. Value				Lanc	Use	Height		Coordinates				
			Day	Night	CNEL	Day	Night	CNEL	Туре	Auto	Noise Type			Х	Υ	Z		
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)				(ft)		(ft)	(ft)	(ft)		
R1		R1	52.9	52.9	59.5	80.0	70.0	0.0				5.00 a		6213508.39	2316427.43	5.00		
R2		R2	52.9	52.9	59.5	80.0	70.0	0.0				5.00	a	6215117.34	2315176.99	5.00		
R3		R3	56.2	56.2	62.9	80.0	70.0	0.0				5.00	a	6214863.86	2314715.19	5.00		
R4		R4	60.8	60.8	67.5	80.0	70.0	0.0				5.00	а	6214230.53	2314127.51	5.00		
R5		R5	57.0	57.0	63.6	80.0	70.0	0.0				5.00	a	6213289.56	2313662.24	5.00		
R6		R6	53.4	53.4	60.1	80.0	80.0 70.0 0.0					5.00	а	6213110.04	2313371.13	5.00		

Area Source(s)

Name	M.	ID	Result. PWL		Result. PWL"		Lw / Li		Correction		Sound Reduction		Attenuation	Operating Time			K0	Freq.	Direct.	1				
			Day	Evening	Night	Day	Evening	Night	Туре	Value	norm.	Day	Evening	Night	R	Area		Day	Special	Night				
			(dBA)	(dBA)	(dBA)	(dBA)	(dBA)	(dBA)			dB(A)	dB(A)	dB(A)	dB(A)		(ft²)		(min)	(min)	(min)	(dB)	(Hz)		Day
SITEBOUNDARY		BLDG_1	121.9	121.9	121.9	67.0	67.0	67.0	Lw"	67.0		0.0	0.0	0.0							0.0	500	(none)	
SITEBOUNDARY		BLDG_2	107.7	107.7	107.7	67.0	67.0	67.0	Lw"	67.0		0.0	0.0	0.0							0.0	500	(none)	
SITEBOUNDARY		PARK	104.6	104.6	104.6	67.0	67.0	67.0	Lw"	67.0		0.0	0.0	0.0							0.0	500	(none)	

## Barrier(s)

	•	•											
Name	N	VI.	ID	Abso	rption	Z-Ext.	Canti	lever	Height				
				left	right		horz.	vert.	Begin		End		
						(ft)	(ft)	(ft)	(ft)		(ft)		
E BARRIE	ERS		EXISTING						6.00	а		П	